INITIAL STUDY FOR THE

Rancon Medical Office/Retail Project
Plot Plan & Tentative Parcel Map No. 36492
(Planning Application No. 12-0053)

Lead Agency:

CITY OF WILDOMAR
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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 located at:

http://www.cityofwildomar.org/planning.asp

CD copies of the appendices are also available as part of the proposed Project file and can be reviewed at the following location:

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City of Wildomar, Planning Department
23873 Clinton Keith Rd., Suite 201
Wildomar, CA 92595
Hours: Monday - Thursday 8am - 5pm (closed Fridays)

APPENDICES

(located on the CD in a pocket at the back of this Initial Study)

A Site Photos

B Air Quality and Greenhouse Gas Impact Analysis

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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 Plot Plan and Tentative Parcel Map ("proposed Project") that would subdivide approximately 29.40 acres (gross)/25.99 acres (net) into thirteen (13) parcels for the initial development of approximately 96,240 square feet of proposed commercial, retail, restaurant, office (including medical) and light industrial uses. Ultimate development of the proposed Project will result in 294,900 square feet of business park uses, 42,420 square feet of general offices, 31,420 square feet of medical and dental offices, 19,400 square feet of commercial retail uses and a 3,000 square foot drive-through fast food restaurant. These proposed Project components are discussed in greater detail in Section II.B, below.

II. PROJECT DESCRIPTION

A. PROJECT LOCATION AND SETTING

The proposed Project site is generally located at the southwest corner of Clinton Keith Road and Elizabeth Lane,(i.e., west of Elizabeth Lane, north of Bunny Trail and west of Yamas Drive, in City of Wildomar, Riverside County, California. The regional and local vicinity of the proposed Project site are shown in Figure 1, *Regional Vicinity Map* and Figure 2, *Local Vicinity Map*. The Assessor's Parcel Number (APN) for the proposed Project site is 380-250-022. The proposed Project site is located on the U.S. Geological Survey (USGS) 7.5' Murrieta topographic quadrangle map, Section 6, T.7 S., R. 3 W.

Currently, the proposed Project site is vacant. The topography of the proposed Project site is generally flat. The site slopes in a northwest to southwest direction, with the elevations ranging from approximately 1,308 feet above mean sea level (MSL) along the northern boundary, to approximately 1,360 square feet MSL along the southern boundary. The highest elevation is at 1,385 feet above MSL on top of a berm located adjacent to Clinton Keith Road in the northeast corner of the site, and the lowest elevation is at 1,341 feet above MSL within the channel bottom of a drainage located in the southeast corner of the site.

General Plan

The City of Wildomar General Plan land use designation for the proposed Project site is Business Park (BP). According to the General Plan:

> *"The Business Park land use designation allows for employee-intensive uses, including research and development, technology centers, corporate and support office uses, "clean" industry and supporting retail uses. Building intensity ranges from 0.25 to 0.6 floor area ratio (FAR)."*

The General Plan land use designations for the properties immediately adjacent to the proposed Project site are as follows:

- North: Open Space-Recreation (OS-R)
- South: Business Park (BP)
- Southwest: Very High Density Residential (VHDR)
- East: Business Park (BP)
- West: Business Park (BP)

Reference Figure 3, *City of Wildomar General Plan Land Use Plan*

Zoning

The proposed Project site is zoned Industrial Park (IP). According to Section 17.88.010 (Permitted Uses) of the Wildomar Municipal Code, the IP zone district allows for industrial and manufacturing uses, as well as service and commercial uses.

The zoning designations for the properties immediately adjacent to the proposed Project site are as follows:

- North: R-R (Rural Residential)
- South: R-R (Rural Residential) and I-P (Industrial Park)
- Southwest: R-3 (General Residential Zone)
- East: M-SC (Manufacturing-Service Commercial)
- West: R-R (Rural Residential)

Reference Figure 4, *City of Wildomar Zoning Map*

B. PROJECT DESCRIPTION

1. Tentative Parcel Map

Tentative Parcel Map (36492) is a proposal to subdivide one (1) existing parcel, totaling approximately 29.40 acres (gross)/25.99 acres (net), into thirteen (13) parcels for commercial, industrial, and open space purposes. The thirteen (13) new parcels would be numbered Parcels 1 through 13 and would be divided as shown in Table 1-1, *Proposed Parcel Acreage* and Figure 5, *Tentative Parcel Map No. 36492.*

Figure 1 - Regional Vicinity Map

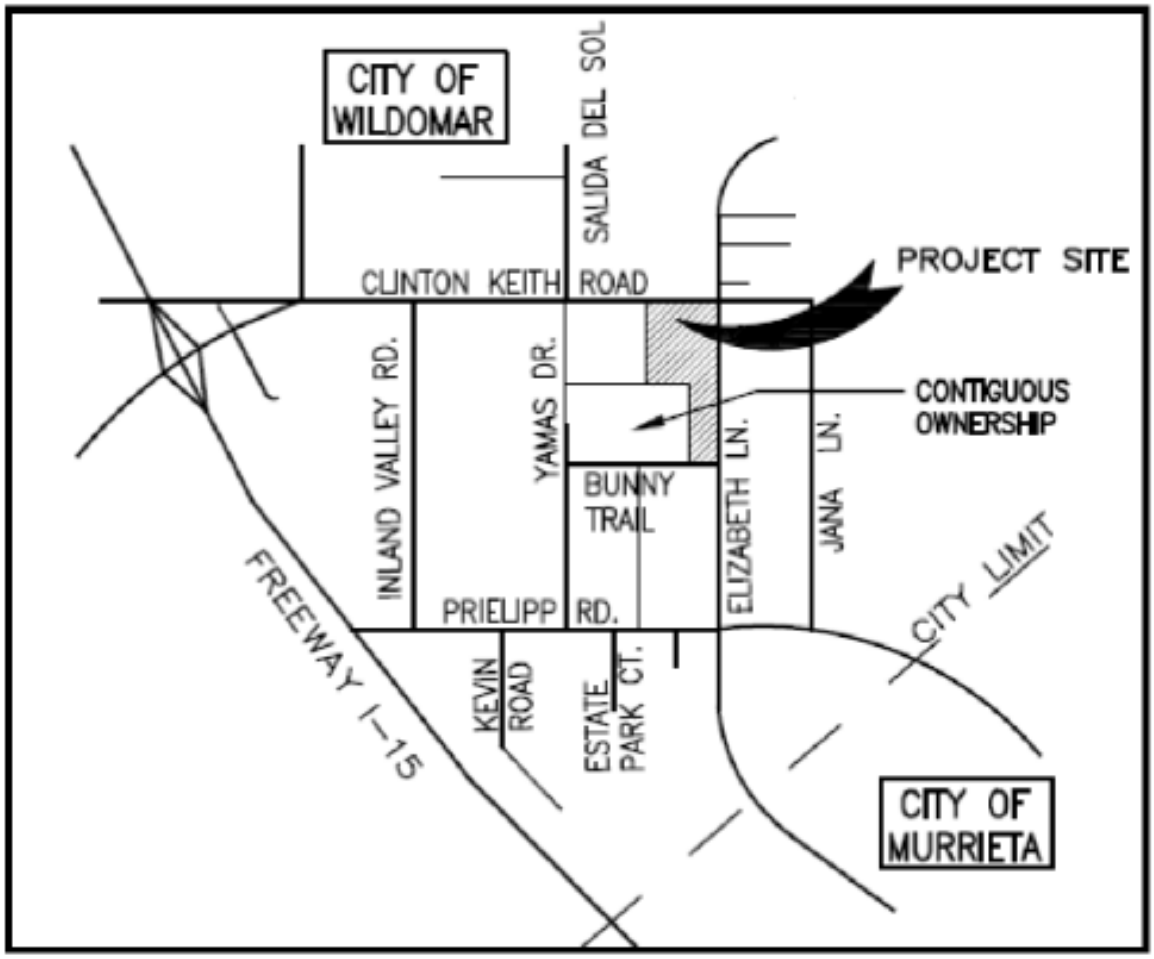
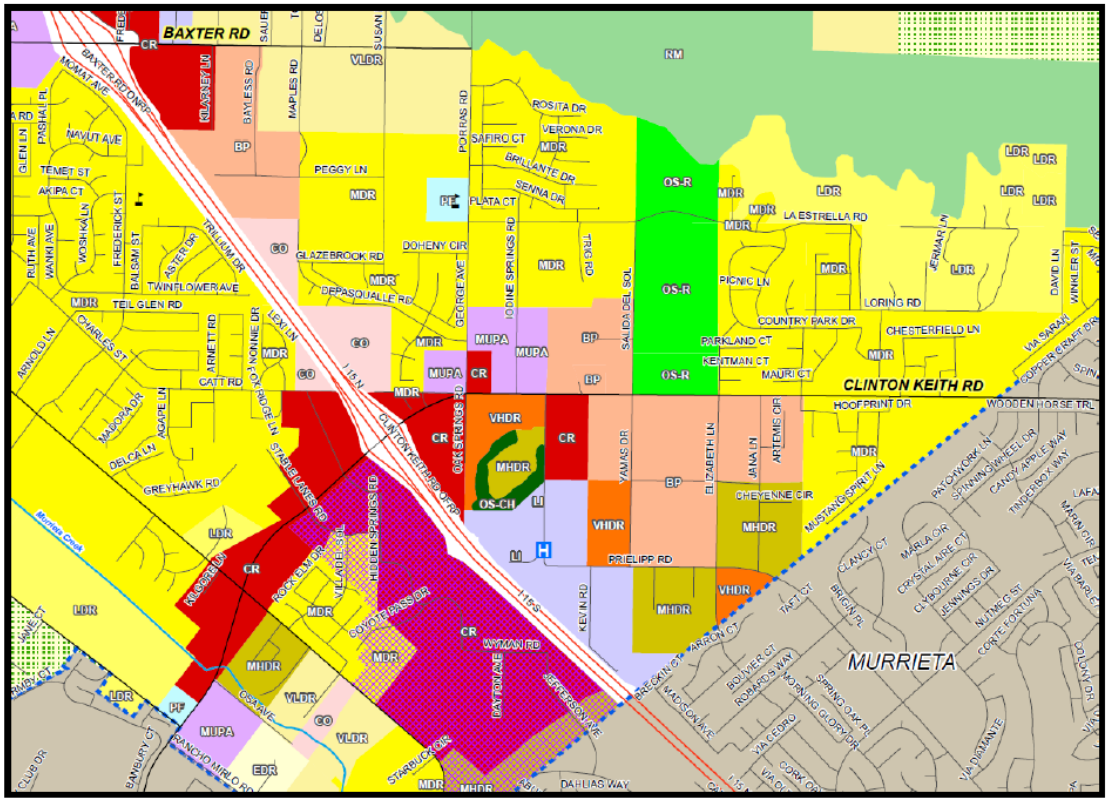


Figure 2 - Local Vicinity Map

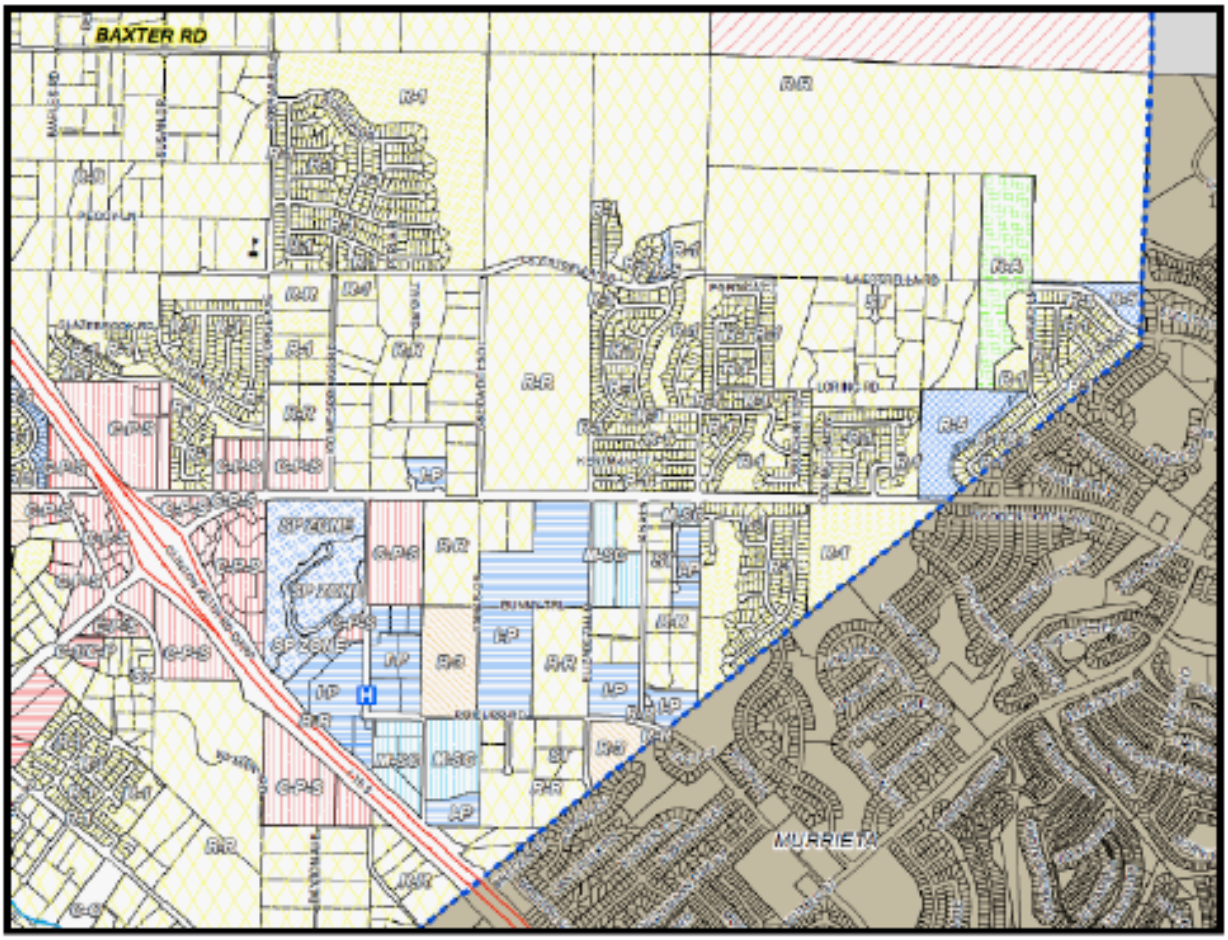


GENERAL PLAN LEGEND

OVERLAY
- COMMUNITY CENTER
- MIXED USE POLICY AREA

LAND USE
- Estate Residential
- EDR-RC
- Very Low Density Residential
- VLDR-RC
- Low Density Residential
- LDR-RC
- Medium Density Residential
- Medium High Density Residential
- High Density Residential
- Highest Density Residential
- Very High Density Residential
- Commercial Retail
- Commercial Tourist
- Commercial Office
- Community Center
- Light Industrial
- High Industrial
- Business Park
- Public Facilities
- Mixed Use Policy Area
- Rural Residential
- Rural Mountainous
- Rural Desert
- Agriculture
- Conservation
- Conservation Habitat
- Open Space Recreation
- Open Space Rural
- Water
- Mineral Resources
- Indian Lands
- Freeway
- WILDOMAR CITY LIMITS

Figure 3 – City of Wildomar General Plan Land Use Map



ZONING LEGEND

ZONING CODE

- C-1/C-P
- C-P-S
- I-P
- M-SC
- R-1
- R-1-1
- R-1-10000
- R-1-15000
- R-3
- R-5
- R-A
- R-A-1
- R-A-1/2
- R-A-10
- R-A-2 1/2
- R-A-20000
- R-A-5
- R-R
- R-T
- SP ZONE
- W-1
- WILDOMAR CITY LIMITS

Figure 4 – City of Wildomar Zoning Map

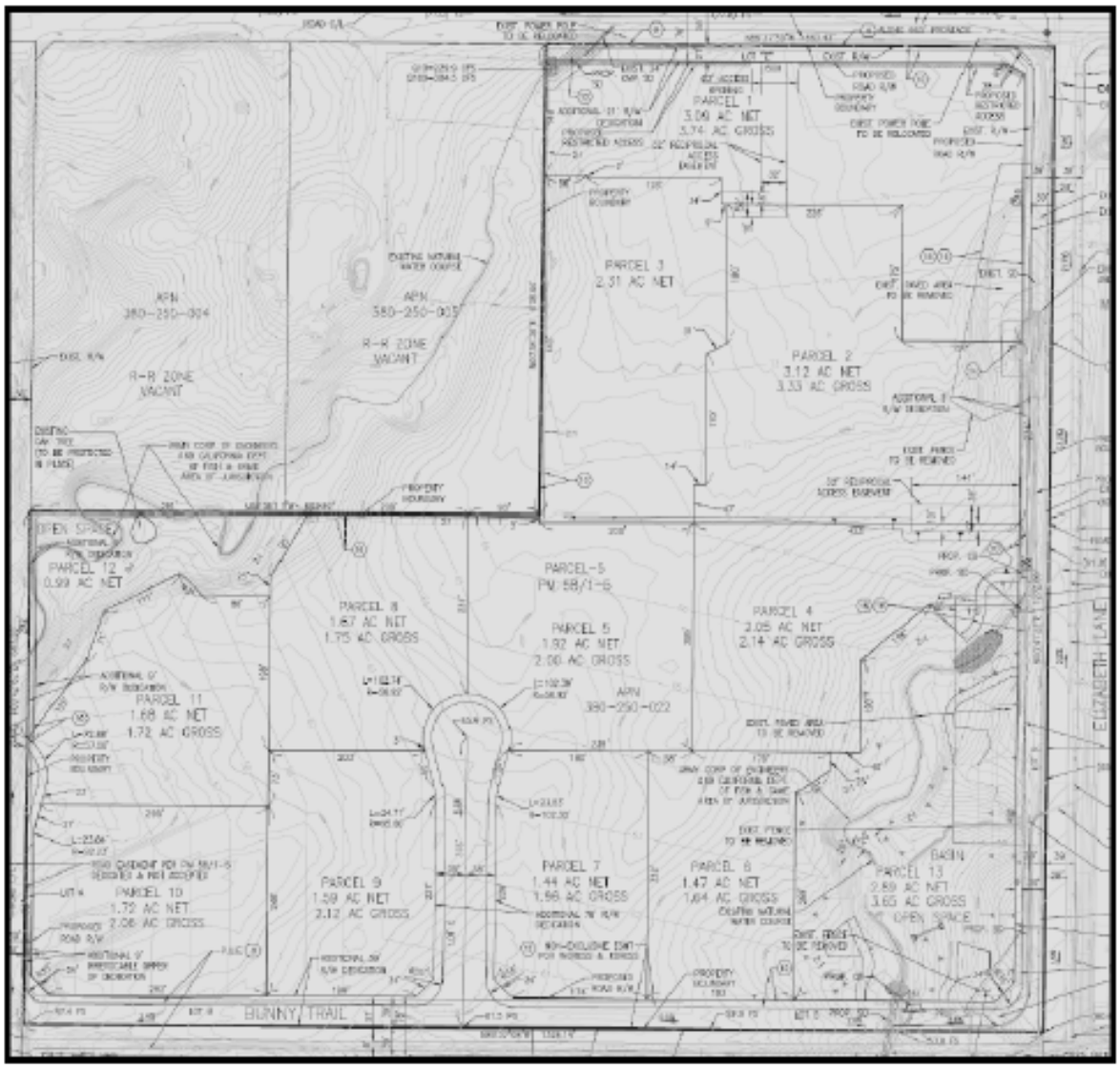


Figure 5 – Tentative Parcel Map No. 36492

Table 1.2-1
Proposed Parcel Acreage

Parcel Number	Project Site Acreage		
	Gross	Net	Dedicated Land
1	3.74	3.09	0.65
2	3.33	3.12	0.21
3	2.31	2.31	-
4	2.14	2.05	0.09
5	2.00	1.92	0.08
6	1.64	1.47	0.17
7	1.96	1.44	0.52
8	1.75	1.67	0.08
9	2.12	1.59	0.53
10	2.06	1.72	0.34
11	1.72	1.68	0.04
12 (Open Space)	0.99	1.05	-
13 (Open Space)	3.65	2.89	0.76
Totals	29.40	25.99	3.41

Source: Figure 3, Tentative Parcel Map No. 36492

As noted in Table 1.2-1, *Proposed Project Acreage*, above, the proposed Project would dedicate approximately 3.41 acres of the proposed Project site to the City of Wildomar for right-of-way purposes for Clinton Keith Road, Elizabeth Lane, Bunny Trail, Yamas Drive and "Lot C" that will provide the necessary Proposed Project circulation and to accommodate access to/from the proposed development.

Anticipated future roadway improvements are discussed below.

Roadway Improvements

Implementation of the Project will result in improvements to several roadways within TPM 36492, as depicted on Figure 5, *Tentative Parcel Map No. 36492.* With the exception of "Lot C", all roadways are General Plan Circulation Element roadways.

Clinton Keith Road

Improvements to Clinton Keith Road are depicted on Figure 6, *Clinton Keith Road (Project frontage on Clinton Keith Road to Elizabeth Lane)*. The ultimate right-of-way for Clinton Keith Road, along the proposed Project's northern frontage is 152**'**. Clinton Keith Road is classified as an Urban Arterial Highway. Currently, there is 58' to 68' of existing pavement on Clinton Keith Road adjacent to the proposed Project's northerly frontage. The proposed roadway section, which will be dedicated an improved by the proposed Project, is described below:

- A 21' additional ROW dedication for a parkway, which will include a 5' meandering sidewalk along the proposed Project's northerly boundary;
- 29' of additional pavement, for a total of 48' feet of pavement within a 55' section; and

- 14’ wide proposed raised median (7’ on the proposed Project’s ROW and 7’ on the adjacent ROW.

These improvements will be constructed with Phase 1 of the proposed Project.

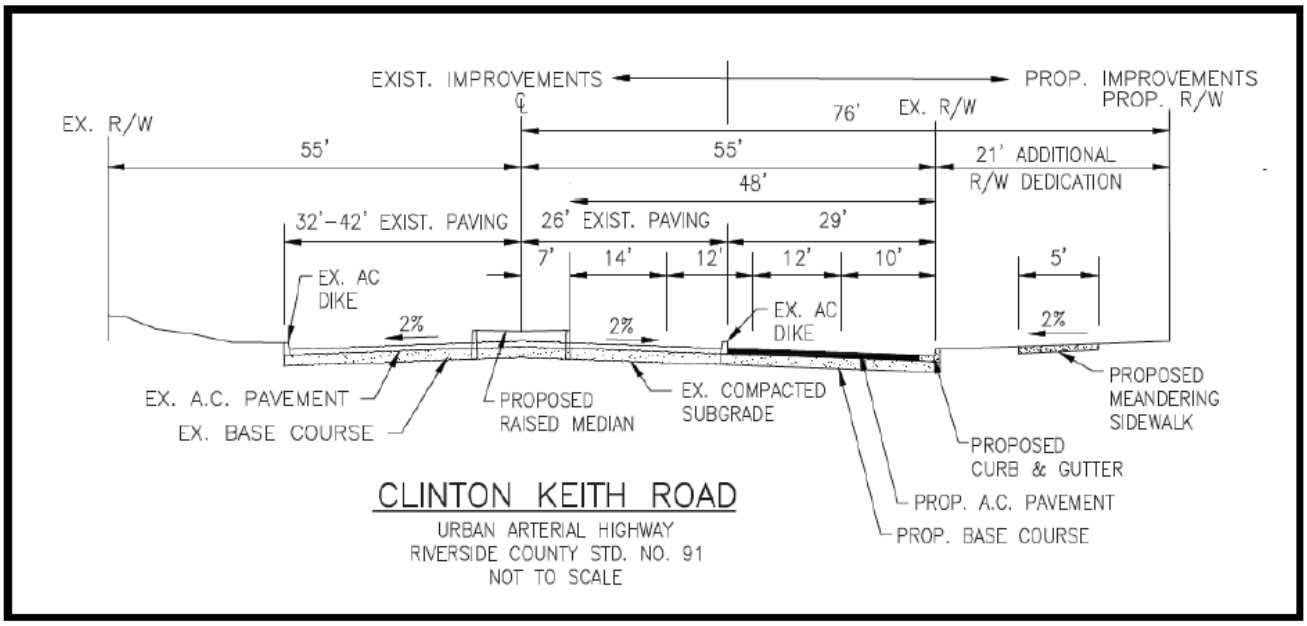


Figure 6 – Clinton Keith Road
(Project Frontage on Clinton Keith Road to Elizabeth Lane)

Elizabeth Lane

Improvements to Elizabeth Lane are depicted on Figure 7, *Elizabeth Lane (from Clinton Keith Road to Bunny Trail)*. The ultimate right-of-way for Elizabeth Lane, along the proposed Project's easterly frontage is 78'. Elizabeth Lane is classified as an Industrial Collector Street. Currently, there is 34' of existing pavement on Elizabeth Lane, which is adjacent to the existing Clinton Keith Self Storage, easterly of the proposed Project site. In addition, an 11' parkway (6' curb adjacent sidewalk and 5' of landscaping) is also installed on the east side of Elizabeth Lane. The proposed roadway section, which will be dedicated an improved by the proposed Project, is described below:

- A 9' additional ROW dedication;
- 22' of additional pavement, for a total of 56' feet of pavement within a 78' section; and
- 11' parkway (6' curb adjacent sidewalk and 5' of landscaping).

These improvements will be constructed with Phase 1 of the proposed Project.

Bunny Trail

Improvements to Bunny Trail are depicted on Figure 8, *Bunny Trail (between Elizabeth Lane and Yamas Drive)*. The ultimate right-of-way for Bunny Trail, along the proposed Project's southerly frontage is 78'. Bunny Trail is classified as an Industrial Collector Street. Bunny Trail, along the southerly Proposed Project boundary, does not currently exist. Proposed roadway improvements include half-width improvements adjacent to the proposed Project's southerly boundary: 11' parkway (5' parkway and 6' curb-adjacent sidewalk), and 28' feet of pavement. An additional 18' of pavement (south of the roadway centerline) and an 8' shoulder. This portion is considered an off-site improvement. In total, 46' of pavement will be developed with the proposed Project.

Bunny Trail improvements will be constructed with Phase 2 of the proposed Project.

Yamas Drive

Improvements to Yamas Drive are depicted on Figure 9, *Yamas Drive (north of Bunny Trail).* The ultimate right-of-way for Yamas Drive, along the proposed Project's easterly frontage is 78'. Yamas Drive is classified as an Industrial Collector Street and will provide access to Parcels 10 and 11. Yamas Drive, along the southerly Proposed Project boundary, does not currently exist. Proposed roadway improvements include half-width improvements adjacent to the proposed Project's southerly boundary: 11' parkway (5' parkway and 6' curb-adjacent sidewalk), and 28' feet of pavement. An additional 18' of pavement (south of the roadway centerline) and an 8' shoulder. This portion is considered an off-site improvement. In total, 46' of pavement will be developed with the proposed Project. An additional 9' of ROW will be dedicated with the proposed Project for the Yamas Drive improvements. Yamas Drive will extend as a cul-de-sac to the existing drainage course (approximately 400' northerly of the existing terminus of Yamas Drive).

Yamas Drive improvements will be constructed with Phase 2 of the proposed Project.

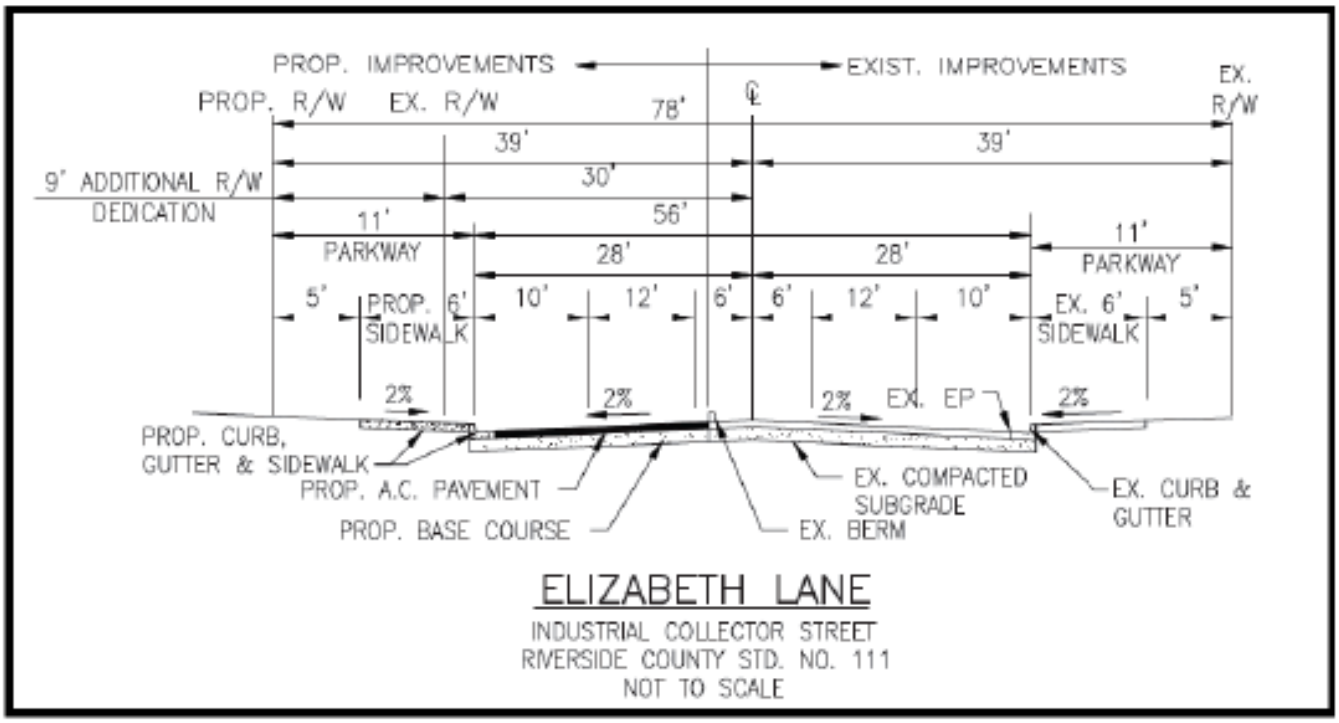


Figure 7 – Elizabeth Lane
(From Clinton Keith Road to Bunny Trail)

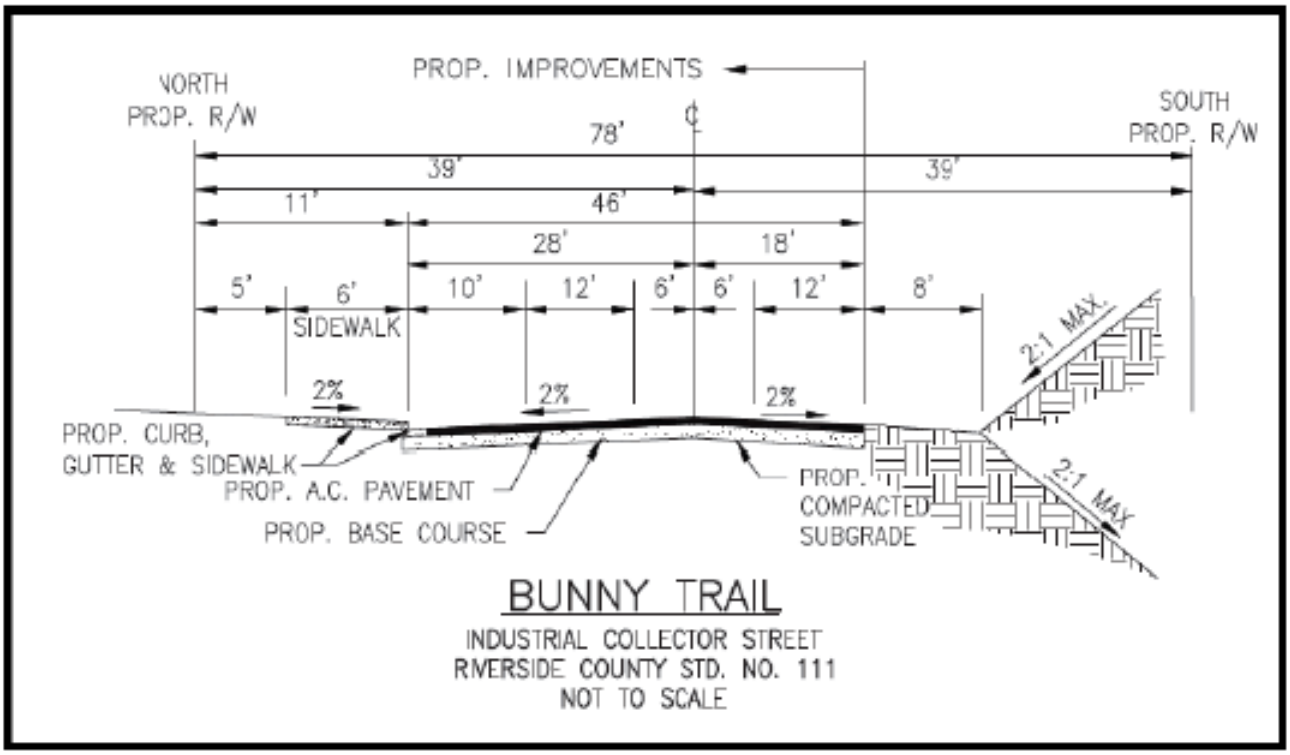


Figure 8 – Bunny Trail
(Between Elizabeth Lane and Yamas Drive)

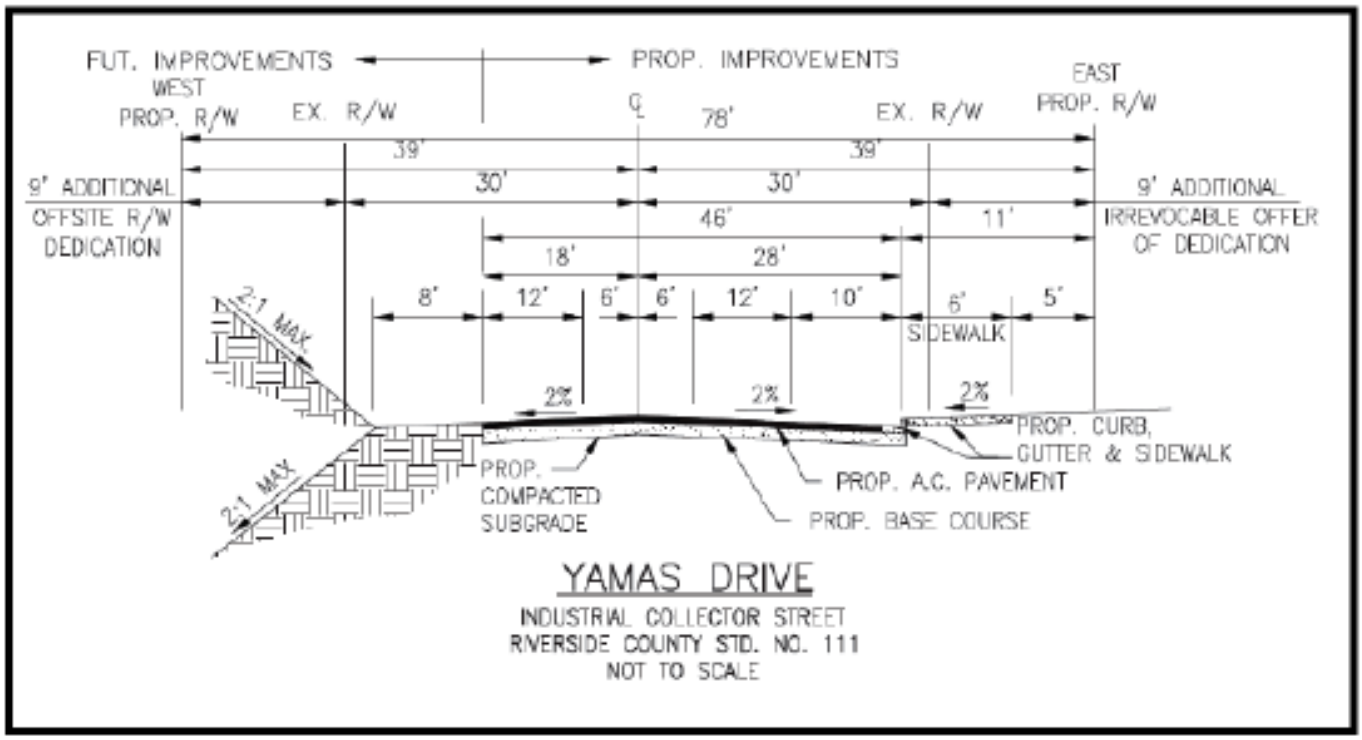


Figure 9 – Yamas Drive
(North of Bunny Trail)

Lot "C"

Improvements to Lot "C" are depicted on Figure 10, *Lot "C" (north of Bunny Trail).* The ultimate right-of-way for Lot "C" is 78'. Lot "C" is classified as an Industrial Collector Street and will allow access to Parcels 5, 7, 8 and 9 off of Bunny Trail. The proposed roadway section, which will be dedicated an improved by the proposed Project, is described below:

- A 78' ROW dedication;
- 56'' of pavement (28' per half-width); and
- 11' parkway (6' curb adjacent sidewalk and 5' of landscaping) on both sides of Lot "C"

Lot "C" improvements will be constructed with Phase 2 of the proposed Project.

2. Plot Plan

The Plot Plan will be developed in two (2) phases. Phase 1 of the proposed Project includes approximately 96,240 square feet of proposed commercial, retail, restaurant, office (including medical) and light industrial uses, as depicted on Figure 11, *Plot Plan*. Ultimate development (Phase 2) of the proposed Project will result in 294,900 square feet of business park uses, 42,400 square feet of general offices, 31,420 square feet of medical and dental offices, 19,400 square feet of commercial retail uses and a 3,000 square foot drive-through fast food restaurant.

Phase 1 of the proposed Project includes six (6) buildings on the site. These buildings range in size from approximately 3,000 square feet to 42,420 square feet for a total of 96,240 square feet (11.8% of the site). Buildings 1 and 2 are located adjacent to Clinton Keith Road. Buildings 3 and 4 are located adjacent to Elizabeth Lane. Buildings 5 and 6 are located internal to the proposed Project. The individual building square footages, maximum heights and proposed uses and are listed in Table 1.2-2, *Plot Plan Square Footage and Proposed Uses*, below:

Table 1.2-2
Plot Plan Square Footage and Proposed Uses

Building	Maximum Height	Square Footage	Proposed Use(s)
1	26'0"	8,200	Commercial Retail
2	26'0"	8,200	Commercial Retail
3	26'0"	3,000	Commercial Retail
4	26'0"	3,000	Drive-thru Fast Food
5	36'0"	31,420	Medical Office
6	36'0"	42,420	Office
Total		**96,240**	

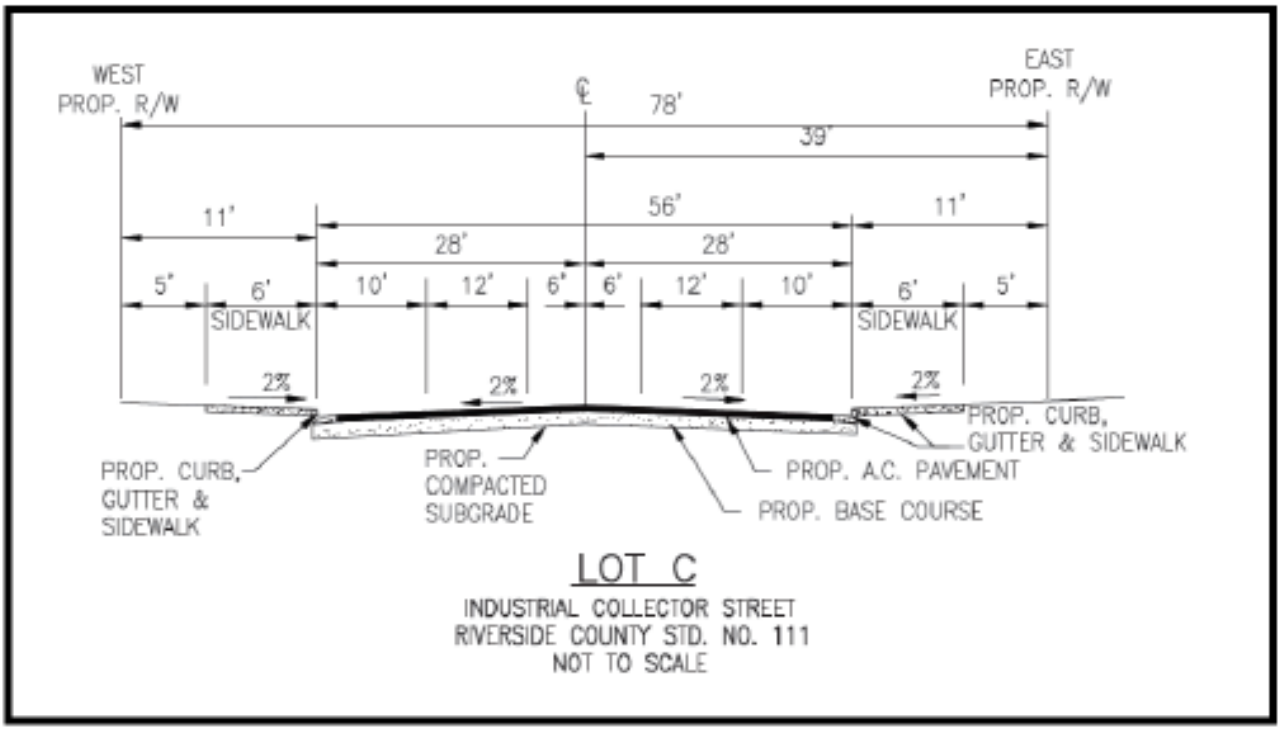


Figure 10 – Lot "C"
(North of Bunny Trail)

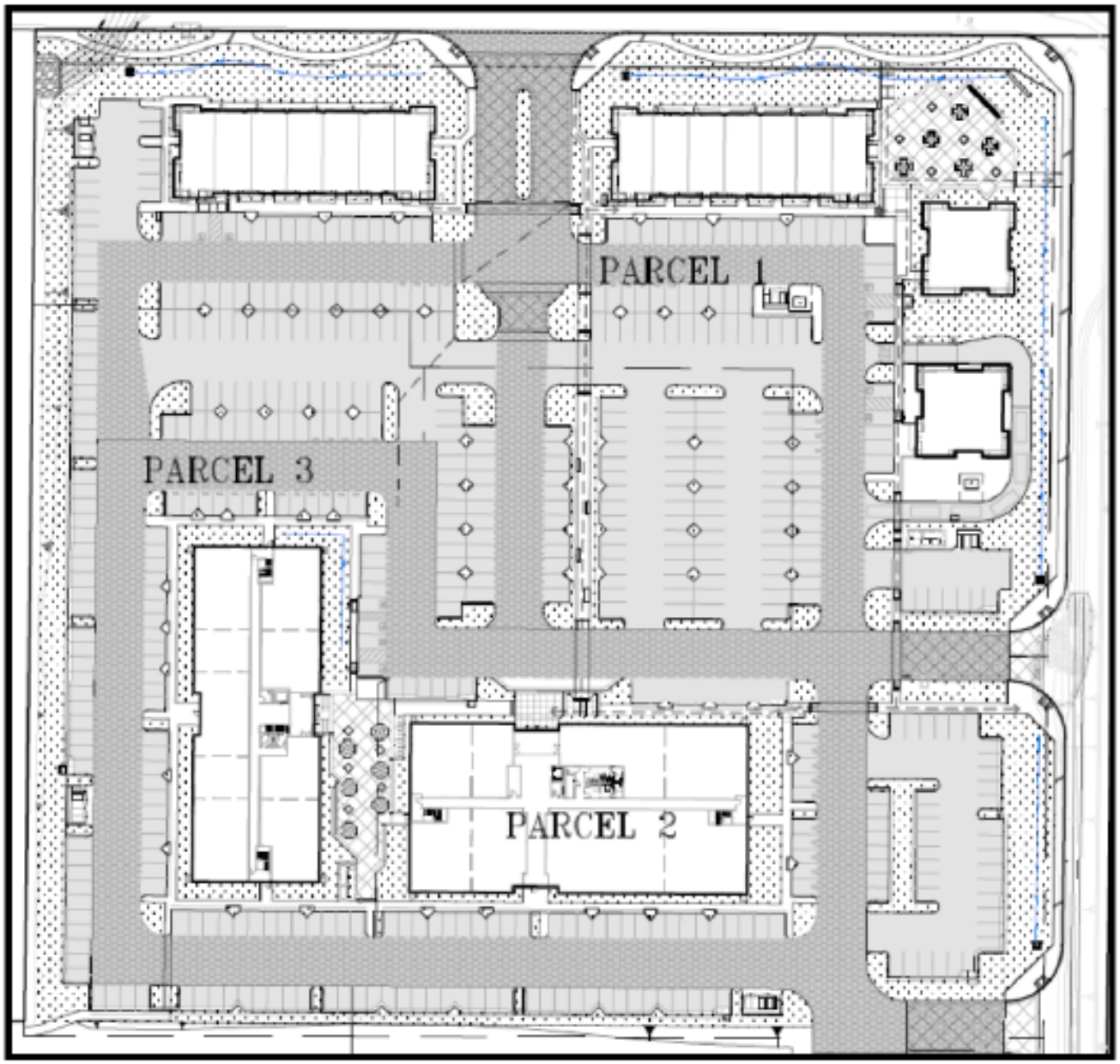


Figure 11 – Plot Plan

No portion of Phase 2 is planned at this time. However, as part of this analysis, the ultimate development of both phases of the proposed Project, which will result in a total of 294,900 square feet of business park uses, 42,420 square feet of general offices, 31,420 square feet of medical and dental offices, 19,400 square feet of commercial retail uses and a 3,000 square foot drive-through fast food restaurant has been taken into account in this Initial Study. Therefore, it is anticipated that Phase 2 will include the remaining 198,660 square feet of development on the proposed Project site. Phase 2 development will be in accordance with the BP General Plan designation and the IP Zoning designation.

Two (2) gathering/outdoor spaces have been provided in Phase 1. These are located between Buildings 2 and 3 and 5 and 6 respectively, as shown on Figure 12, *Illustrative Plan*. These gathering areas will include, at a minimum: shade trees, seating areas, seat walls, lighting, decorative paving and potential water features. Reference Figure 13, *Patio Areas*.

Hours of Operation

The tenants and specific businesses for both Phases of development are unknown at this time, therefore, it is difficult to assess operational hours and number of employees. The days and hours of operation will be assumed to be typical of those associated with similar commercial retail office, medical office and, Drive-thru Fast Food restaurant uses of this type and scale.

Building Architecture and Materials

All six (6) buildings in Phase 1 will have a similar design theme and color motif. The architecture could be considered contemporary and consistent with other commercial and light industrial/office developments in the Proposed Project area. Buildings 1-4 will be wood frame construction. These building will be articulated on all sides through the use of a combination of the following items: stucco, glass, aluminum mullions, tile accents, metal canopies, storefront entries and decorative light fixtures. Building entry points have been accented and the building mass has been broken up with the use of colors, materials, pop-outs and roof height variations. Please see Figure 14, *Color Elevations Buildings 1 and 2* and Figure 15, *Color Elevations Buildings 3 and 4*. Buildings 5 and 6 are office buildings and have been designed to be complimentary to Buildings 1-4, yet at the same time provide the simple architecture and design that accompanies office buildings in contrast to commercial retail buildings. Both buildings will be tilt-up construction. These building will be articulated on all sides through the use of a combination of the following items: glass, aluminum mullions, metal canopies, storefront entries, horizontal reveals and decorative light fixtures. Building entry points have been accented and the building mass has been broken up with the use of colors, materials, pop-outs and roof height variations. Please see Figure 16, *Color Elevations Building 5* and Figure 17, *Color Elevations Building 6*.

Phase 2 architecture is not known at this time. I will be assumed that Phase 2 architecture will be complementary in style and massing as Phase 1.

Figure 12 – Illustrative Plan

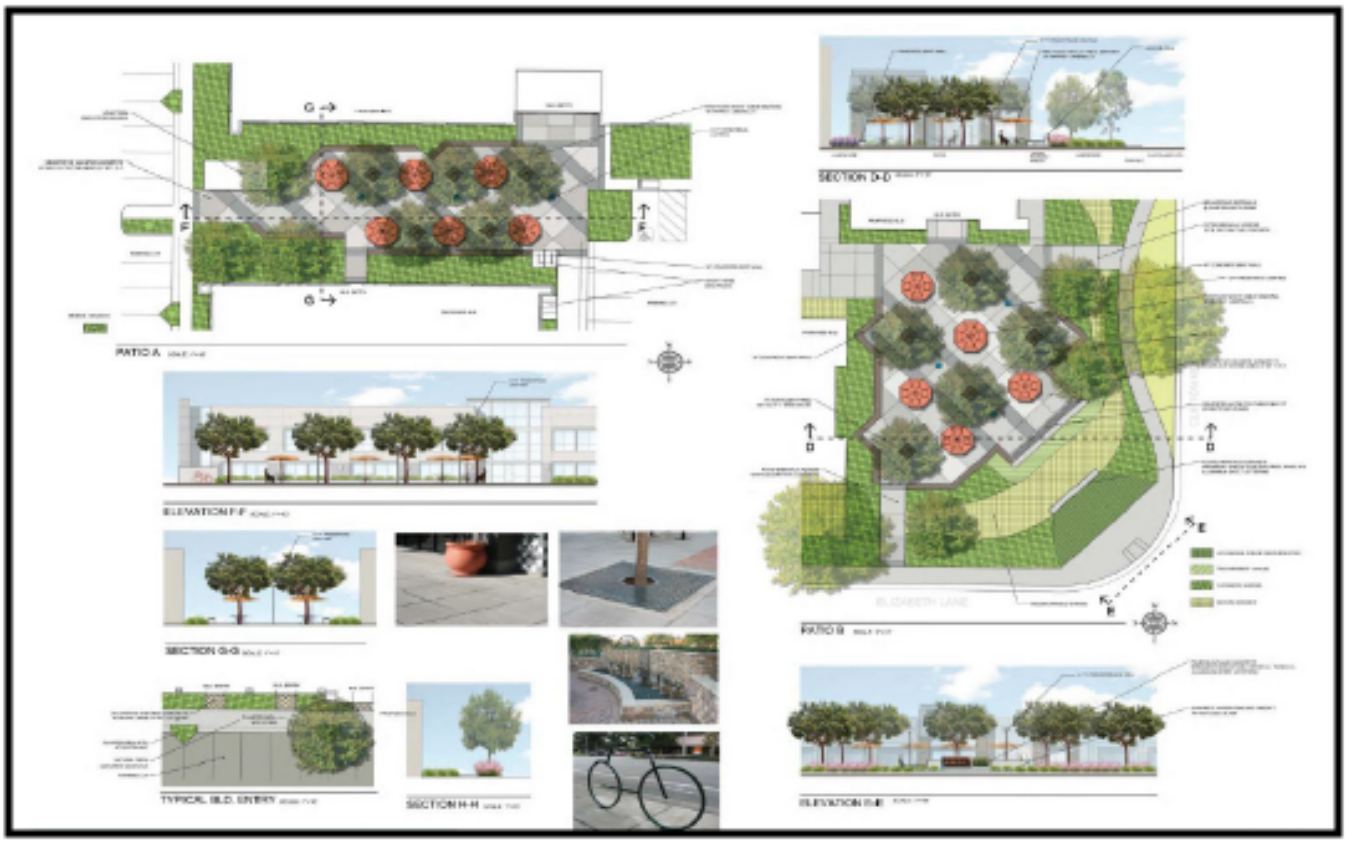


Figure 13 – Patio Areas

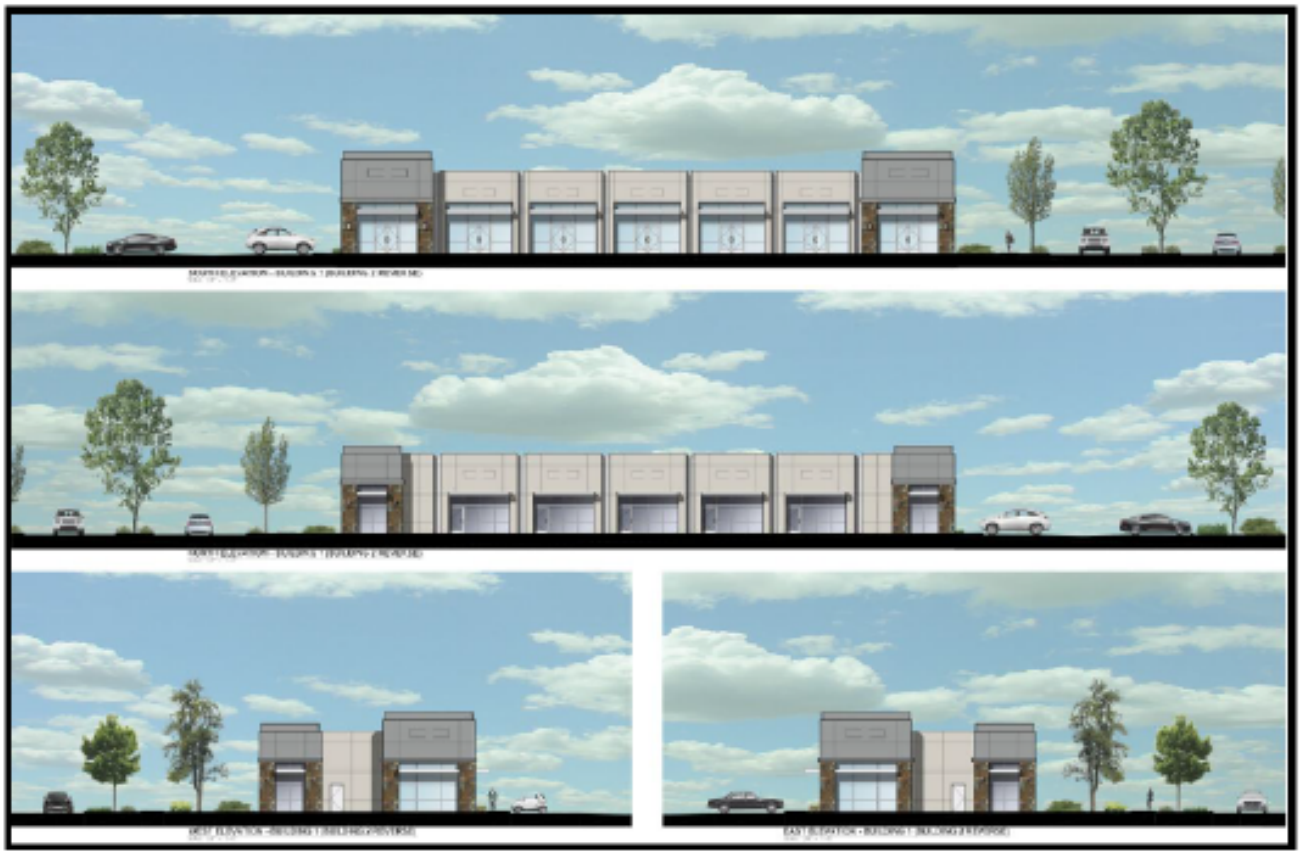


Figure 14 – Color Elevations Buildings 1 and 2

Figure 15 – Color Elevations Buildings 3 and 4

Figure 16 – Color Elevations Building 5

Figure 17 – Color Elevations Building 6

Site Access, Roadway Improvements, Off-Street Parking and Landscaping

Site Access

The Proposed Project proposes three (3) access points in Phase 1. These access points will be from two (2) surrounding publicly maintained streets: Clinton Keith Road and Elizabeth Lane. The Clinton Keith Road access point will be restricted to right-in/right-out turning movements. The northerly Elizabeth Lane access will be restricted to right-in/right-out turning movements. Full-access driveway will be permitted on the more southerly access point on Elizabeth Lane. Phase 2 access points will be from Elizabeth Lane, Bunny Trail, Lot "C" and Yamas Drive. No turning movement restrictions are anticipated. Please reference Figure 11, *Plot Plan*.

Roadway Improvements

A detailed discussion of Roadway improvements has been described above under II.B.1, Tentative Parcel Map (36492).

Off-Street Parking

The City's parking requirement for Phase 1 has been calculated utilizing the following ratios:

Commercial Retail: 1 parking space per 200 square feet;
Drive–thru Fast Food: 1 parking space per 100 square feet;
Medical Office: 1 parking space per 200 square feet; and
Office: 1 parking space per 200 square feet.

This formula results in a requirement for 498 parking spaces for Phase 1. Phase 1 of the proposed Project will provide a total of 502 spaces. These parking spaces include standard, handicap, compact and "clean air" parking spaces. Fifty (50) bike racks are required (25 short-term and 25 long-term spaces). Phase 1 of the proposed Project will provide 60 bicycle spaces. With the exception of the Clinton Keith frontage, parking will be along the proposed Project's perimeter, with a larger parking field centrally located within the proposed Project.

Phase2 parking requirements will be provided in accordance with the City's requirements.

Landscaping

According to the City's Zoning Code, approximately fifteen percent (15%) of the site must be landscaped in the IP Zone. For Phase 1, this minimum area to be landscape would be approximately 75,925 square feet). According to Figure 11, *Plot Plan*, approximately 91,453 square feet, or 18.1% of the site of Phase 1 will be landscaped. Landscaping will be along all of the proposed Project perimeters, with the largest landscaping setback along Clinton Keith Road, to be followed by Elizabeth Lane and then the southerly and westerly proposed Project boundaries.

Grading/Construction

According to the *Air Quality and Greenhouse Gas Impact Analysis for the Rancon Medical Educational Center Plot Plan No. 36492, City of Wildomar*, prepared by Albert A. Webb Associates, dated February

13, 2013, Revised July 17, 2013, the following grading/construction scenario for the proposed Project are:

- The Proposed Project site is currently vacant; thus, no demolition is necessary.
- Phase 1 construction will begin with site grading for the commercial and office uses no sooner than October 2013. Grading will last approximately four months. Building construction follows and will last approximately 12 months. Paving will follow building construction and last one month. Architectural coating/painting will last approximately six months and begin during building construction.
- Phase 2 construction will begin with site grading for the business park uses no sooner than March 2015. Grading will last approximately six months. Building construction follows and will last approximately 12 months. Paving will follow building construction and last one month. Architectural coating/painting will last approximately seven months and begin during building construction.

Phase 1 grading is shown on Figure 18a, *Preliminary Grading Plan – Northern Portion and* Figure 18b, *Preliminary Grading Plan – Southern Portion*. Grading for Phase 1 is proposed on Parcels 1-3 and Parcel 13. Phase 1 grading will result in 44,143 cubic yards of cut and 20,300 cubic yards of fill. Approximately 23,843 cubic yards will be exported to the Phase 2 portion of the proposed Project, and will not need to be further exported off the proposed Project site upon development of Phase 2 Grading in Phase 1 will provide developable areas for the Plot Plan, protection for the drainage course in Parcel 13, as well as grading for the improvements to Clinton Keith Road and Elizabeth Lane.

Phase 2 grading is not known at this time, but will encompass grading for Parcels 5-11, Bunny Trail, Yamas Drive and, Lot "C". It should be noted that default parameters within CalEEMod (Air Quality modeling software) were used for modeling air quality construction emissions for all phases of development of the proposed Project, and these default values reflect a worst-case scenario, which means that Proposed Project emissions are expected to be equal to or less than the estimated construction emissions. This is further elaborated upon in Section V.3 (Air Quality) of this Initial Study.

Hydrology / Water Quality

Hydrology

Proposed on-site storm drain system and drainage design for Phase 1 will maintain these existing flows by the following:

- The existing four 48" RCP culverts in the northwest corner that run under Clinton Keith Road will be extended under the widened southern half of the road, maintaining existing flows with no impact downstream. The site grading proposes that the north-west portion of 0.6 acres drains to Stream 3 in a manner that the proposed conditions flows do not exceed existing conditions flows generated from the 2.1 acres.
- Near the above mentioned culverts, an AC spillway inlet into a 24" CMP will be replaced with a catch basin along with the street improvement widening.
- The existing 60" RCP that carries flows from north side of Clinton Keith Road will be extended approximately 400 lineal feet and outlet back into the natural drainage channel approximately 150' south of the most southerly drive entrance from Elizabeth Lane.

- An existing catch basin at a low point along the east side of Elizabeth Lane that directly discharges into a natural channel will join the above mentioned 60" RCP, as well as a proposed catch basin directly on the west side of Elizabeth Lane.
- The existing 30" RCP that carries flows from the adjacent mini-storage facility will be extended approximately 200 lineal feet and join a culvert that will be built under Bunny Lane.
- A 40' long culvert will be built under Bunny Lane to allow storm water to continue flowing in a southerly direction as it currently does.
- An on-site drainage system is proposed to capture the on-site flows and convey them to the proposed water quality/detention basin.
- Detention basins will be constructed at the outlet locations for each stream subareas to mitigate the increased runoff from the post-developed site conditions and release measured flows into the natural streams with no adverse impact downstream. For preliminary purposes, the basins are sized for the differences between the volumes of the 10-year, 24-hour pre- and post-developed conditions storm events. The 100-year events will bypass through.

A detention basin will be constructed in the southeast corner of Parcel 13 to mitigate the increased runoff from the post-developed parcels 1,2 and 3 proposed Project site and release measured flows into the natural Stream 1 with no adverse impact downstream. The proposed basin will serve dual purpose as being a water quality sand filtration basin and a detention mitigation basin.

Phase 2 drainage improvements are not known at this time. Phase 2 drainage improvements will be installed with the development of that portion of the proposed Project. All drainage facilities in Phase 2 will be consistent with City of Wildomar requirements, and will be subject to the current, or applicable standard conditions at the time of development, plus the proposed Project-specific mitigation measures contained in this Initial Study.

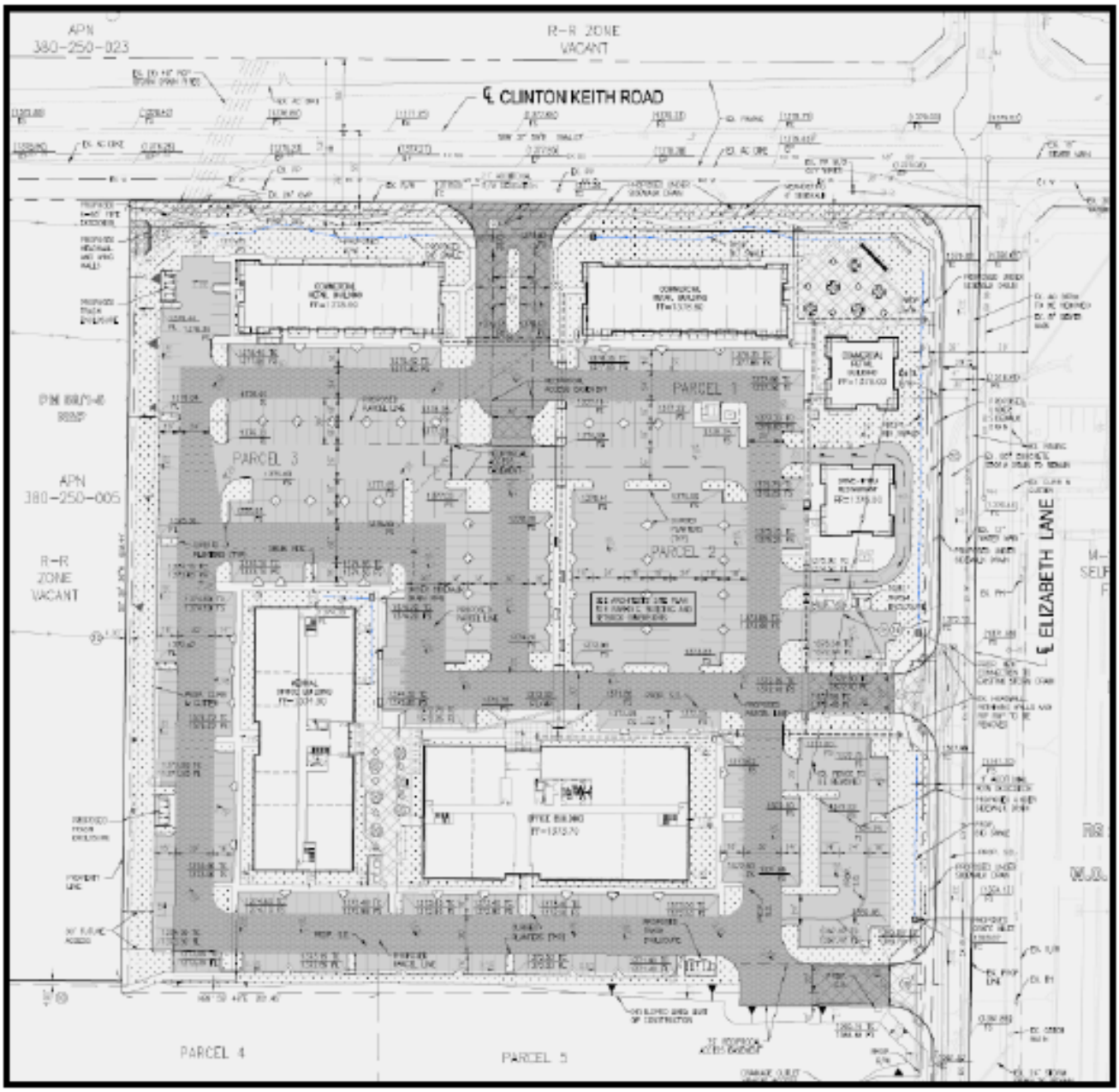


Figure 18a - Preliminary Grading Plan
Northern Portion

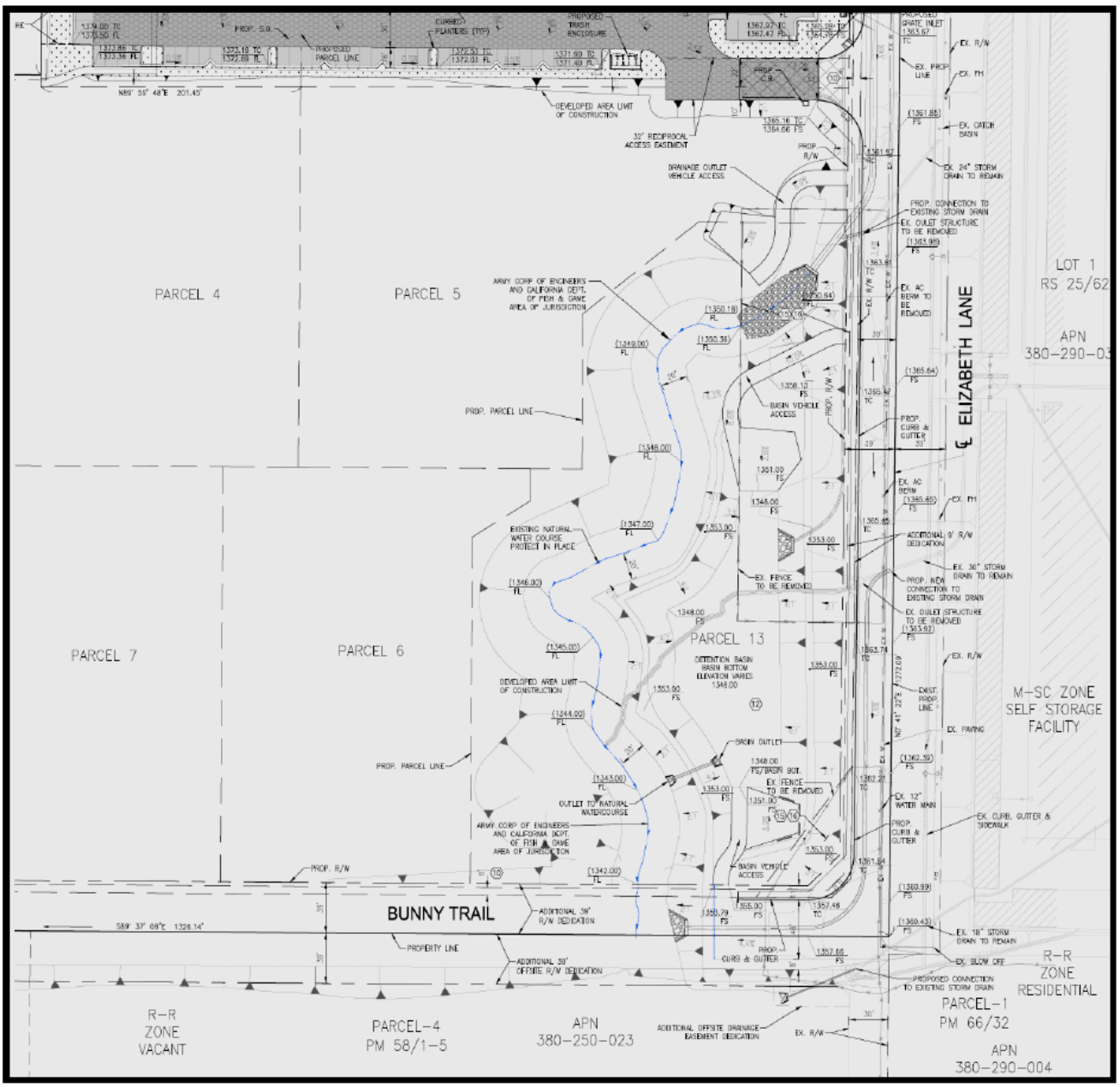


Figure 18b - Preliminary Grading
Southern Portion

Water Quality

Tentative Parcel Map 36492 proposes to create 13 parcels on approximately 29.5 acres of currently vacant, formerly agricultural land. Phase 1 of the proposed Project proposes to currently develop only three of those parcels (Parcel 1, 2, and 3 – 7.7 acres) along with Parcel 13 (open space – 2.88 acres) into an industrial park and a detention/sand filter basin respectively. The net disturbed area as a result of this Phase 1 will be 11.85 acres and will be limited to this partial development that consists of the following activities:

- Conduct grading operations for 7.7 acres and grade to existing topography along the southern boundary of the 3 parcels.
- Construct one medical office building, three commercial office buildings, one office building, one drive-thru restaurant, plus associated parking and landscape areas on Parcels 1 through 3.
- Construct a detention basin/sand filter basin on Parcel 13 (1.1 acres out of 2.88 acres of open space) for increased storm water runoff mitigation and water quality treatment.
- Construct sidewalk under drains along Clinton Keith Road and Elizabeth Lane to convey street tributary runoff to on-site vegetated swales that treat the storm water before entering the existing MS4 storm drain system.
- Conduct selective grading of the immediate surrounding area and modify existing storm drain design to prevent diversion of flows and maintain existing drainage patterns.

Phase 2 WQMP facilities are not known at this time. Phase 2 WQMP facilities will be installed with the development of that portion of the proposed Project. All WQMP facilities in Phase 2 will be consistent with City of Wildomar requirements for implementing water quality, and will be subject to the current, or applicable standard conditions at the time of development, plus the proposed Project-specific mitigation measures contained in this Initial Study.

Sewer and Water Facilities

The proposed Project will tie into an existing 20" water line located in Clinton Keith Road and a 12" water line in Elizabeth Lane, which will create a loop system. The proposed Project will tie into an existing 18" sewer line located in Clinton Keith Road.

Utilities

All utilities and public services are currently available on, or adjacent to, the proposed Project site. Utility and Service providers are as follows:

- Electricity: Southern California Edison
- Water: Elsinore Valley Municipal Water District
- Sewer: Elsinore Valley Municipal Water District
- Cable: Comcast Cablevision
- Gas: Southern California Gas Company
- Telephone: Verizon

Biological Resources

According to the *Biological Resources Assessment, Rancon Medical and Education Center. City of Wildomar, Riverside County, California*, prepared by PCR Services Corporation, dated September, 2012, the proposed Project site consists primarily of non-native grassland, with a smaller component of native vegetation dominated by California buckwheat (*Eriogonum fasciculatum*). The entire site is within the Western Riverside County MSHCP, but is not within any designated United States Fish and Wildlife Service (USFWS) critical habitat.

The proposed Project site supports two (2) drainage features observed to support field indicators associated with USACE, RWQCB, and CDFG (collectively "the resource agencies") jurisdictional waters, including Drainage D1 and Drainage D2. Drainage D1 is located near the eastern boundary of the site adjacent to Elizabeth Lane, and Drainage D2 is located in the northwest corner of the southern portion of the site, with a small portion adjacent to Clinton Keith Road to the north. Please refer to Figure 19, *Jurisdictional Features* (Figure 8 of BRA).

Mapped soils in the proposed Project site are within the Monserate-Arlington-Exeter Association, including eight soil types as follows:

- Arlington and Greenfield fine sandy loams, 2 to 8 percent slopes, eroded
- Handford sandy loam, 2 to 15 percent slopes
- Monserate sandy loam, 0 to 5 percent slopes (co-dominant soil type)
- Monserate sandy loam, shallow, 8 to 15 percent slopes, eroded
- Monserate sandy loam, shallow, 5 to 15 percent slopes, eroded
- Monserate sandy loam, shallow, 15 to 25 percent slopes, severely eroded
- Ramona and Buren loams, 5 to 15 percent slopes, eroded (co-dominant soil type)
- Ramona and Buren loams, 5 to 25 percent slopes, severely eroded

Biological Resources are discussed in greater detail in Section V. 4 (Biological Resources) of this Initial Study.

Figure 19 – Jurisdictional Features

III. EXECUTIVE SUMMARY

A. 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 tentative parcel map and plot plan requirements of the City of Wildomar.

1. Aesthetics

   All impacts are less than significant without mitigation, or no impact.

2. Agricultural Resources

   The proposed Project has no impact on agricultural resources.

3. Air Quality

   The proposed Project has no impact on air quality resources. However, the Project applicant has agreed to the following mitigation measures, which contain methods to further reduce Project impacts from construction and operational emissions. It should be noted that several of these methods will also serve to reduce impacts to Greenhouse Gases (Section V.7, Greenhouse Gasses, of this Initial Study).

   AQ-1 Construction Mitigation

   a. Install and maintain trackout control devices in effective condition at all access points where paved and unpaved access or travel routes intersect (i.e., install wheel shakers, wheel washers, and limit site access.)
   b. Limit fugitive dust sources to 20 percent opacity.
   c. Require a dust control plan for earthmoving operations.
   d. When materials are transported off-site, all material shall be covered, effectively wetted to limit visible dust emissions, and at least six inches of freeboard space from the top of the container shall be maintained.
   e. The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite.
   f. Post a publicly visible sign with the telephone number and person to contact regarding dust complaints. This person shall respond and take corrective action within 24 hours.
   g. Any on-site stockpiles of debris, dirt or other dusty material shall be covered or watered three times daily.
   h. A high wind response plan shall be formulated for enhanced dust control if winds are forecast to exceed 25 mph in any upcoming 24-hour period.
   i. Require high pressure injectors on diesel construction equipment.*
   j. Utilize only CARB Tier 3 or better certified equipment for construction activities.*
   k. The developer shall require all contractors to turn off all construction equipment and delivery vehicles when not in use and/or idling in excess of 3 minutes.*
   l. Suspend use of all construction equipment operations during second stage smog alerts.*

* Would reduce impacts to GHGs as well

Timing/Implementation: Implemented during grading activities.

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

AQ-2 Operation Mitigation

a. Install EV charging facilities for a minimum of 1% of all parking spaces.*
b. Provide preferential parking locations for EVs and CNG vehicles.*
c. Plant shade trees in parking lots to provide minimum 50% cover to reduce evaporative emissions from parked vehicles.*
d. Plant Low-OFP, native, drought-resistant, tree and shrub species, 20% in excess of that required by city ordinance. Consider roadside, sidewalk, and driveway shading.*
e. Prohibit gas powered landscape maintenance equipment. Require landscape maintenance companies to use battery powered or electric equipment **or** contract only with commercial landscapers who operate with equipment that complies with the most recent California Air Resources Board certification standards, or standards adopted no more than three years prior to date of use or any combination of these two themes.*
f. Provide secure, bicycle parking for employees.*
g. Provide direct safe, direct bicycle access to adjacent bicycle routes.*
h. Provide short-term bicycle parking for retail customers and other non-commute trips.*

* Would reduce impacts to GHGs as well

Timing/Implementation: Implemented during site plan review and verified prior to Certificate of Occupancy.

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

4. Biological Resources

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

BIO-1 Prior to any off-site grading, a biologist should assess the area to determine if potentially suitable habitat for sensitive plant species occurs. If potentially suitable habitat is determined present, focused surveys should be conducted for sensitive plant species.

Timing/Implementation: Implemented prior to any off-site grading.

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

BIO-2 The proposed Project site is within the Stephen's Kangaroo Rat Habitat Conservation Plan (SKR HCP) fee area and will be subject to the SKR HCP 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 the Stephen's Kangaroo Rat habitat.

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-3 Due to the presence of suitable habitat and in compliance with the MSHCP, a pre-construction survey for burrowing owl is required within 30 days prior to ground disturbance to avoid potential direct take of burrowing owls in the future.

Timing/Implementation: Implemented 30 days prior to ground disturbance.

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

BIO-4 If burrowing owls are determined present following focused surveys, occupied burrows shall be avoided to the greatest extent feasible, following the guidelines in the *Staff Report on Burrowing Owl Mitigation* published by Department of Fish and Game (March 7, 2012) including, but not limited to, conducting pre-construction surveys, avoiding occupied burrows during the nesting and non-breeding seasons, implementing a worker awareness program, biological monitoring, establishing avoidance buffers, and flagging burrows for avoidance with visible markers. If occupied burrows cannot be avoided, acceptable methods may be used to exclude burrowing owl either temporarily or permanently, pursuant to a Burrowing Owl Exclusion Plan that shall be prepared and approved by CDFG. The Burrowing Owl Exclusion Plan shall be prepared in accordance with the guidelines in the *Staff Report on Burrowing Owl Mitigation*.

Timing/Implementation: Implemented prior to ground any disturbance for Phase 2.

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

BIO-5 Prior to the issuance of any grading permit that would all removal of habitat containing raptor and songbird nests, the Project applicant shall demonstrate to the satisfaction of the City of Wildomar that either of the following have been or will be accomplished.

1. Vegetation removal activities shall be scheduled outside the nesting season (September 1 to February 14 for songbirds; September 1 to January 14 for raptors) to avoid potential impacts to nesting birds.
2. Any construction activities that occur during the nesting season (February 15 to August 31 for songbirds; January 15 to August 31 for raptors) will require that all suitable habitat be thoroughly surveyed for the presence of nesting birds by a qualified biologist before commencement of clearing. If any active nests are detected, a buffer of at least 300 feet (500 feet for raptors) will be delineated, flagged, and avoided until the nesting cycle is complete as determined by the biological monitor to minimize impacts.

Timing/Implementation: Implemented prior to the issuance of any grading permit that would all removal of habitat containing raptor and songbird nests.

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

BIO-6 Prior to the issuance of any grading permit for permanent impacts in the areas designated as jurisdictional features (Figure 13, *Impacts to Jurisdictional Features*, of the BRA), the Project applicant shall obtain a CWA Section 404 permit from the USACE, a CWA Section 401 permit from the RWQCB, and Streambed Alteration Agreement permit under Section 1602 of the California Fish and Game Code from the CDFG. The following shall be incorporated into the permitting, subject to approval by the regulatory agencies:

1. On- and/or off-site replacement of USACE/RWQCB jurisdictional "waters of the U.S."/"waters of the State" at a ratio no less than 1:1 for permanent impacts, and for any temporary impacts to restore the impact area to pre-Project conditions (i.e., pre-Project contours and revegetate). Off-site replacement may include the purchase of mitigation credits at an agency-approved off-site mitigation bank.
2. On- and/or off-site replacement of CDFG jurisdictional streambed and associated riparian habitat at a ratio no less than 2:1 for permanent impacts, and for any temporary impacts to restore the impact area to pre-Project conditions (i.e., pre-Project contours and revegetate). Off-site replacement may include the purchase of mitigation credits at an agency-approved off-site mitigation bank.

Timing/Implementation: Implemented prior to ground any disturbance in areas designated as jurisdictional features.

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

5. Cultural Resources

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

CUL-1 Prior to any ground-disturbing activity, the Project applicant(s) shall include the following wording in 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 significance of such resources and shall meet and confer regarding the mitigation for such resources. If the developer and the Tribe cannot agree on the significance or the mitigation for such resources, these issues will be presented to the City of Wildomar Planning Director and a qualified, neutral archeologist hired by the applicant and the Tribe for decision. The Planning Director and 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 Planning Commission and/or City Council. 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 Public Resources Code Section 21083.2 and CEQA Guidelines Sections 15064.5 and 15126.4.

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

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

CUL-2 At least 30 days prior to seeking a grading permit, the Project applicant(s) shall contact the appropriate Tribe[1] to notify the Tribe of grading, excavation, and the adopted 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 include, but not be limited to, outlining provisions and requirements for addressing the treatment of cultural resources; project grading and development scheduling; terms of compensation for Tribal monitors; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site; and establishing on-site monitoring provisions and/or requirements for professional Tribal monitors during all ground-disturbing activities. A copy of this signed agreement shall be provided to the Planning Director and Building Official prior to the issuance of the first grading permit.

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

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

CUL-3 Prior to any 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 Project approval, and implemented during ground-disturbing construction activities.*

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

CUL-4 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 as defined by the appropriate Tribe.

[1] The appropriate Tribe will be selected from the list of Tribal representatives provided by the Native American Heritage Commission.

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-5 All sacred sites, should they be encountered within the Project site, 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 and CEQA Guidelines Sections 15064.5 and 15126.4.

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-6 To address the possibility that cultural resources may be encountered during grading or construction, in addition to Tribal monitors, 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 may be discontinued as soon the qualified professional is satisfied that construction will not disturb cultural resources.

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-7 A qualified paleontologist or paleontological monitor shall monitor all mass grading and excavation activities in areas identified as likely to contain paleontological resources. Monitoring will be conducted in areas of grading or excavation in undisturbed outcrops of the Pleistocene-age Pauba Formation, as well as where over-excavation of surficial alluvial sediments will encounter these formations in the subsurface. Paleontological monitors shall be equipped to salvage fossils as they are unearthed to avoid construction delays and to remove samples of sediment that are likely to contain the remains of small fossil invertebrates and vertebrates. The monitor must be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens in a timely manner. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface, or if present, are determined upon exposure and examination by qualified paleontological personnel to have low potential to contain fossil resources.

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-8 Recovered specimens shall be prepared to a point of identification and permanent preservation, including screen-washing of sediments to recover small invertebrates and vertebrates if necessary.

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-9 Identification and curation of specimens into a professional, accredited public museum repository with a commitment to archival conservation and permanent retrievable storage shall occur (e.g., the Western Center for Archaeology and Paleontology Museum on Searl Parkway in Hemet, California).

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

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

6. Geology and Soils

All impacts are less than significant without mitigation. Note that all development will be required to comply with the plot plan requirements of the City of Wildomar. See also *Standard Conditions & Requirements.*

7. Greenhouse Gas Emissions

The following mitigation measure will reduce impacts to greenhouse gas resources to a less than significant level:

GHG-1 Prior to building permit approval, the City of Wildomar Planning Department shall require that the Project applicant implement the measures contained in Table 5.7-5, as well as mitigation Measures AQ-1 and AQ-2, to reduce short-term and long-term emissions of GHGs associated with construction and operation of the proposed Project.

Timing/Implementation: During Construction Activities and Project Operations.

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

8. Hazards and Hazardous Materials

The following mitigation measure will reduce impacts to hazards and hazardous materials to a less than significant level. See also *Standard Conditions & Requirements.*

HAZ-1 All spills or leakage of any hazardous products, including petroleum products, during regulations regarding cleanup and disposal of the contaminant released. The contaminated waste will be collected and disposed of at an appropriately licensed disposal or treatment facility. This measure shall be incorporated into the Stormwater Pollution Prevention Plan

prepared for the Project development.

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

Enforcement/Monitoring: City of Wildomar Engineering Department.

HAZ-2 Prior to the certificate of occupancy for a medical office use, a Hazardous Materials and Waste Management Plan shall be submitted to the City for review and retention. This Plan shall be implemented by the medical offices (where hazardous substances are used) and annually a report of any accidental releases of hazardous substances, impacts to the environment or humans, and the management actions taken to control and remediate such spills shall be submitted to the City.

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

Enforcement/Monitoring: City of Wildomar Building and Safety Department.

HAZ-3 As part of a Business Plan submitted to the City of Wildomar Fire Department, the medical offices that handle hazardous materials shall include copies of Material Safety Data Sheets for the hazardous substances (other than medications) utilized by the facility(ies).

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

Enforcement/Monitoring: City of Wildomar Building and Safety and Fire Departments.

HAZ-4 Any storage facility for gas canisters containing hazardous or toxic substances shall be enclosed and capable of containing any accidental releases of gas. A warning device shall be incorporated into the design of the gas storage containment facility that is capable of identifying accidental releases. Venting of any released gases shall be accomplished without creating hazards for the surrounding environment or population. Any leaks shall be reported immediately to the City Fire Department as well as other regulatory agencies that are in the reporting chain.

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

Enforcement/Monitoring: City of Wildomar Building and Safety and Fire 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-1 Prior to the approval of the grading permit on the proposed Project site, the Project applicant(s) shall be required to prepare a stormwater pollution and 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 proposed 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 proposed 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 proposed Project site in order to comply with the Areawide Urban Runoff Management Program. The proposed 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.

10. Land Use and Planning

All impacts are less than significant without mitigation, or no impact.

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. See also *Standard Conditions & Requirements.*

NOI-1 To minimize noise impacts resulting from poorly tuned or improperly modified vehicles and construction equipment, all vehicles and construction equipment shall maintain equipment engines in good condition and in proper tune per manufacturers' specifications to the satisfaction of the City of Wildomar Building Department. Equipment maintenance records and equipment design specification data sheets shall be kept on site during construction. Compliance with this measure shall be subject to periodic inspections by the City of Wildomar Building Department.

Timing/Implementation: Implemented during Project operations.

Enforcement/Monitoring: City of Wildomar Building Department.

NOI-2 The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receptors (within 100 feet of any occupied residence) nearest the proposed Project site during all proposed Project construction.

Timing/Implementation: Implemented during Project operations.

Enforcement/Monitoring: City of Wildomar Building Department.

NOI-3 Stationary noise-generating construction equipment shall be placed a minimum of 320 feet from the property line of existing sensitive receptors (residences to the south), when and where feasible.

Timing/Implementation: Implemented during Project operations.

Enforcement/Monitoring: City of Wildomar Building Department.

NOI-4 Noise control barriers with a height of 6 feet are required where grading will occur within 100 feet of any occupied residence.

It is important to note that the barriers' attenuation will be accomplished only if the minimum height is based from the pad or the roadway elevation, whichever is the greater of the two. If the barrier is being constructed at a position where the starting elevation is less than the pad or adjacent roadway, the barrier's ultimate height will need to be adjusted to fit the aforementioned criteria. Where applicable, the barriers shall wrap around the ends of the dwelling units to prevent flanking of noise into the site.

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

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

NOI-5 Roof-mounted air conditioning equipment shall be set back either 25 feet from the building's closest edge or to a distance capable of breaking the line-of-sight of equipment from neighboring potential receivers, whichever provides the greater set back from the building's edge of the two. A subsequent noise study shall be submitted by the applicant and reviewed and approved at building plan check stage by the City to ensure that the AC units are not generating noise in excess of what is allowed under Chapter 9.48 of the Wildomar Municipal Code.

Timing/Implementation: Reviewed at building plan check.

Enforcement/Monitoring: City of Wildomar Building Department.

13. Population and Housing

The proposed Project has no impact on population and housing.

14. Public Services

All impacts are less than significant without mitigation. Note that subsequent development will be required to comply with the plot plan requirements of the City of Wildomar. See also *Standard Conditions & Requirements.*

15. Recreation

The proposed Project has no impact on recreation.

16. Transportation/Traffic

The following mitigation measure will reduce transportation/traffic impacts to a less than significant level. See also *Standard Conditions & Requirements.*

TR-1 The direct traffic impacts generated by the proposed Project can be mitigated to a less than significant level, to meet the required level of service of the following recommended improvements are implemented, prior to the respective phase of development:

On-Site Recommendations:

Roadways

- Construct partial width improvements on the southerly side of Clinton Keith Road at its ultimate cross-section as an urban arterial highway (152' right-of-way) adjacent to proposed Project boundary line.
- Construct partial width improvements on the westerly side of Elizabeth Lane at its ultimate cross-section as a collector street (78' right-of-way) adjacent to proposed Project boundary line.
- Construct partial width improvements on the easterly side of Yamas Drive at its ultimate cross-section as a collector street (78' right-of-way) adjacent to proposed Project boundary line.

Intersections (proposed Project's actual improvements necessary are shown in ***bold, italic, underlined***. The items that are not bold, italic, underlined are already existing)

Construct the intersection of proposed Project Driveway 1 (NS) and Clinton Keith Road (EW) to restrict movement to right-in and right-out only from the driveway with the following geometrics:

Northbound:	***One right-turn lane. Stop controlled.***
Southbound:	Not applicable.
Eastbound:	One through lane. ***One right-turn lane.***
Westbound:	One through lane.

Install a traffic signal at the intersection of Elizabeth Lane (NS) and Clinton Keith Road (EW) to include the following geometrics:

Northbound:	***One left-turn lane.*** One shared through and right-turn lane.
Southbound:	***One left-turn lane.*** One shared through and right-turn lane.
Eastbound:	One left-turn lane. One through lane. ***One right-turn lane.***

Westbound: One left-turn lane. One through lane. One shared through and right-turn lane.
Construct the intersection of Elizabeth Lane (NS) and proposed Project Driveway 2 (EW) with the following geometrics:
Northbound: One shared left-turn, through and right-turn lane.
Southbound: One shared left-turn, through and right-turn lane.
Eastbound: ***One shared left-turn, through and right-turn lane. Stop controlled.***
Westbound: One shared left-turn, through and right-turn lane. Stop controlled.
Construct the intersection of Elizabeth Lane (NS) and proposed Project Driveway 3 (EW) with the following geometrics:
Northbound: One shared left-turn and through lane.
Southbound: One shared through and right-turn lane.
Eastbound: ***One shared left-turn and right-turn lane. Stop controlled.***
Westbound: Not applicable.
Construct the intersection of Yamas Drive (NS) and Bunny Trail (EW) with the following geometrics:
Northbound: Not applicable.
Southbound: One right-turn lane.
Eastbound: ***One shared left-turn and right-turn lane. Stop controlled***
Westbound: Not applicable.
Construct the intersection of Project Driveway 4 (NS) and Bunny Trail (EW) with the following geometrics:
Northbound: Not Applicable.
Southbound: ***One shared left-turn and right-turn lane. Stop controlled.***
Eastbound: One shared left-turn and through lane.
Westbound: One shared through and right-turn lane.
Construct the intersection of Yamas Drive (NS) and proposed Project Driveway 5(EW) with the following geometrics:
Northbound: ***One shared through and right-turn lane.***
Southbound: ***One shared left-turn and through lane.***
Eastbound: Not applicable.
Westbound: ***One shared left-turn and right-turn lane. Stop controlled.***
Construct the intersection of Yamas Drive (NS) and Bunny Trail (EW) with the following geometrics:
Northbound: ***One shared through and right-turn lane.***
Southbound: ***One shared left-turn and through lane.***
Eastbound: Not applicable.
Westbound: ***One shared left-turn and right-turn lane. Stop controlled.***

Timing/Implementation: Implemented during the appropriate Phase of proposed Project construction.

Enforcement/Monitoring: City of Wildomar Traffic Engineering Department.

17. Utilities and Service Systems

All impacts are less than significant without mitigation. Note that all development will be required to comply with the plot plan requirements of the City of Wildomar. See also *Standard Conditions & Requirements.*

B. STANDARD CONDITIONS & REQUIREMENTS

The following represent typical conditions and requirements of development in the City of Wildomar. These standards will be applied to the proposed Project per ordinance, policy, or county, state, or federal law. The standards also address many environmental impacts and as shown below are divided into the respective environmental sections.

Aesthetics

1. The proposed Project must comply with Chapter 8.64 (Light Pollution) of the City's Municipal Code as it pertains to lighting.

Air Quality

1. The proposed Project will be required to comply with existing SCAQMD rules for the reduction of fugitive dust emissions. SCAQMD Rule 403 establishes these procedures.

Geology and Soils

1. 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.

2. 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.

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

Hazards and Hazardous Materials

1. As required by existing ordinance, subsequent development on the site will need to comply with the County of Riverside, Department of Environmental Health, Local Enforcement Agency (LEA) for all activities related to potential hazardous materials.

Land Use and Planning

1. Prior to the issuance of a grading permit, the developer shall pay the regional impact mitigation fee established by the Riverside County MSHCP.

Noise

1. The proposed Project shall comply with the development standard of Chapter 9.48 of the City of Wildomar Zoning Code.

Public Services

1. Prior to issuance of any building permit for future development on the proposed Project site, the Project applicant(s) shall pay the required development impact fees for police and fire services pursuant to Chapter 4.60 of the Wildomar Municipal Code and in effect at the time of building permit issuance.

2. Prior to issuance of any building permit for future development on the proposed Project site, the Project applicant(s) shall pay the required school impact mitigation fees established by the Lake Elsinore Unified School District and in effect at the time of building permit issuance.

Transportation/Traffic

1. Prior to issuance of any building permit on the proposed Project site, the Project applicant(s) shall pay the appropriate Transportation Uniform Mitigation Fee and the City of Wildomar Development Impact Fee (DIF).

2. Sight distance at the proposed Project entrance roadway should be reviewed with respect to standard City of Wildomar sight distance standards at the time of preparation of final grading, landscape and street improvement plans.

3. Participate in the phased construction of off-site traffic signals through payment of proposed Project's fair share of traffic signal mitigation fees.

4. Signing/striping should be implemented in conjunction with detailed construction plans for the proposed Project site.

Utilities and Service Systems

1. The Project applicant(s) for future development on the proposed 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.

2. Prior to issuance of a building permit, a recycling collection and loading area plan shall be submitted to the City and to Riverside County Waste Management Division.

IV. ENVIRONMENTAL CHECKLIST

A. BACKGROUND

1. Project Title:

Rancon Medical Office/Retail Project: Plot Plan and Tentative Parcel Map No. 36492 (Planning Application No. 12-0053)

2. Lead Agency Name and Address:

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

3. Contact Person and Phone Number:

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

4. Project Location:

The proposed Project site is generally located at the southwest corner of Clinton Keith Road and Elizabeth Lane,(i.e., west of Elizabeth Lane, north of Bunny Trail and west of Yamas Drive, in City of Wildomar, Riverside County, California. Assessor's Parcel Number: 380-250-022; Section 6, Township 7 South, Range 3 West.

5. Project Sponsor's Name and Address:

Rancon Medical and Educational Center, LLC, 41391 Kalmia Street, Suite 206, Murrieta, CA 92562

6. General Plan Designation:

Business Park (BP)

7. Zoning:

I-P (Industrial Park)

8. Description of Project:

A proposed Parcel Map ("proposed Project") that would subdivide approximately 29.40 acres (gross)/25.99 acres (net) into thirteen (13) parcels. The Plot Plan proposes development in two (2) phases. Phase 1 proposes approximately 96,240 square feet of commercial, retail, restaurant, office (including medical) and light industrial uses on 11.62 (gross acres)/10.07 (net acres). Ultimate development of the proposed Project will result in 295,900 square feet of business park uses, 42,420 square feet of general offices, 31,420 square feet of medical and dental offices, 19,400 square feet of commercial retail uses and a 3,000 square foot drive-through fast food restaurant.

9. Surrounding Land Uses and Setting:

- North – Zoning: Rural Residential; Land Use: Vacant
- South – Zoning: Rural Residential and industrial Park; Land Use: Vacant
- Southwest – Zoning: General Residential; Land Use: Multi-Family Residential
- East – Zoning: Manufacturing-Service Commercial; Land Use: Self-Storage
- West – Zoning: Rural Residential; Land Use: Vacant (west), Multi-Family Residential (southwest)

10. Other Public Agencies Whose Approval Is Required:

Riverside County Flood Control and Water Conservation District, United States Army Corps of Engineers, San Diego Regional Water Quality Control Board, California Department of Fish and Game.

B. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this proposed Project involving at least one impact that is a "Potentially Significant Impact," or "Less Than Significant With Mitigation Incorporation" 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 proposed 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

11-15-2013

Signature — 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 — Date

Printed Name

V. ENVIRONMENTAL ANALYSIS.

1. AESTHETICS.

Issues, would the proposal:	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) Have a substantial adverse effect on a scenic vista? *Less Than Significant Impact*

The proposed Project site is located south of Clinton Keith Road. According to Figure 9, Elsinore Area Plan Scenic Highways, of the Elsinore Area Plan (EAP), Interstate 15 (I-15) and SR-74 are identified as "State Eligible" roadways. The proposed Project site is located approximately 2 ¼ miles east of I-15 and approximately 9 miles south of SR-74. Therefore, the proposed Project site will not be visible from these roadways. The proposed Project site would mostly be visible from the immediate surrounding area. The scenic vistas in the vicinity of the proposed Project site are of the surrounding mountains and their ridgelines. Any Project-level visual impacts for current and future development are/will be addressed through the City's plot plan application process, which ensures 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. No additional mitigation is required.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? *No Impact*

The proposed Project site does not contain any scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings; therefore, implementation of the proposed Project would not affect these resources. In addition, the proposed Project site is not located within a state scenic highway. No impacts are anticipated from the proposed Project. No mitigation is required.

c) Substantially degrade the existing visual character or quality of the site and its surroundings? *Less Than Significant Impact*

The proposed Project site is a vacant lot, located southerly of Clinton Keith Road and westerly of Elizabeth Lane. The proposed Project would subdivide the existing property into thirteen (13) parcels, two (2) of which are open space, for future retail commercial and office development, consistent with the existing land use designations and zoning and most of the existing and proposed surrounding uses. The proposed Project includes building elevations, landscape plans or other specific building development details for Phase 1. It is reasonable to assume that Phase 2 development on the site will be complimentary to Phase 1 and similar to others in the area. For all Phases of the proposed Project's development, 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 that would substantially degrade the existing visual character or quality of the site and its surroundings. No additional mitigation is required.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? *Less Than Significant Impact*

All Phases of development of the proposed Project will create new sources of light and glare. The City's plot plan application process ensures compliance with City zoning and design standards regulating lighting, siding, materials, etc. A lighting photometric plan has been reviewed with the Plot Plan for Phase 1, and, a condition of approval requires review and approval of a construction level plan 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. This process will also be followed for all development within Phase 2. With compliance with the Wildomar Municipal Code 8.64 (Light Pollution), any impacts will be considered less than significant. No additional mitigation is required.

e) Interfere with the nighttime use of the Mount Palomar Observatory, as protected through the Mount Palomar Observatory Lighting Ordinance? *Less Than Significant Impact*

All development within 45 miles of the Mt. Palomar Observatory is subject to Section 8.64, Light Pollution, of the Wildomar Municipal Code. Under this provision, exterior lighting above 4050 lumens is restricted, and all lighting must be fully shielded if feasible and partially shielded in all other cases, and must be focused to minimize spill light into the night sky and onto adjacent

properties (Wildomar Municipal Code 8.64.060). Implementation of all Phases of the proposed Project will not interfere with the nighttime use of the Mount Palomar Observatory, as protected through the Mount Palomar Observatory Lighting Ordinance. The proposed Project must comply with Chapter 8.64 (Light Pollution) of the City's Municipal Code as it pertains to lighting. Compliance with these provisions ensures that impacts will remain less than significant. No additional mitigation is required.

STANDARD CONDITIONS & REQUIREMENTS

1. The proposed Project must comply with Chapter 8.64 (Light Pollution) of the City's Municipal Code as it pertains to lighting.

MITIGATION MEASURES

None.

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) 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; conflict with existing zoning for agricultural use or a Williamson Act contract; 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)); result in the loss of forestland or conversion of forestland to non-forest use; or 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? *No Impact*

According to the Riverside County Land Information System (2013), the site is not located within the 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. As seen in Appendix B (Site Photos), the site is not forested and there are no agricultural uses on the site. There is no evidence of recent agricultural activity on the site. According to the *Phase 1 Environmental Assessment*, prepared by EnviroSoil, Inc., dated January 5,

2011, the proposed Project site has historically been vacant since at least 1948. It appears to have been rough graded and apparently is/has been used for dry farming. There is no way of knowing the last time the site was used for agriculture. No impacts are anticipated and no mitigation is required.

STANDARD CONDITIONS & REQUIREMENTS

None.

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

The following information utilized in this Section of the Initial Study was obtained from the *Air Quality and Greenhouse Gas Impact Analysis for the Rancon Medical Educational Center Plot Plan No. 36492, City of Wildomar,* prepared by Albert A. Webb Associates, dated February 13, 2013, Revised July 17, 2013, Revised October 18, 2013 (AQ/GHG Analysis), and is contained Appendix B, of the enclosed CD. Please refer to the AQ/GHG Analysis in Appendix B for a detailed discussion of the background and physical setting as well as the regulatory setting for federal and California ambient air quality standards. The discussion below will center on the short- and long-term emissions as they relate to regional significance thresholds and localized significance thresholds; as well as a CO hot spot analysis. Even though the following analysis, below, concludes that the Project has less than significant air quality impacts and no mitigation is required, the Project applicant has agreed to implement certain measures to further reduce the Project's air quality impacts. Therefore, mitigation measures **AQ-1** and **AQ-2**, though not legally required, have been incorporated into this document. These "mitigation measures" are voluntary and not legally required since the analysis shows that proposed Project's impacts, described below, have no significant impacts.

a) Conflict with or obstruct implementation of the applicable air quality plan? *Less Than Significant Impact*

The proposed 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). 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 [O3], particulate matter equal to or less than 10 microns and less

than 2.5 microns in diameter [PM-10 and PM-2.5, respectively]), nitrogen oxide (NOx), and lead. These are considered criteria pollutants because they are four of several prevalent air pollutants known to be hazardous to human health. It should be noted that the proposed Project is not anticipated to generate a quantifiable amount of lead emissions.

The federal and California ambient air quality standards (AAQS) establish the context for the local air quality management plans and for determination of the significance of a project's contribution to local or regional pollutant concentrations. The AAQS represent the level of air quality considered safe, with an adequate margin of safety, to protect the public health and welfare. They are designed to protect those people most susceptible to further respiratory distress such as asthmatics, the elderly, very young children, people already weakened by other diseases or illness, and persons engaged in strenuous work or exercise, all referred to as “sensitive receptors.” SCAQMD defines a "sensitive receptor" as a land use or facility such as residences, schools, child care centers, athletic facilities, playgrounds, retirement homes, and convalescent homes.

Both federal and state Clean Air Acts require that each non-attainment area prepare a plan to reduce air pollution to healthful levels. The 1988 California Clean Air Act and the 1990 amendments to the federal Clean Air Act (CAA) established new planning requirements and deadlines for attainment of the air quality standards within specified time frames which are contained in the State Implementation Plan (SIP). Amendments to the SIP have been proposed, revised, and approved over the past decade. The currently adopted clean air plan for the basin is the 1999 SIP Amendment, approved by the U.S. Environmental Protection Agency (EPA) in 2000.

The Air Quality Management Plan (AQMP) for the Basin establishes a program of rules and regulations directed at attainment of the state and national air quality standards. The AQMP control measures and related emission reduction estimates are based upon emissions projections for a future development scenario derived from land use, population, and employment characteristics defined in consultation with local governments. Accordingly, conformance with the AQMP for development projects is determined by demonstrating compliance with local land use plans and/or population projections. The SCAQMD adopted an updated AQMP in December 2012, which outlines the air pollution measures needed to meet federal health-based standards for particulates (PM-2.5) in 2014 and also includes specific measures to further implement the ozone strategy in the 2007 AQMP to assist in attaining the ozone standard in 2023 (SCAQMD 2012). The 2012 AQMP was submitted to CARB and EPA for review and to be included as a revision to California’s SIP.

The CARB maintains records as to the attainment status of air basins throughout the state, under both state and federal criteria. The portion of the Basin within which the proposed Project is located is designated as a non-attainment area for NO_x under state standards, and for ozone, PM-10, and PM-2.5 under both state and federal standards.

According to the Wildomar General Plan Environmental Impact Report (SCH No. 2002051143), the expected population growth resulting from buildout of the Wildomar General Plan is not expected to exceed the population growth projections of the SCAQMD's Air Quality Management Plan. In addition, the vehicle miles traveled growth rate under the County General Plan is consistent with the projected population growth utilized by the AQMP. Policies of the Wildomar General Plan are intended to reduce the air quality impact resulting from buildout of the General Plan; the air quality impact was found to be less than significant with respect to consistency with the AQMP.

The proposed Project's emissions from short-term construction of the proposed Project will not exceed SCAQMD regional thresholds for any criteria pollutant. The long-term operation will not exceed the regional daily threshold for NO_X during summer and winter as a result of the vehicle trips traveling to and from the site. Localized significance thresholds will also not be exceeded at sensitive receptor locations within the proposed Project vicinity during construction. In addition, the proposed Project will not result in CO hot spots.

Based on the regional significance threshold analysis for the proposed Project, the short-term construction emissions will not exceed the daily regional thresholds set by SCAQMD and the long-term operational emissions will also not exceed the daily regional thresholds set by SCAQMD during summer and winter.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? *Less Than Significant Impact*

Regional Significance Threshold Analysis

The thresholds contained in the SCAQMD CEQA Air Quality Handbook are considered regional thresholds and are shown in Table 5.2-1, *SCAQMD CEQA Regional Significance Thresholds*. These regional thresholds were developed based on the SCAQMD's treatment of a major stationary source.

Table 5.2-1
SCAQMD CEQA Regional Significance Thresholds

Emission Threshold	Units	VOC	NO_X	CO	SO_X	PM-10	PM-2.5
Construction	lbs/day	75	100	550	150	150	55
Operations	lbs/day	55	55	550	150	150	55

Short-Term Analysis

Short-term emissions consist of fugitive dust and other particulate matter, as well as exhaust emissions generated by construction-related vehicles. Short-term impacts will also include emissions generated during construction as a result of operation of personal vehicles by construction workers, asphalt degassing, and architectural coating (painting) operations.

The proposed Project will be required to comply with existing SCAQMD rules for the reduction of fugitive dust emissions. SCAQMD Rule 403 establishes these procedures. This is a standard condition for the proposed Project. Compliance with this rule is achieved through application of standard best management practices in construction and operation activities, such as application of water or chemical stabilizers to disturbed soils, managing haul road dust by application of water, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 mph, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 miles per hour and establishing a permanent, and stabilizing ground cover on finished sites. In addition, projects that disturb 50 acres or more of soil or move 5,000 cubic yards of materials per day are required to submit a Fugitive Dust Control Plan or a Large Operation Notification Form to SCAQMD. Based on the size of the proposed Project (approximately 25 acres) a Fugitive Dust Control Plan or Large Operation Notification would not be required.

Short-term emissions were evaluated using the CalEEMod version 2011.1.1 computer program. The model evaluated emissions resulting from construction of the proposed Project. The proposed Project will be developed in two Phases. Construction of Phase 1 is expected to last for approximately 17 months starting no sooner than October 2013. Construction of Phase 2 is expected to last for approximately 20 months starting no sooner than March 2015. The default parameters within CalEEMod were used and these default values reflect a worst-case scenario, which means that proposed Project emissions are expected to be equal to or less than the estimated construction emissions. In addition to the default values used, several assumptions relevant to model inputs for short-term construction are:

- The proposed Project site is currently vacant; thus, no demolition is necessary.
- Phase 1 construction will begin with site grading for the commercial and office uses no sooner than October 2013. Grading will last approximately four months. Building construction follow and last approximately 12 months. Paving will follow building construction and last one month. Architectural coating/painting will last approximately six months and begin during building construction.
- Phase 2 construction will begin with site grading for the business park uses no sooner than March 2015. Grading will last approximately six months. Building construction follow and last approximately 12 months. Paving will follow building construction and last one month. Architectural coating/painting will last approximately seven months and begin during building construction.

The construction equipment estimated to be used for each analyzed activity and detailed construction timing is shown in Appendix A of the AQ/GHG Analysis. Table 5.2-2, *Phase 1 Estimated Daily Construction Emissions*, and Table 5.2-3, *Phase 2 Estimated Daily Construction Emissions*, summarize the maximum estimated construction emissions from each Phase.

Table 5.2-2
Phase 1 Estimated Daily Construction Emissions

Activity/Year	Peak Daily Emissions (lb/day)					
	VOC	NO_X	CO	SO_2	PM-10	PM-2.5
SCAQMD Daily Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
2013						
Grading						
Fugitive Dust	0.00	0.00	0.00	0.00	7.06	3.31
Off-Road Emissions	11.85	97.47	52.85	0.10	4.59	4.59
Worker/Vendor Trips	0.13	0.46	1.49	0.00	0.30	0.03
Total	11.98	97.93	54.34	0.10	11.95	7.93
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
2014						
Grading						
Fugitive Dust	0.00	0.00	0.00	0.00	7.06	3.31
Off-Road Emissions	11.22	90.65	50.83	0.10	4.18	4.18
Worker/Vendor Trips	0.11	0.41	1.37	0.00	0.30	0.03
Total	11.33	91.06	52.20	0.10	11.54	7.52
Building Construction						
Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road Emissions	4.74	32.06	23.20	0.04	2.02	2.02
Worker/Vendor Trips	1.34	10.37	12.00	0.03	2.58	0.47
Total	6.08	42.43	35.20	0.07	4.60	2.49
Architectural Coating						
Architectural Coating	67.09	0.00	0.00	0.00	0.00	0.00
Off-Road Emissions	0.45	2.77	1.92	0.00	0.24	0.24
Worker/Vendor Trips	0.11	0.13	1.53	0.00	0.34	0.02
Total	67.65	2.90	3.45	0.00	0.58	0.26
2014 Maximum[1]	**73.73**	**91.06**	**52.20**	**0.10**	**11.54**	**7.52**
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
2015						
Building Construction						
Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road Emissions	4.34	29.16	22.98	0.04	1.80	1.80
Worker/Vendor Trips	1.22	9.43	11.29	0.03	2.55	0.44

Activity/Year	Peak Daily Emissions (lb/day)					
	VOC	NO_X	CO	SO_2	PM-10	PM-2.5
SCAQMD Daily Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Total	5.56	38.59	34.27	0.07	4,35	2.24
Paving						
Paving	2.07	0.00	0.00	0.00	0.00	0.00
Off-Road Emissions	4.89	30.10	20.54	0.03	2.54	2.54
Worker/Vendor Trips	0.08	0.35	0.97	0.00	0.23	0.02
Total	7.04	30.45	21.51	0.03	2.77	2.56
Architectural Coating						
Architectural Coating	67.09	0.00	0.00	0.00	0.00	0.00
Off-Road Emissions	0.41	2.57	1.90	0.00	0.22	0.22
Worker/Vendor Trips	0.10	0.13	1.39	0.00	0.34	0.02
Total	67.60	2.70	3.29	0.00	0.56	0.24
2015 Maximum[2]	**74.64**	**41.29**	**37.56**	**0.07**	**4.91**	**2.80**
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Notes: See Appendix A of the AQ/HGH Analysis for model output report. Numbers may not match due to rounding within the model.

[1] Maximum emissions are the greater of grading alone or building construction and architectural coatings since those activities overlap.

[2] Maximum emissions are the greater of building construction and architectural coatings or architectural coatings and paving since those activities overlap.

Table 5.2-3
Phase 2 Estimated Daily Construction Emissions

Activity/Year	Peak Daily Emissions (lb/day)					
	VOC	NO_X	CO	SO_2	PM-10	PM-2.5
SCAQMD Daily Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
2015						
Grading						
Fugitive Dust	0.00	0.00	0.00	0.00	8.67	3.31
Off-Road Emissions	10.57	83.24	49.03	0.10	3.80	3.80
Worker/Vendor Trips	0.10	0.37	1.25	0.00	0.30	0.03
Total	10.67	83.61	50.28	0.10	12.77	7.14
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Building Construction						
Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road Emissions	4.34	29.16	22.98	0.04	1.80	1.80
Worker/Vendor Trips	1.15	8.84	10.57	0.03	2.39	0.41
Total	5.49	38.00	33.55	0.07	4.19	2.21
2015 Maximum[1]	**10.67**	**83.61**	**50.28**	**0.10**	**12.77**	**7.14**
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
2016						
Building Construction						
Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road Emissions	3.99	26.52	22.80	0.04	1.58	1.58
Worker/Vendor Trips	1.14	8.57	10.56	0.03	2.52	0.41
Total	5.13	35.09	33.36	0.07	4.10	1.99
Paving						
Paving	2.07	0.00	0.00	0.00	0.00	0.00
Off-Road Emissions	4.58	28.21	20.38	0.03	2.35	2.35
Worker/Vendor Trips	0.08	0.32	0.91	0.00	0.23	0.02
Total	6.73	28.53	21.29	0.03	2.58	2.37
Architectural Coating						
Architectural Coating	63.78	0.00	0.00	0.00	0.00	0.00
Off-Road Emissions	0.37	2.37	1.88	0.00	0.20	0.20
Worker/Vendor Trips	0.10	0.12	1.31	0.00	0.34	0.02
Total	64.25	2.49	3.19	0.00	0.54	0.22

Activity/Year	Peak Daily Emissions (lb/day)					
	VOC	NO_X	CO	SO_2	PM-10	PM-2.5
SCAQMD Daily Thresholds	75	100	550	150	150	55
2016 Maximum[2]	70.98	37.58	36.55	0.07	4.64	2.59
Exceeds Threshold?	No	No	No	No	No	No

Notes: See Appendix A of the AQ/HGH Analysis for model output report. Numbers may not match due to rounding within the model.

[1] Maximum emissions are the greater of grading alone or building construction alone since those activities don't overlap.

[2] Maximum emissions are the greater of building construction and architectural coatings or architectural coatings and paving since those activities overlap.

Evaluation of Tables 5.2-2 and 5.2-3, above indicates that the maximum criteria pollutant emissions from construction during each year from Phase 1 and Phase 2 will not exceed the SCAQMD regional daily thresholds. Therefore. these impacts are considered less than significant.

Even though these impacts are considered less than significant, the Project applicant has agreed to Mitigation Measure **AQ-1**, which contains methods to further reduce Project impacts from construction emissions. It should be noted that several of these methods will also serve to reduce impacts to Greenhouse Gases (Section V.7, Greenhouse Gasses, of this Initial Study).

Long-Term Analysis

Long-term air quality impacts will occur once the proposed Project is in operation. The proposed Project is assumed to be operational in 2016. Mobile source emissions refer to on-road motor vehicle emissions generated from the proposed Project's traffic. These emissions are estimated by using the information provided in the proposed Project-specific Traffic Study (reference Appendix L). Area source emissions include stationary combustion emissions of natural gas used for space and water heating (shown in a separate row as natural gas), yard and landscape maintenance (assumed to occur throughout the year in Southern California), consumer use of solvents and personal care products, and an average building square footage to be repainted each year. CalEEMod computes area source emissions based upon default factors and land use assumptions.

Separate emissions were computed for both summer and winter as seen in Table 5.2-4, *Estimated Daily Project Operation Emissions (Summer)*, and Table 5.2-5, *Estimated Daily Project Operation Emissions (Winter)*.

Table 5.2-4
Estimated Daily Project Operation Emissions (Summer)

Source	Peak Daily Emissions (lb/day)					
	VOC	NO_X	CO	SO_2	PM-10	PM-2.5
SCAQMD Daily Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Mobile	24.97	52.65	206.75	0.32	34.29	4.03
Natural Gas	0.06	0.55	0.46	0.00	0.04	0.04
Area	10.23	0.00	0.00	0.00	0.00	0.00
Total	**35.26**	**53.20**	**207.21**	**0.32**	**34.33**	**3.08**
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Table 5.2-5
Estimated Daily Project Operation Emissions (Winter)

Source	Peak Daily Emissions (lb/day)					
	VOC	NO_X	CO	SO_2	PM-10	PM-2.5
SCAQMD Daily Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Mobile	23.18	53.94	207.53	0.29	34.33	3.09
Natural Gas	0.06	0.55	0.46	0.00	0.04	0.04
Area	10.23	0.00	0.00	0.00	0.00	0.00
Total	**33.47**	**54.49**	**207.99**	**0.29**	**34.37**	**3.13**
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Evaluation of the data presented in Tables 5.2-4 and 5.2-5, above, indicates that criteria pollutant emissions from operation of the proposed Project will not exceed the SCAQMD regional daily thresholds during summer and winter. Impacts are considered less than significant and no mitigation is required.

Even though these impacts are considered less than significant, the Project applicant has agreed to Mitigation Measure **AQ-2** through which contains methods to further reduce Project impacts from operational emissions. It should be noted that several of these methods will also serve to reduce impacts to Greenhouse Gases (Section V.7, Greenhouse Gasses, of this Initial Study).

Localized Significance Threshold Analysis

As part of the SCAQMD's environmental justice program, attention has been focused on localized effects of air quality. Staff at SCAQMD has developed localized significance threshold (LST) methodology (SCAQMD 2008) that can be used by public agencies to determine whether or not a project may generate significant adverse localized air quality impacts (both short-term and long-term). LSTs represent the maximum emissions from a project that will not cause or contribute to

an exceedance of the most stringent applicable federal or state ambient air quality standard, and are developed based on the ambient concentrations of that pollutant for each source receptor area (SRA). The proposed Project is located on the edge of SRA 25/26.

Short-Term Analysis

According to the LST methodology, only on-site emissions need to be analyzed. Emissions associated with hauling, vendor trips, and worker trips are mobile source emissions that occur off-site and need not be considered. SCAQMD has provided LST lookup tables and sample construction scenarios to allow users to readily determine if the daily emissions for proposed construction or operational activities could result in significant localized air quality impacts for projects five acres or smaller. Although the proposed Project site is larger than five acres, it is anticipated that an area no larger than five acres would be disturbed per day during construction. Therefore, the sample construction scenario for the five-acre site was modified using Project-specific information such as the construction equipment usage information from the CalEEMod data found in Appendix A of the AQ/GHG Analysis.

The LST thresholds are estimated using the maximum daily disturbed area (in acres) and the distance of a project to the nearest sensitive receptors (in meters). Sensitive receptors in the proposed Project vicinity include existing residences northeast and southwest of the proposed Project site. The closest receptor distance on the LST look-up tables is 25 meters. According to SCAQMD Methodology, projects with boundaries closer than 25 meters to the nearest receptor should use LST's for receptors located at 25 meters. Therefore, a receptor distance of 25 meters was chosen. The results are summarized in Table 5.2-6, *LST Results for Construction Estimates*.

Table 5.2-6
LST Results for Construction Emissions

	Peak Daily Emissions (lb/day)			
Activity	**NO_X**	**CO**	**PM-10**	**PM-2.5**
25 meter LST for 5-acres	**371**	**1,965**	**13**	**8**
Grading	95.0	46.6	8.7	5.0
Building Construction	35.1	19.6	2.0	1.8
Paving	41.8	24.5	2.9	2.7
Exceeds Threshold?	**No**	**No**	**No**	**No**

According to Table 5.2-6, short-term construction emissions from the proposed Project will not exceed the SCAQMD-established LST for any criteria pollutant.

Long-Term Analysis

According the LST methodology, LST's would only apply to the operational phase if a project includes stationary sources or attracts mobile sources that may spend long periods of time idling at the site; such as warehouse/transfer facilities. The proposed Project is a mixed-use commercial/office and business park and does not include such uses. Therefore, no long-term LST analysis is needed.

Based on the LST analysis, the short-term construction of the proposed Project will not result in localized air quality impacts to sensitive receptors within the proposed Project vicinity. Due to lack of stationary source emissions, no long-term analysis is needed. No impacts are anticipated and no mitigation is required.

CO Hot Spots Analysis

A carbon monoxide (CO) "hot spot" is a localized concentration of CO that is above the state or federal 1-hour or 8-hour ambient air quality standards (AAQS). Localized high levels of CO are associated with traffic congestion and idling or slow-moving vehicles.

Based on the information presented below, a CO "hot spot" analysis is not needed to determine whether the addition of the proposed Project related traffic will contribute to an exceedance of either the state or federal AAQS for CO emissions in the proposed Project area.

Considering proposed Project-related traffic as well as existing conditions, ambient growth, and cumulative project traffic, the highest average daily trips would be 31,434 on Clinton Keith Road between the Interstate 15 northbound ramps and George Avenue, which is lower than the values studied by SCAQMD. Therefore, none of the intersections in the vicinity of the proposed Project site would have peak hourly traffic volumes exceeding those at the intersections modeled in the 2003 AQMP, nor would there be any reason unique to the meteorology to conclude that this intersection would yield higher CO concentrations if modeled in detail. No impacts are anticipated and no mitigation is required.

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)? *Less Than Significant Impact*

Please reference the discussions in Responses 3.a and 3.b, above. Evaluation of Tables 5.2-2 and 5.2-3, above indicates that the maximum criteria pollutant emissions from construction during each year from Phase 1 and Phase 2 will not exceed the SCAQMD regional daily thresholds. Criteria pollutant emissions from operation of the proposed Project will not exceed the SCAQMD regional daily thresholds during summer and winter. According to Table 5.2-6, short-term construction emissions from the proposed Project will not exceed the SCAQMD-established LST for any criteria pollutant. Compliance with the SCAQMD standards deems the impacts not cumulatively considerable. Any impacts are considered less than significant and no mitigation is required.

d) Expose sensitive receptors to substantial pollutant concentrations? *Less Than Significant Impact*

Please reference the discussions in Responses 3.a, 3.b, and 3.c, above. The maximum criteria pollutant emissions from construction during each year from Phase 1 and Phase 2 will not exceed the SCAQMD regional daily thresholds. Therefore these impacts are considered less than significant.

Criteria pollutant emissions from operation of the proposed Project will not exceed the SCAQMD regional daily thresholds during summer and winter.

Short-term construction emissions from the proposed Project will not exceed the SCAQMD-established LST for any criteria pollutant.

Based on the LST analysis, the short-term construction of the proposed Project will not result in localized air quality impacts to sensitive receptors within the proposed Project vicinity. Due to lack of stationary source emissions, no long-term analysis is needed. No impacts are anticipated and no mitigation is required.

None of the intersections in the vicinity of the proposed Project site would have peak hourly traffic volumes exceeding those at the intersections modeled in the 2003 AQMP, nor would there be any reason unique to the meteorology to conclude that this intersection would yield higher CO concentrations if modeled in detail.

e) Create objectionable odors affecting a substantial number of people? *Less Than Significant Impact*

During construction, the proposed Project will include operations that will have diesel combustion and other odors associated with equipment and materials. Diesel fuel odors from construction equipment and new asphalt paving fall into this category. None of these odors are permanent, nor are they normally considered so offensive as to cause sensitive receptors to complain. These impacts will be of short duration and are considered less than significant.

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 does not anticipate including any of these land uses that have been identified by the SCAQMD as odor sources. Therefore, there would be no odor impacts from the operational phase of the proposed Project.

STANDARD CONDITIONS & REQUIREMENTS

1. The proposed Project will be required to comply with existing SCAQMD rules for the reduction of fugitive dust emissions. SCAQMD Rule 403 establishes these procedures.

MITIGATION MEASURES

AQ-1 Construction Mitigation

m. Install and maintain trackout control devices in effective condition at all access points where paved and unpaved access or travel routes intersect (i.e., install wheel shakers, wheel washers, and limit site access.)

n. Limit fugitive dust sources to 20 percent opacity.
o. Require a dust control plan for earthmoving operations.
p. When materials are transported off-site, all material shall be covered, effectively wetted to limit visible dust emissions, and at least six inches of freeboard space from the top of the container shall be maintained.
q. The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite.
r. Post a publicly visible sign with the telephone number and person to contact regarding dust complaints. This person shall respond and take corrective action within 24 hours.
s. Any on-site stockpiles of debris, dirt or other dusty material shall be covered or watered three times daily.
t. A high wind response plan shall be formulated for enhanced dust control if winds are forecast to exceed 25 mph in any upcoming 24-hour period.
u. Require high pressure injectors on diesel construction equipment.*
v. Utilize only CARB Tier 3 or better certified equipment for construction activities.*
w. The developer shall require all contractors to turn off all construction equipment and delivery vehicles when not in use and/or idling in excess of 3 minutes.*
x. Suspend use of all construction equipment operations during second stage smog alerts.*

* Would reduce impacts to GHGs as well

Timing/Implementation: Implemented during grading activities.

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

AQ-2 Operation Mitigation

i. Install EV charging facilities for a minimum of 1% of all parking spaces.*
j. Provide preferential parking locations for EVs and CNG vehicles.*
k. Plant shade trees in parking lots to provide minimum 50% cover to reduce evaporative emissions from parked vehicles.*
l. Plant Low-OFP, native, drought-resistant, tree and shrub species, 20% in excess of that required by city ordinance. Consider roadside, sidewalk, and driveway shading.*
m. Prohibit gas powered landscape maintenance equipment. Require landscape maintenance companies to use battery powered or electric equipment **or** contract only with commercial landscapers who operate with equipment that complies with the most recent California Air Resources Board certification standards, or standards adopted no more than three years prior to date of use or any combination of these two themes.*
n. Provide secure, bicycle parking for employees.*
o. Provide direct safe, direct bicycle access to adjacent bicycle routes.*
p. Provide short-term bicycle parking for retail customers and other non-commute trips.*

* Would reduce impacts to GHGs as well

Timing/Implementation: Implemented during site plan review and verified prior to Certificate of Occupancy.

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

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 Game 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 Game 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?			✓	

DISCUSSION

The following information utilized in this Section of the Initial Study was obtained from the *Biological Resources Assessment*, prepared by PCR Services Corporation, dated September 2012 (BRA), and is contained Appendix C, of the enclosed CD. Please refer to the BRA in Appendix C for a detailed discussion of the background, project description, methods of study, existing setting, regulatory framework and thresholds of significance. The discussion below will center on potential impacts from the proposed Project to sensitive plant species, sensitive wildlife species, riparian habitat or other sensitive natural communities, wetlands, wildlife movement, and consistency with local, regional and state habitat conservation plans.

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service? *Less Than Significant with Mitigation Incorporated*

Sensitive Plant Species

Development of the proposed Project site would result in the direct removal of numerous common plant species; a list of plant species observed within the proposed Project site. Common plant species present within the proposed Project site occur in large numbers throughout the region and their removal does not meet any the significance thresholds for biological resources (see Section 6.0, *Thresholds of Significance* of the BRA). Therefore, impacts to common plant species would be considered a less than significant impact and no mitigation measures would be required.

Only one listed species was observed on the proposed Project site, paniculate tarplant (Section 4.8.3, *Sensitive Plant Species*, of the BRA). The majority of the occupied areas on-site supported low densities of the species, with a few scattered high density patches. The majority of the paniculate tarplant would be permanently impacted as a result of the proposed Project, with the exception of an unimpacted open space area associated with the preserved portion of Drainage D1 in the southeastern portion of the site (see Figure 11, *Impacts to Distribution of Paniculate Tarplant* of the BRA). Permanent on-site impacts to paniculate tarplant total approximately 20.02 acres, including approximately 1.80 acres of densely distributed areas and approximately 18.22 acres of sparsely distributed areas. A total of approximately 0.09 acre of densely distributed areas and approximately 0.50 acre of sparsely distributed areas will be avoided. This species is widely distributed in Riverside County. This species is a Covered Species under the MSHCP; therefore, with payment of the MSHCP Local Development Mitigation Fee, impacts will remain less than significant. Therefore, impacts to paniculate tarplant would be considered a less than significant impact and no mitigation measures would be required.

No other sensitive plant species were observed on-site. If off-site impacts are proposed within potentially suitable habitat for sensitive plant species, additional surveys may be warranted. Mitigation Measure **BIO-1** has been added to reduce any potential impacts to a less than significant level. No additional mitigation is required.

Sensitive Wildlife Species

Development of the proposed Project would result in the disruption and removal of habitat and the loss and displacement of non-sensitive common wildlife species. A list of wildlife species observed within the proposed Project site is included in Appendix A, *Floral and Faunal Compendium* of the BRA. Due to the limited amount of native habitat to be removed and the high level of existing disturbance from human activity, these impacts would not be expected to reduce the general wildlife populations below self-sustaining levels within the region and impacts to non-sensitive wildlife species do not meet the significance thresholds (see Section 6.0, *Thresholds of Significance* of the BRA). Therefore, impacts to common wildlife species would be considered less than significant impact and no mitigation measures would be required.

Several of the sensitive wildlife species are not expected to occur within the proposed Project site due to the lack of suitable habitat, including but not limited to federally threatened species such as vernal pool fairy shrimp (*Branchinecta lynchi*) and coastal California gnatcatcher

(*Polioptila californica californica*), and federally endangered species such as San Diego fairy shrimp (*Branchinecta sandiegonensis*), and Riverside fairy shrimp (*Streptocephalus woottoni*). Suitable habitat is also absent on-site for the federally and state endangered least Bell's vireo (*Vireo bellii pusillus*), and the federally endangered and state threatened Stephen's kangaroo rat (*Dipodomys stephensi*). Mitigation Measure **BIO-2** has been added, requiring payment of Stephen's kangaroo rat, per acre of disturbed area. After mitigation is incorporated impacts will be considered less than significant.

Focused surveys for burrowing owl (Species of Special Concern) also determined that this species does not occupy the proposed Project site. Therefore, no impacts to these sensitive wildlife species would occur and no mitigation measures would be required with the exception of the burrowing owl. Due to the presence of suitable habitat and in compliance with the MSHCP, Mitigation Measure **BIO-3**, requiring a pre-construction survey for burrowing owl be required within 30 days prior to ground disturbance to avoid potential direct take of burrowing owls in the future has been added to the proposed Project. In addition, Mitigation Measure **BIO-4**, pertaining to the burrowing owl, has been added to the proposed Project, since there will be a potential lag between development of Phases 1 and 2 of the proposed Project, requiring subsequent focused studies. With the implementation of these two (2) mitigation measures, proposed Project impacts will be reduced to a less than significant level. No additional mitigation is required.

One Species of Special Concern Species, the San Diego black-tailed jackrabbit, was observed on the proposed Project site. This species is a Covered Species under the MSHCP; therefore, with payment of the MSHCP Local Development Mitigation Fee, impacts will remain less than significant. No additional mitigation is required for this species.

The site supports potential nesting and foraging habitat for migratory birds, in addition to potential foraging habitat for raptors. Based on the disturbed nature and the presence of development surrounding the proposed Project site, the quality of foraging habitat is considered to be low. The loss of foraging habitat as a result of the proposed Project would not expect to impact the foraging of these species. Direct impacts to these species would be avoided through compliance with the Migratory Bird Treaty Act (MBTA). The proposed Project is required by law to comply with the MBTA and perform site work to avoid impacts to birds as described above. Mitigation Measure **BIO-5** has been included to reduce any potential impacts to nesting and foraging habitat. With the implementation of this mitigation measure, impacts to foraging habitat would be considered adverse but less than significant.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service? *Less than Significant with Mitigation Incorporated*

The proposed Project supports two native habitats on-site totaling 1.2 acres, including California buckwheat scrub (0.97 acre) and chamise chaparral (0.23 acre). The remainder of the proposed Project site supports non-native communities including non-native grassland and non-native grassland/California buckwheat scrub. None of the plant communities on-site are considered sensitive pursuant to CDFG, USFWS, or the MSHCP. Furthermore, the native communities within the proposed Project site are small, scattered, and are of low quality for sensitive plant and

wildlife species. The majority of the on-site plant communities would be impacted by the proposed Project, excluding the open space areas proposed in the northwestern corner of the southern portion of the site (adjacent to Yamas Road), and associated with Drainage D1 in the southeastern corner. Impacts to natural plant communities are summarized in Table 5.4-1, *Permanent Impacts to Natural Plant Communities and Developed Areas*, below. Since none of these habitats are sensitive, impacts would be considered less than significant. No mitigation measures would be required.

Table 5.4-1
Permanent Impacts to Natural Plant Communities and Developed Areas

	On-site (acres)	Off-site (acres)	Total (acres)
Non-native Grassland	20.57	1.35	**21.92**
Non-native Grassland/California Buckwheat Scrub	6.01	0.16	**6.17**
California Buckwheat Scrub	0.94	0.67	**1.61**
Chamise Chaparral	0.18	0.02	**0.20**
Developed	0.55	0.03	**0.58**
Total	**28.25**	**2.23**	**30.48**

Source: PCR Services Corporation, 2012

The proposed Project site does not support any riparian habitat, but does support drainages that are considered jurisdictional pursuant to CDFG. Impacts are proposed to a portion of these jurisdictional drainages. Impact acreages are summarized below in Table 5.4-2, *Permanent Impacts to CDFG Jurisdictional Drainages*. Impacts, in all, total 0.062 acre of permanent on-site impacts (881.65 linear feet) and 0.012 acre of permanent off-site impacts (106.97 linear feet permanent impacts). Impacts to these jurisdictional areas would be required to comply with Section 1602 of the California Fish and Game Code, including applying for a permit and mitigation subject to approval by CDFG. Mitigation Measure BIO-6 has been added to ensure compliance with this regulation. After mitigation is incorporated, proposed Project impacts would be reduced to a less than significant level. It should be noted that the drainages have been avoided to the greatest extent feasible including the central portion of Drainage D1, and the majority of Drainage D2 (see Figure 13 of the BRA).

Table 5.4-2
Permanent Impacts to CDFG Jurisdictional Drainages

	On-Site (acres)	Off-site (acres)	Total (acres)
D1	0.042	0.012	0.054
D1T1	0.017	-	0.017
D2	0.003	-	0.003
Total	**0.062**	**0.012**	**0.074**

Source: PCR Services Corporation, 2012

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? *Less than Significant with Mitigation Incorporated*

No federally protected wetlands occur on the proposed Project site. The proposed Project site does, however, support non-wetland, ephemeral USACE/RWQCB "waters of the U.S." that are regulated pursuant to Section 404 and 401 of the Clean Water Act. Impact acreages are summarized in Table 5.4-3, *Permanent Impacts to USACE/RWQCB Jurisdictional Drainages*. Impacts, in all, total 0.025 acre of permanent on-site impacts (881.65 linear feet) and 0.007 acre of permanent off-site impacts (106.97 linear feet). Impacts to these jurisdictional areas would be required to comply with Sections 404 and 401 of the Clean Water Act, including applying for a permit and mitigation subject to approval by USACE and RWQCB, respectively. Mitigation Measure **BIO-6** has been added requiring compliance with these regulations. After mitigation is implemented, proposed Project impacts would be reduced to a less than significant level. The drainages have been avoided to the greatest extent feasible including the central portion of Drainage D1, and the majority of Drainage D2 (see Figure 13 of the BRA).

Table 5.4-3
Permanent Impacts to USACE/RWQCB Jurisdictional Drainages

	On-Site (acres)	Off-site (acres)	Total (acres)
D1	0.016	0.007	0.023
D1T1	0.006	-	0.006
D2	0.003	-	0.003
Total	**0.025**	**0.007**	**0.032**

Source: PCR Services Corporation, 2012

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? *Less than Significant with Mitigation Incorporated/No Impact*

Wildlife Movement

The proposed Project site supports potential live-in and movement habitat for species on a local scale (i.e., some limited live-in and at least marginal movement habitat for reptile, bird, and mammal species), but it likely provides little to no function to facilitate wildlife movement for wildlife species on a regional scale, and is not identified as a regionally important dispersal or seasonal migration corridor. Movement on a local scale likely occurs with species adapted to urban environments due to the high level of development in the vicinity of the proposed Project site. Although implementation of the proposed Project would result in disturbances to local wildlife movement within the proposed Project site, those species adapted to urban areas would be expected to persist on-site following construction, particularly within the open space areas. As such, impacts would be less than significant and no mitigation measures would be required.

Since the proposed Project site does not function as a regional wildlife corridor and is not known to support wildlife nursery area(s), no impacts would occur and no mitigation measures would be required.

Migratory Species

The proposed Project site has the potential to support songbird nests due to the presence of limited shrubs and ground cover on-site, and trees off-site. Nesting activity typically occurs from February 15 to August 31. Disturbing or destroying active nests is a violation of the MBTA (16 U.S.C. 703 et seq.). In addition, nests and eggs are protected under Fish and Game Code Section 3503. The removal of vegetation during the breeding season is considered a potentially significant impact as defined by the thresholds of significance. Any potential impacts to raptor and songbird nests would be considered potentially significant. The proposed Project is required by law to comply with the MBTA and perform site work to avoid impacts to birds as described above. Mitigation Measure **BIO-5** has been included to reduce any potential impacts to nesting and foraging habitat. With the implementation of this mitigation measure, impacts to foraging habitat would be considered adverse but less than significant.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? *No Impacts*

The proposed Project site supports limited trees, including one coast live oak tree that is proposed for preservation within an open space area along the western boundary, and the canopy of another smaller oak tree along the western boundary (the trunk of this oak tree is off-site; the canopy that extends on-site will not be impacted). Since no impacts are proposed to trees, no conflicts would occur with any local ordinances.

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? *Less than Significant Impact*

The proposed Project site is within the Western Riverside County MSHCP and requires compliance with the Burrowing Owl Survey Area (Section 6.3.2 of the MSHCP), and the Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools (Section 6.1.2 of the MSHCP). The proposed Project site is not within a cell, a designated cell group, or a subunit within the Elsinore Area Plan; therefore, conservation of land on the proposed Project site is not required pursuant to the MSHCP. The proposed Project site is also not within the survey overlays for Narrow Endemic Plant Species (Section 6.1.3 of the MSHCP), Criteria Area Species, Amphibian Species, or Mammal Species (Section 6.3.2 of the MSHCP). The proposed Project site will not result in edge effects that will adversely affect biological resources within the MSHCP Conservation Area and, as such, will not be subject to the Guidelines Pertaining to the Urban/Wildlands Interface for the treatment and management of edge factors such as lighting, urban runoff, toxics, and domestic predators (Section 6.1.3 of the MSHCP). Compliance with the Burrowing Owl and Riparian/Riverine requirements of the MSHCP are summarized below:

- Focused burrowing owl surveys were conducted and were negative; a 30-day pre-construction survey will be conducted;

- The two ephemeral drainages on the proposed Project site meet the definition of Riverine Areas pursuant to the MSHCP ("*areas with fresh water flow during all or a portion of the year*"). Apart from the one coast live oak tree along the western ephemeral drainage, the biological functions and values of Riparian/Riverine Areas do not exist on-site. As such, the protection of associated species of amphibians, birds, fish, invertebrate-crustacean, and plant species is not required. A portion of the western ephemeral drainage has been placed in an open space lot for 100 percent avoidance, including the coast live oak tree. The proposed Project will result in temporary impacts to Riverine Areas. As required by the City of Wildomar, a site-specific storm drain system will be designed and engineered for the proposed Project that will adequately mitigate this impact. Temporary impacts will only occur until the on-site storm drain system is constructed, and will improve existing conditions by carrying flows consistent with local and regional storm flow requirements. In addition, the storm water runoff captured by the on-site storm drain system will be treated in water quality basins and/or biological swales before being discharged off-site. With this drain system, the proposed Project will have no impact on existing water quality downstream and off-site.

  Other kinds of aquatic features that could provide suitable habitat for Riparian/Riverine species, such as fairy shrimp, are not present on-site (i.e. vernal pools, swales, vernal pool-like ephemeral ponds, stock ponds, or other human-modified depressions such as tire ruts, etc.).

STANDARD CONDITIONS & REQUIREMENTS

None.

MITIGATION MEASURES

BIO-1 Prior to any off-site grading, a biologist should assess the area to determine if potentially suitable habitat for sensitive plant species occurs. If potentially suitable habitat is determined present, focused surveys should be conducted for sensitive plant species.

Timing/Implementation: Implemented prior to any off-site grading.

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

BIO-2 The proposed Project site is within the Stephen's Kangaroo Rat Habitat Conservation Plan (SKR HCP) fee area and will be subject to the SKR HCP 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 the Stephen's Kangaroo Rat habitat.

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-3 Due to the presence of suitable habitat and in compliance with the MSHCP, a pre-construction survey for burrowing owl is required within 30 days prior to ground disturbance to avoid potential direct take of burrowing owls in the future.

Timing/Implementation: Implemented 30 days prior to ground disturbance.

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

BIO-4 If burrowing owls are determined present following focused surveys, occupied burrows shall be avoided to the greatest extent feasible, following the guidelines in the *Staff Report on Burrowing Owl Mitigation* published by Department of Fish and Game (March 7, 2012) including, but not limited to, conducting pre-construction surveys, avoiding occupied burrows during the nesting and non-breeding seasons, implementing a worker awareness program, biological monitoring, establishing avoidance buffers, and flagging burrows for avoidance with visible markers. If occupied burrows cannot be avoided, acceptable methods may be used to exclude burrowing owl either temporarily or permanently, pursuant to a Burrowing Owl Exclusion Plan that shall be prepared and approved by CDFG. The Burrowing Owl Exclusion Plan shall be prepared in accordance with the guidelines in the *Staff Report on Burrowing Owl Mitigation*.

Timing/Implementation: Implemented prior to ground any disturbance for Phase 2.

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

BIO-5 Prior to the issuance of any grading permit that would all removal of habitat containing raptor and songbird nests, the proposed Project applicant shall demonstrate to the satisfaction of the City of Wildomar that either of the following have been or will be accomplished.

1. Vegetation removal activities shall be scheduled outside the nesting season (September 1 to February 14 for songbirds; September 1 to January 14 for raptors) to avoid potential impacts to nesting birds.
2. Any construction activities that occur during the nesting season (February 15 to August 31 for songbirds; January 15 to August 31 for raptors) will require that all suitable habitat be thoroughly surveyed for the presence of nesting birds by a qualified biologist before commencement of clearing. If any active nests are detected, a buffer of at least 300 feet (500 feet for raptors) will be delineated, flagged, and avoided until the nesting cycle is complete as determined by the biological monitor to minimize impacts.

Timing/Implementation: Implemented prior to the issuance of any grading permit that would all removal of habitat containing raptor and songbird nests.

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

BIO-6 Prior to the issuance of any grading permit for permanent impacts in the areas designated as jurisdictional features (Figure 13, *Impacts to Jurisdictional Features*, of the BRA), the Project applicant shall obtain a CWA Section 404 permit from the USACE, a CWA Section 401 permit from the RWQCB, and Streambed Alteration Agreement permit under Section 1602 of the California Fish and Game Code from the CDFG. The following shall be incorporated into the permitting, subject to approval by the regulatory agencies:

1. On- and/or off-site replacement of USACE/RWQCB jurisdictional "waters of the U.S."/"waters of the State" at a ratio no less than 1:1 for permanent impacts, and for any temporary impacts to restore the impact area to pre-Project conditions (i.e., pre-Project contours and revegetate). Off-site replacement may include the purchase of mitigation credits at an agency-approved off-site mitigation bank.

2. On- and/or off-site replacement of CDFG jurisdictional streambed and associated riparian habitat at a ratio no less than 2:1 for permanent impacts, and for any temporary impacts to restore the impact area to pre-Project conditions (i.e., pre-Project contours and revegetate). Off-site replacement may include the purchase of mitigation credits at an agency-approved off-site mitigation bank.

Timing/Implementation: Implemented prior to ground any disturbance in areas designated as jurisdictional features.

Enforcement/Monitoring: City of Wildomar Planning and Engineering 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

The following information utilized in this Section of the Initial Study was obtained from the *Historical/Archaeological Resources Survey Report, Assessor's Parcel No. 380-350-022, City of Wildomar, Riverside County, California*, prepared by CRM TECH, dated August 1, 2012 (Archaeo Report), and the *Paleontologic Resources Assessment Report, Assessor's Parcel No. 380-350-022, City of Wildomar, Riverside County, California*, prepared by CRM TECH, dated August 3, 2012 (Paleo Report). The Archaeo Report is contained Appendix D, and the Paleo Report is contained Appendix E, of the enclosed CD.

a,b) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5; or, cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5? *Less Than Significant Impact with Mitigation Incorporated*

Records Search

On July 6, 2012, CRM TECH (Project Archaeologist) conducted the historical/archaeological resources records search at the Eastern Information Center (EIC), University of California, Riverside. During the records search, maps and records on file at the EIC were examined for previously identified cultural resources in or near the proposed Project area and existing cultural resources reports pertaining to the proposed Project vicinity. Previously identified cultural resources include properties designated as California Historical Landmarks, Points of Historical Interest, or Riverside County Landmarks, as well as those listed in the National Register of Historic Places, the California Register of Historical Resources, or the California Historical Resources Inventory.

1. Historical Research

Historical background research for this study was conducted by CRM TECH on the basis of published literature in local and regional history and historic maps of the region. Among maps

consulted for the Archaeo Report were U.S. General Land Office (GLO) land survey plat maps dated 1857-1899 and U.S. Geological Survey (USGS) topographic maps dated 1901-1953. These maps are collected at the Science Library of the University of California, Riverside, and the California Desert District of the U.S. Bureau of Land Management, located in Moreno Valley.

2. Native American Participation

On June 28, 2012, CRM TECH submitted a written request to the State of California's Native American Heritage Commission for a records search in the commission's sacred lands file. Following the Native American Heritage Commission's recommendations, CRM TECH contacted 19 Native American representatives in the region in writing on July 17,2012 to solicit local Native American input regarding potential cultural resources concerns associated with the proposed Project. The correspondences between CRM TECH and the Native American representatives are included as Appendix 2 of the Archaeo Report. In addition, representatives of the City of Wildomar, Matthew Bassi, City Planner, and Matthew Fagan, City CEQA Consultant met with the Pechanga Band on January 3, 2013 for consultation pursuant to SB 18. At that time, a General Plan Amendment was included within the scope of the proposed Project to amend the City's Circulation Element. Since that meeting, it was determined by the City Staff that a GPA is not required as part of the proposed Project. Still, it should be noted that this consultation occurred.

3. Field Survey

On July 5, 2012, CRM TECH carried out the intensive-level, on-foot field survey of the proposed Project area. During the survey, the Project Archaeologist walked parallel east-west transects spaced 15 meters (approx. 50 feet) apart. The areas enclosed by fences were inspected from the perimeter. In this way, the ground surface in the proposed Project area was systematically and carefully examined for any evidence of human activities dating to the prehistoric or historic periods (i.e., 50 years ago or older). Due to recent disking, ground visibility in the proposed Project area was good (50%-80%) except along the drainages where the vegetation was densest. The areas covered by pavement offered no visibility of the natural ground surface, as would be expected.

Results and Findings

1. Records Search

According to EIC records, the proposed Project area was included in a 2008 study, but no cultural resources were recorded within or adjacent to the proposed Project area as a result of that or any other previous study (Goodman 2008). Outside the proposed Project boundaries, but within a one-mile radius, EIC records show some 67 additional studies covering various tracts of land or linear features, in all covering approximately 50% of the area within the scope of the records search (reference Figure 4 of the Archaeo Report).

Despite the substantial number of studies in the vicinity, only 12 historical/archaeological sites and 5 isolates—i.e., localities with fewer than three artifacts—have been previously recorded within the one-mile radius, as listed in Table 1 of the Archaeo Report. Seven of the sites, and all of the isolates were prehistoric—i.e., Native American—in origin, consisting of lithic scatters, flakes, and bedrock milling features. The closest of these to the proposed Project location was a stone flake isolate (33-011436) that was recorded approximately ¼-mile to the southeast. The other five sites dated to the historic period, and included three buildings, trash scatters, and the remains of an

olive orchard. None of these previously recorded sites or isolates was located in the immediate vicinity of the proposed Project area, and thus none of them requires further consideration.

2. Historical Research

Historic maps consulted for the Archaeo Report (Figures 5-8 of the Archaeo Report) indicate that the proposed Project area is low in sensitivity for cultural resources from the historic period. In the mid-1850s, when the U.S. government conducted the first systematic land surveys in southern California, no man-made features were found anywhere in the vicinity of the proposed Project area (Figure 5 of the Archaeo Report). Around the turn of the century, a few scattered buildings, likely farmsteads, and meandering roads were observed nearby, but none of them within or adjacent to the proposed Project area (Figure 6 of the Archaeo Report). The forerunner of today's Clinton Keith Road was in place along the northern proposed Project boundary by the late 1930s, and a building with a windmill had appeared just to the northwest by the 1950s, but the proposed Project area evidently remained undeveloped throughout the historic period, except perhaps as farmland (Figures 7, 8 of the Archaeo Report).

3. Native American Participation

In response to CRM TECH's inquiry, the Native American Heritage Commission reports in a letter dated June 29, 2012, that the sacred lands record search identified no Native American cultural resources within the proposed Project area, but recommends that local Native American groups be contacted for further information. For that purpose, the commission provided a list of potential contacts in the region (see Appendix 2 of the Archaeo Report).

Upon receiving the commission's response, CRM TECH initiated correspondence with all 15 individuals on the referral list and the organizations they represent. In addition, Yvonne Markle, Environmental Office Manager for the Cahuilla Band of Indians, John Gomez, Jr., Cultural Resources Coordinator for the Ramona Band of Cahuilla Indians, Steve Estrada, Environmental Director for the Santa Rosa Band of Cahuilla Indians, and Rob Roy, Environmental Director for the La Jolla Band of Mission Indians, were also contacted. As of this time, four of the tribal representatives have responded in writing (see Appendix 2 of the Archaeo Report).

Shasta Gaughen, Tribal Historic Preservation Officer for the Pala Band of Mission Indians, states in a letter that her tribe has no concerns and wishes to defer to other tribes located closer to the proposed Project area. On behalf of the Santa Rosa Band of Cahuilla Indians, Tribal Council member Gabriella Rubalcava responded via e-mail, stating that the Santa Rosa Band also has no specific concerns and would defer further consultations specifically to the Soboba Band of Luiseño Indians.

Joseph Ontiveros, Cultural Resources Director for the Soboba Band of Luiseño Indians, identifies the proposed Project area as a part the tribe's Traditional Use Area and finds it to be in close proximity to known village sites in an area of shared use by both the Luiseño and the Cahuilla. He requests further consultation with the Project developer/landowner, and that a Native American monitor from the Soboba Band is present during earth-moving activities. Similarly, Tuba Ebru Ozdil, Cultural Planner for the Pechanga Band of Luiseño Indians, states that the proposed Project area lies within the tribe's ancestral territory and is close to known cultural sites. The Pechanga Band also wishes to be present during earth-moving activities, and requests tribal review of all

archaeological and environmental documentation, as well as proposed Project plans, and further government-to-government consultation with the lead agency. The City has determined that they will consult with the Pechanga Band for the proposed Project.

4. Field Survey

The intensive-level field survey produced completely negative results for potential cultural resources. The ground surface in the entire proposed Project area was closely inspected for any evidence of human activities dating to the prehistoric or historic periods, but none was found. A metal trough was noted in the southwest portion of the proposed Project area, and a small amount of modern refuse was observed in a light scatter over the property, but none of these items holds any historical or archaeological interest. In sum, no evidence of any buildings, structures, objects, sites, features, or artifacts more than 50 years of age was encountered during the field survey.

Summary

In summary of the research results presented above, no potential "historical resources" were previously recorded within or adjacent to the proposed Project area, and none was encountered during the present survey. In addition, Native American input during this study did not identify any sites of traditional cultural value in the vicinity, and historic maps show no notable cultural features within the proposed Project area during the historic period. Based on these findings, and in light of the criteria listed above, the present report concludes that no historical resources exist within or adjacent to the proposed Project area.

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-1** through **CUL-6**) will ensure that any unanticipated discovery would not have a significant impact on archeological resources. Impacts will remain less than significant with mitigation incorporated. No additional mitigation is required.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? *Less Than Significant Impact with Mitigation Incorporated*

Methods and Procedures

1. Records Searches

The records search service was provided by the San Bernardino County Museum (SBCM) in Redlands and the Natural History Museum of Los Angeles County (NHMLAC) in Los Angeles. These institutions maintain files of regional paleontological localities as well as supporting maps and documents. The records search results were used to identify known paleontological localities in or near the proposed Project area, or in the general vicinity.

2. Literature Review

In addition to the records searches, a literature search was conducted using materials in the CRM TECH library, including unpublished reports produced during surveys of other properties in the area, and the personal library of CRM TECH geologist/paleontologist Harry M. Quinn, California Professional Geologist #3477.

3. Field Survey

On July 5, 2012, CRM TECH (Project paleontologist) conducted the field survey of the proposed Project area. During the survey, the Project paleontologist walked parallel east-west transects spaced 15 meters (approx. 50 feet) apart. The areas enclosed by fencing were inspected from the perimeter. Using these methods, the ground surface in the entire proposed Project area was systematically and carefully examined to determine the soil types, to verify the geological formations, and to look for any indications of paleontological remains. Visibility of the native ground surface was virtually zero where the proposed Project area lies under pavement, and varied from fair to good (50-80%) in the open fields, depending on the density of the vegetation.

Results and Findings

1. Records Searches

The Natural History Museum of Los Angeles County and the San Bernardino County Museum found no known paleontological localities within the proposed Project area. However, numerous paleontological localities have been reported nearby from sediment lithologies similar to those known to occur at this location, namely the Pleistocene-age Pauba Formation and an unnamed sandstone and conglomerate formation.

Based on previous discoveries, the San Bernardino County Museum considers the proposed Project vicinity to be an area of high paleontologic sensitivity, with a demonstrated high potential to contain "significant nonrenewable fossil resources present at the surface and in the subsurface" primarily Pleistocene-age vertebrate fossils. The Natural History Museum also notes that the entire proposed Project area contains exposures of the Plio-Pleistocene Pauba Formation that may contain significant fossil vertebrate remains. Both of the museums note the presence of small vertebrate fossils in the Pauba Formation and the need, therefore, to collect and process sediment samples to inspect them for small specimens.

2. Literature Review

The proposed Project area has been mapped by Mann as *Qp*, namely the Pauba Formation of Pleistocene age, and *Qfa*, the Temecula Arkose of probable Pleistocene age. Rogers maps it as *Qc*, or nonmarine sedimentary rocks of Pleistocene age. Kennedy maps the surface geology at this location as *Qps*, the sandstone portion of the Pauba Formation, with some *Kgdd*, or Granodiorite, in the northern portion. The Pauba Formation is assigned a late Pleistocene age and the Granodiorite a Mesozoic age.

Hill et al. also map the surface geology in the proposed Project area as *Qps* with some *Kgd* in the northern portion. The *Qps* represents the sandstone member of the Pleistocene-age Pauba

Formation, described as "light-brown, moderately well indurated sandstone and siltstone facies," and the *Kgd* is described as granodiorite of Cretaceous age (*ibid*.). Kennedy and Morton (2003) map the surface geology at the proposed Project location as *Qpfs*, which is defined as the sandstone member of the Pauba Formation, with *Kpvg*, or monzogranite to granodiorite, in the northern portion. Based on the mapping, the proposed Project area is located on an uplifted block north of the Wildomar Fault.

Knecht maps the surface soils as *AtC2*, *AtD2*, *MmB*, *MnD2*, *MnE3*, *PlD*, *RnD2*, and *RnE3*. The *AtC2* and *AtD2* soil belong to the Arlington and Greenfield Series. These soils are found on terraces and ridges and in concave areas where dissected terraces and alluvial fans merge and are commonly eroded. The *MmB*, *MnD2*, and *MnE3* soils belong to the Monserate Series, which form on terraces and old alluvial fans composed predominantly of granitic material. The *PlD* soils belong to the Placentia Series. They develop on alluvial fans and terraces in alluvium derived mainly from metasedimentary sandstones. The *RnD2* and *RnE3* soils belong to the Ramona and Buren Series. These soils form on old dissected terrace deposits.

3. Field Survey

The field survey produced negative results for any indication of paleontological resources, and no surficial evidence of fossil remains or potentially fossiliferous sediments were encountered. As mentioned above, the surface soils in most of the proposed Project area have been disturbed in the past by disking and various construction activities. Consequently, no intact paleontological deposits are likely to survive in the surface soils, and none were observed.

Discussion

The results of the records searches and the literature research indicate that the proposed Project area is located upon outcrops of the Pleistocene-age Pauba Formation, which has uplifted along the north flank of the Wildomar Fault Zone. Sediments of this group have produced a number of vertebrate and some invertebrate fossils during construction monitoring on properties located approximately 3-5 miles to the southeast of the proposed Project area and throughout the region. Based on these findings, the proposed Project area is assigned a high potential to contain nonrenewable paleontological remains.

CEQA guidelines (Title 14 CCR App. G, Sec. V(c)) require that public agencies in the State of California determine whether a proposed Project would "directly or indirectly destroy a unique paleontological resource" during the environmental review process. The present Paleo Report, conducted in compliance with this provision, is designed to identify any significant, non-renewable paleontological resources that may exist within or adjacent to the proposed Project area, and to assess the possibility for such resources to be encountered in future excavation and construction activities.

In summary of the research results presented above, the proposed Project's potential to impact paleontological resources has been determined to be high, especially for Pleistocene-age vertebrate fossils. Therefore, it is recommended that a paleontological resource impact mitigation program shall be implemented during the proposed Project to prevent such impacts or reduce them to a level less than significant. With the incorporation of Mitigation Measures **CUL-7** through **CUL-9**, any proposed Project impacts can be reduced to a less than significant level.

d) Disturb any human remains, including those interred outside of formal cemeteries? *Less Than Significant Impact With Mitigation Incorporated*

Neither the City nor the County have records of the proposed Project site containing any previously identified formal or informal cemetery. Although there are no known archaeological resources on the proposed Project site, in the event human remains are encountered during ground-disturbing activities, mitigation measures (**CUL-1** through **CUL-6**) identified below would reduce any impacts to a level of less than significant. No additional mitigation is required.

STANDARD CONDITIONS & REQUIREMENTS

None.

MITIGATION MEASURES

CUL-1 Prior to any ground-disturbing activity, the Project applicant(s) shall include the following wording in 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 significance of such resources and shall meet and confer regarding the mitigation for such resources. If the developer and the Tribe cannot agree on the significance or the mitigation for such resources, these issues will be presented to the City of Wildomar Planning Director and a qualified, neutral archeologist hired by the applicant and the Tribe for decision. The Planning Director and 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 Planning Commission and/or City Council. 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 Public Resources Code Section 21083.2 and CEQA Guidelines Sections 15064.5 and 15126.4.

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

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

CUL-2 At least 30 days prior to seeking a grading permit, the Project applicant(s) shall contact the appropriate Tribe[3] to notify the Tribe of grading, excavation, and the adopted 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 include, but not be limited to, outlining provisions and requirements for addressing the treatment of cultural resources; project grading and development scheduling; terms of compensation for Tribal

[3] The appropriate Tribe will be selected from the list of Tribal representatives provided by the Native American Heritage Commission.

monitors; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site; and establishing on-site monitoring provisions and/or requirements for professional Tribal monitors during all ground-disturbing activities. A copy of this signed agreement shall be provided to the Planning Director and Building Official prior to the issuance of the first grading permit.

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

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

CUL-3 Prior to any 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 Project approval, and implemented during ground-disturbing construction activities.*

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

CUL-4 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 as defined by the appropriate Tribe.

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-5 All sacred sites, should they be encountered within the Project site, 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 and CEQA Guidelines Sections 15064.5 and 15126.4.

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-6 To address the possibility that cultural resources may be encountered during grading or construction, in addition to Tribal monitors, 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 may be discontinued as soon the qualified professional is satisfied that construction will not disturb cultural resources.

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-7 A qualified paleontologist or paleontological monitor shall monitor all mass grading and excavation activities in areas identified as likely to contain paleontological resources. Monitoring will be conducted in areas of grading or excavation in undisturbed outcrops of the Pleistocene-age Pauba Formation, as well as where over-excavation of surficial alluvial sediments will encounter these formations in the subsurface. Paleontological monitors shall be equipped to salvage fossils as they are unearthed to avoid construction delays and to remove samples of sediment that are likely to contain the remains of small fossil invertebrates and vertebrates. The monitor must be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens in a timely manner. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface, or if present, are determined upon exposure and examination by qualified paleontological personnel to have low potential to contain fossil resources.

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-8 Recovered specimens shall be prepared to a point of identification and permanent preservation, including screen-washing of sediments to recover small invertebrates and vertebrates if necessary.

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-9 Identification and curation of specimens into a professional, accredited public museum repository with a commitment to archival conservation and permanent retrievable storage shall occur (e.g., the Western Center for Archaeology and Paleontology Museum on Searl Parkway in Hemet, California).

Timing/Implementation: *As a condition of project 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

The following information utilized in this Section of the Initial Study was obtained from the *Geologic Hazards Evaluation and Updated Preliminary Geotechnical/Fault Investigation, Proposed 9-Acre Medical ad Education Center Development and Associated 29.4-Acre Tentative Parcel Map 36492, Located East of Yamas Drive, South of Clinton Keith Road and West of Elizabeth Lane in the City of Wildomar, Riverside County, California*, prepared by LGC, dated August 24, 2012 (Geo Study), and is contained Appendix F, of the enclosed CD.

a) 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? *Less Than Significant Impact*

The proposed 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. According to the Geo Study, based on a review of published and unpublished geologic/geotechnical maps and literature pertaining to the proposed Project site and regional geology, the closest active faults are the Elsinore-Temecula Fault located approximately 3.0 miles from the proposed Project site and the Elsinore-Glen Ivy Fault located approximately 7.8 miles from the proposed Project site. Other active faults, within 20 miles of the proposed Project site are the Elsinore-Julian Fault, approximately 19.6 miles; and the San Jacinto Fault, approximately 20 miles. These faults are capable of producing a moderate to strong magnitude earthquake.

The Geo Study indicates that no faults (active, potentially active, or inactive) are known to traverse through the proposed Project site, based on review of geologic literature and aerial photographs, as well as geologic mapping. The site does not lie within an Alquist-Priolo Earthquake Fault Hazard Zone as defined by the State of California in the Alquist-Priolo Earthquake Fault Hazard Zoning Act or a Riverside County Fault Zone. The possibility of damage due to ground rupture is considered negligible since active faults are not known to cross the proposed Project site.

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

ii) Strong seismic ground shaking? *Less Than Significant Impact*

Secondary effects of seismic shaking resulting from large earthquakes on the major faults in the Southern California region, which may affect the proposed Project site, include soil liquefaction and dynamic settlement. Liquefaction is a seismic phenomenon in which loose, saturated, granular soils behave similarly to a fluid when subject to high-intensity ground shaking. According to the Geo Study, the potential for liquefaction is considered remote.

Other secondary seismic effects include shallow ground rupture, and seiches and tsunamis. In general, these secondary effects of seismic shaking are a possibility throughout the Southern California region and are dependent on the distance between the site and causative fault, and the on-site geology. According to the Geo Study, ground rupture due to active faulting is not likely on-site due to the absence of known active fault traces. Cracking due to shaking from distant seismic events is not considered a significant hazard, although it is a possibility at any time. Based on the elevation of the development at the proposed Project site with respect to sea level, and its distance from large, open bodies of water, the potential of seiche and/or tsunami are considered to be negligible.

Completion of a geotechnical soils report and compliance with the California Building Code will minimize the potential for damage associated with strong seismic ground shaking and reduce any impacts to a less than significant level. This is a standard condition and is not considered unique mitigation under CEQA. Impacts will remain less than significant. No additional mitigation is required.

iii) Seismic-related ground failure, including liquefaction? *Less Than Significant Impact*

Please reference the discussion in Response 6.a.ii, above. To address any potential impacts from other seismic-related ground failure, including liquefaction, compliance with the standard requirements contained in the California Building Code are expected to reduce the impacts associated with ground failure hazards to a less than significant level. No additional mitigation is required.

iv) Landslides? *No Impact*

According to the Geo Study, review of geologic literature and aerial photographs, as well as geologic mapping and previous field exploration does not indicate the presence of landslides on, or directly adjacent to, the proposed Project site. Based on this information, no impacts are anticipated. No mitigation is required.

b) Result in substantial soil erosion or the loss of topsoil? *Less Than Significant Impact*

Soil erosion may result during construction, as grading and construction can loosen surface soils and make soils susceptible to effects of wind and water movement across the surface. The City routinely requires the submittal of detailed Erosion Control Plans with any grading plans. The implementation of this standard requirement is expected to 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 the implementation of the necessary erosion and runoff control measures required as part of the approval of a grading plan. No additional mitigation is required.

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? *Less Than Significant Impact*

Please reference the discussion in Response 6.a.ii, above. To address any potential impacts as a result of being located on a geologic unit or soil that is unstable, or that would become unstable as a result of the proposed Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse, compliance with the standard requirements contained in the California Building Code are expected to reduce the impacts associated with ground failure hazards to a less than significant level. No additional mitigation is required.

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? *Less Than Significant Impact*

According to the Geo Study, the majority of the proposed Project site is underlain by 2 feet to 15 feet of potentially compressible undocumented artificial fill, young alluvium and very weathered bedrock, which may be prone to potential intolerable post-grading settlement and/or hydroconsolidation, under the surcharge of the development proposed structural loads and/or fill loads. It is recommended that these materials be overexcavated to underlying bedrock.

Any 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 that is required prior to issuance of a grading plan, as well as with applicable building codes, would ensure that soils at 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. No additional mitigation is required.

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? *No Impact*

The proposed Project does not propose the use or construction of septic tanks or alternative wastewater disposal systems. No impacts are anticipated. No mitigation is required.

STANDARD CONDITIONS & REQUIREMENTS

1. 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.
2. 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.
3. Prior to the issuance of a grading permit, the developer shall submit a geotechnical soils reports to the City Engineer for review and approval prior to issuance of grading permit. All grading shall be in conformance with the recommendations of the geotechnical/soils reports as approved by the City of Wildomar.

MITIGATION MEASURES

None.

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

The following information utilized in this Section of the Initial Study was obtained from the *Air Quality and Greenhouse Gas Impact Analysis for the Rancon Medical Educational Center Plot Plan No. 36492, City of Wildomar,* prepared by Albert A. Webb Associates, dated February 13, 2013, Revised July 17, 2013, Revised October 18, 2013 (AQ/GHG Analysis), and is contained Appendix B, of the enclosed CD. Please refer to the AQ/GHG Analysis in Appendix B for a detailed discussion of the federal, state and regional regulatory setting. The discussion below will center on the short- and long-term emissions analysis. Even though the following analysis, below, concludes that the Project has less than significant greenhouse gas Emissions impacts and no mitigation is required, the Project applicant has agreed to implement certain measures to further reduce the Project's greenhouse gas impacts. Therefore, mitigation measure **GHG-1**, though not legally required, has been incorporated into this document. This "mitigation measure" is voluntary and not legally required since the analysis shows that proposed Project's impacts, described below, have no significant impacts.

a,b) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or, conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? *Less Than Significant Impact*

Methodology

At this time, there are no adopted numeric thresholds that govern the determination of the significance of the Project's GHG emissions. This analysis in the AQ/GHG Analysis used the AB 32 reduction target as a significance threshold, which called for the state to achieve 1990 levels of GHG emissions by 2020. This equates to a 28.5 percent reduction in GHG emissions. The AQ/GHG Analysis's methodology is to compare the Project's GHG emissions as proposed to the Project's emissions if the Project were constructed before AB 32, which is often referred to as a Business-As-Usual (BAU) analysis.

Many aspects of the GHG estimates for the BAU analysis are similar to those analyzed for the proposed Project. BAU emissions for construction will be similar to those shown for the Project, as the same Project footprint will be disturbed. Therefore, construction under the BAU analysis is assumed to be equivalent to that of the Project and was not modeled separately. BAU emissions

for the remaining sources of GHG emissions were estimated using CalEEMod and are similar to the GHG estimates for the Project with the following exceptions:

- The energy-related GHG emissions were estimated according to the historical 2005 Title 24 standards.
- Mobile source emissions factors do not include the Pavley motor vehicle standards for cars and light trucks and the Low Carbon Fuel Standard (LCFS) for motor vehicle fuels;
- No adjustments were made for the water efficient landscape requirements in the City Municipal Code or the CalGreen code requirements that were not in effect at the time AB 32 was passed.

Emissions Estimates

It should be noted that the release of GHG in general and CO_2 specifically into the atmosphere is not of itself an adverse environmental affect. It is the affect that increased concentrations of GHG including CO_2 in the atmosphere has upon the Earth's climate (i.e., climate change) and the associated consequences of climate change that results in adverse environmental affects (e.g., sea level rise, loss of snowpack, severe weather events). Although air quality modeling can estimate a project's incremental contribution of CO_2 into the atmosphere, it is not feasible to determine whether or how an individual project's relatively small incremental contribution (on a global scale) might translate into physical effects on the environment. Since the Earth's climate is determined by the complex interaction of different components of the Earth and its atmosphere, it is not possible to discern whether the presence or absence of GHG emitted by the Project would result in any measurable impact that would cause climate change.

The following Project activities were analyzed below for their contribution to global GHG emissions:

Short-Term Analysis

Construction-Related Activities

The CalEEMod model calculates GHG emissions from fuel usage by construction equipment and construction-related activities, like construction worker trips, for the proposed Project. The CalEEMod estimate does not analyze emissions from construction-related electricity or natural gas. Construction-related electricity and natural gas emissions vary based on the amount of electric power used during construction and other unknown factors which make them too speculative to quantify. Life-cycle emissions associated with the manufacture of building materials are also not quantified in this analysis although they undoubtedly exist. Quantification was not attempted because of the large spatio-temporal variation in sources for building products used to construct the proposed Project and the consequent large uncertainty associated with the resulting emissions. For this reason, to attempt to quantify life-cycle emissions of materials would be speculative. This conclusion is consistent with recent guidance on quantification of emissions for commercial projects presented by the California Air Pollution Control Officer's Association guidance. *CEQA and Climate Change* (CAPCOA, p. 65).

Table 5.7-1, *Project Construction Equipment GHG Emissions*, summarizes the CalEEMod output results and presents the GHG emissions estimates for the proposed Project in metric tonnes per year (MT/yr) for CO_2, CH_4, N_2O, and CO_2E (GHG and ozone-depleting gases).

Table 5.7-1
Project Construction Equipment GHG Emissions

Year	Metric Tons per year (MT/yr)			
	CO_2	CH_4	N_2O	Total CO_2E
2013	332.35	0.03	0.00	333.03
2014	888.53	0.07	0.00	889.99
2015	1,026.99	0.08	0.00	1,026.76
2016	617.91	0.04	0.00	618.80
Total	**2,827.01**	**0.23**	**0.00**	**2,868.58**
Amortized Total				**95.62**

Evaluation of Table 5.7-1, above indicates that an estimated 2,868.58 $MTCO_2E$ will occur from proposed Project construction equipment over the course of the estimated construction period. The draft SCAQMD GHG threshold Guidance document released in October 2008 (SCAQMD 2008b, p. 3-8) recommends that construction emissions be amortized for a project lifetime of 30 years to ensure that GHG reduction measures address construction GHG emissions as part of the operational reduction strategies. Therefore, the proposed Project's GHG emissions were spread evening over 30 years to yield and average of 95.62 $MTCO_2E/yr$.

Long-Term Analysis

Area Source Emissions

CalEEMod estimates the GHG emissions associated with area sources which include landscape equipment emissions, architectural coating, consumer products, and hearths. Landscape equipment servicing the proposed Project site create CO_2 resulting from fuel combustion based on the proposed Project's land uses. Consumer products consist of consumer use of solvents and personal care products and architectural coatings consist of an average building square footage to be repainted each year. Hearth emissions do not apply to the proposed Project because no dwelling units are proposed. The CalEEMod output contained in Appendix A of the AQ/GHG Analysis shows that the GHG emissions from area sources are negligible and are reported at zero.

Energy-Related Emissions

CalEEMod estimates the GHG emissions associated with building electricity and natural gas usage (non-hearth) for each land use type. Electricity and natural gas used in buildings is typically

generated at an off-site power plant which indirectly generates GHG emissions. The electricity intensity factor for the Project was modified to reflect the 2020 Renewable Portfolio Standard (RPS), which requires a 33 percent mix of renewable energy sources (see footnote #11 of the AQ/GHG Analysis). The default electricity intensity factor was used for the BAU.

The default energy usage values used in CalEEMod are based on the CEC sponsored California Commercial End Use Survey and Residential Appliance Saturation Survey studies and reflect current 2008 Title 24 improvements (CalEEMod User's Guide, p. 30). The 2013 Title 24 standards were approved in May 2013 and take effect on January 1, 2014 and are 30 percent more efficient than the 2008 standards (see footnote #12 of the AQ/GHG Analysis). To reflect the 2013 Title 24 standards which the Project will be subject to, a 30 percent reduction was in energy usage was input in CalEEMod. In addition, the Project will install high-efficiency lighting throughout the Project as a design feature. A 40 percent reduction was input within CalEEMod to account for this design feature, which is conservative since Energy Star lighting is approximately 75 percent more efficient than traditional lighting (see footnote #13 of the AQ/GHG Analysis). The BAU scenario utilized historical 2005 Title 24 standards available within CalEEMod.

Table 5.7-2, *Annual Project Energy-Related GHG Emissions*, summarizes the GHG emissions estimates reported by CalEEMod for the proposed Project.

Table 5.7-2
Annual Project Energy-Related GHG Emissions

	Metric Tons per year (MT/yr)			
	CO_2	**CH_4**	**N_2O**	**Total CO_2E**
Project 2020				
Electricity	748.65	0.04	0.02	754.70
Natural Gas	886.16	0.00	0.00	86.69
Total	**834.81**	**0.04**	**0.02**	**841.39**
BAU 2020				
Electricity	1,389.93	0.06	0.02	1,398.64
Natural Gas	121.24	0.00	0.00	121.97
Total	**1,511.17**	**0.06**	**0.02**	**1,520.61**

Mobile Source Emissions

CalEEMod estimates the annual GHG emissions from Project-related vehicle usage based on trip generation data contained in defaults or in Project-specific traffic analyses. The information provided in the Project-specific Traffic Study (*Traffic Impact Analysis Report, Tentative Parcel Map*

No. 36492 (TIA), prepared by Albert A. Webb Associates, dated February 2013, Revised July 15, 2013) was used for the Mobile Source Emissions analysis in the AQ/GHG Analysis. The GHG emissions estimated in CalEEMod for the Project include the Pavley motor vehicle standards for cars and light trucks and the Low Carbon Fuel Standard (LCFS) for motor vehicle fuels whereas the GHG emissions for the BAU scenario do not (see footnote #14 of the AQ/GHG Analysis).
Table 5.7-3, *Annual Project Mobile Source GHG Emissions*, shows the proposed Project's mobile source emissions.

Table 5.7-3
Annual Project Mobile Source GHG Emissions

Source	Metric Tons per year (MT/yr)			
	CO_2	CH_4	N_2O	Total CO_2E
Project 2020				
Mobile	3,196.48	0.14	0.00	3,199.32
BAU 2020				
Mobile	4,113.06	0.14	0.00	4,115.90

Solid Waste-Related Emissions

CalEEMod also calculates the GHG emissions associated with the disposal of solid waste into landfills based on default data contained within the model for waste disposal rates, composition, and the characteristics of landfills throughout the state. The waste generation rates and emission estimates were based on CalEEMod default factors. However, this analysis assumes that additional waste will be diverted from landfills through recycling, reduction in waste generated, and/or composting to meet the 2020 statewide goal of 75 percent waste diverted (see footnote #15 of the AQ/GHG Analysis). The BAU scenario assumes a solid waste diversion rate from landfills of 53 percent which is what was reported in 2006, the year AB 32 was passed (see footnote #16 of the AQ/GHG Analysis).

Table 5.7-4
Annual Project Waste-Related GHG Emissions

Source	Metric Tons per year (MT/yr)			
	CO_2	CH_4	N_2O	Total CO_2E
Project 2020				
Solid Waste	35.93	2.12	0.00	80.52
BAU 2020				
Solid Waste	67.55	3.99	0.00	151.37

Table 5.7-4, *Annual Project Waste-Related GHG Emissions,* above, indicates that total proposed Project-related GHG emissions from solid waste disposal are estimated to be approximately 80.52 $MTCO_2E$ annually and 151.37 $MTCO_2E$ annually for the Project and BAU, respectively. Biogenic CO_2 emissions[1] (which equal the total CO_2 emissions in *Table 5.7-4, Annual Project Waste-Related GHG Emissions*) were not included when CARB analyzed the GHG emissions inventory under AB 32. Therefore, they are not included in the Project's total GHG emissions shown in *Table 5.7-6, Total Annual Project-Related GHG Emissions*, below.

Water-Related Energy Usage

Electricity is also indirectly used in water supply, treatment, and distribution, as well as wastewater treatment in southern California and plays a large role in GHG production.

There are three (3) processes necessary to supply potable water to urban users (i.e., residential, commercial, and industrial):

(1) Supply and conveyance of the water from the source;
(2) Treatment of the water to potable standards; and
(3) Distribution of the water to individual users.

After use, the wastewater is treated and either reused as reclaimed/recycled water or returned to the environment (CEC 2005, p. 21). CalEEMod calculates the GHG emissions from these processes based on default emissions factors and water/wastewater generation rates for a project's location. Default values were used for electricity intensity factor associated with the supply and conveyance of water from its source which assumes that the water is being imported from northern California.

The Project's indoor water use was reduced by 20 percent to account for the mandatory reduction outlined in the CalGreen code (CalGreen, p. 30). Outdoor water use from the Project will also be reduced as a result of Project compliance with the water efficient landscape ordinances enforced

[1] Biogenic emissions are emissions from natural sources, such as plants and trees.

by the City under Municipal Code Section 17.276 (WMC) which requires a 30 percent reduction. Since neither of these requirements was in place when AB 32 was passed, the BAU scenario assumed no reductions were taken for indoor or outdoor water use.

The following table shows the GHG emissions from water-related energy usage for the Project and BAU.

Table 5.7-5
Annual Project Water-Related GHG Emissions

Source	Metric Tons per year (MT/yr)			
	CO_2	CH_4	N_2O	Total CO_2E
Project 2020				
Water-Related Energy	223.67	1.63	0.05	271.88
BAU 2020				
Water-Related Energy	375.84	2.04	0.06	436.20

Total Project GHG Emissions

As shown in Table 5.7-6, *Total Annual Project-Related GHG Emissions*, using all the emissions quantified above, the total GHG emissions generated from the Project is approximately 4,453 $MTCO_2E$ per year which includes construction-related emissions amortized over a typical project life of 30 years. The GHG emissions from the BAU scenario are approximately 6,252 $MTCO_2E$ per year. The table below indicates that the majority of GHG emissions are from vehicle use (mobile sources) followed by energy consumption.

As shown in Table 5.7-6, *Total Annual Project-Related GHG Emissions*, a comparison of the Project's GHG emissions in 2020 and the BAU GHG emissions corresponds to a 28.7 percent reduction. This achieves the 28.5 percent reduction target set by AB 32.

Table 5.7-6
Total Annual Project-Related GHG Emissions

Source	Metric Tons per year (MT/yr)	
	Project 2020	**BAU 2020**
Amortized Construction	95.62	95.62
Energy	841.39	1,520.61
Mobile	3,199.32	4,115.90
Solid Waste	44.59	83.83
Water	271.88	436.20
Total	**4,452.80**	**6,252.16**
Percent Reduction from BAU	**28.7**	**___**

Conclusion

The above analysis indicates that the proposed Project along with its design feature of high efficiency lighting and the implementation of statewide GHG reduction measures would result in a 28.7 percent reduction compared to the BAU emissions level, which achieves the AB 32 reduction target of 28.5 percent. Therefore, the Project has demonstrated compliance with AB 32 and no additional analysis or mitigation is required.

Regarding compliance with applicable plans, policies, or regulations adopted for the purpose of reducing the emissions of GHG, the City does not currently have an adopted plan (e.g., Climate Action Plan, or GHG reduction plan) for the purposes of reducing GHG emissions. Although there are no plans or policies at the local level, the CARB Scoping Plan is applicable at the state level. As described above, beginning on page 24, AB 32 directed CARB to adopt the Scoping Plan for achieving GHG reductions.

Project consistency with the applicable measures in the Scoping Plan is shown in Table 5.7-7, CARB Scoping Plan Measure Project Comparison. Most of the reduction measures are not applicable to the Project and were not listed. The Project is consistent with the feasible measures. Examples of inapplicable measures include the California Cap-and-Trade Program, Industrial Emissions, High-Speed Rail, and Sustainable Forests.

The strategies listed in Table 5.7-7, *CARB Scoping Plan Measure Project Comparison,* as well as mitigation measures **AQ-1** and **AQ-2**, shall be required as mitigation measures for the proposed Project (mitigation measure **GHG-1**) to further reduce impacts to Greenhouse Gasses. The majority of these strategies are designed to apply to construction and operation of buildings. During the plot plan review process the City will determine which of the strategies described in Table 5.7-7, (as well as any that may occur subsequent to this document) should be applied to the

proposed Project. The City will apply the appropriate strategies at the time of building permit application. In addition, development on the proposed Project site would be subject to all future applicable regulatory requirements, which would also reduce the GHG emissions of the proposed Project.

Table 5.7-7
CARB Scoping Plan Measure Project Comparison

Scoping Plan Measures to Reduce Greenhouse Gas Emissions	Project Compliance with Measure
California Light-Duty Vehicle Greenhouse Gas Standards – Implement adopted standards and planned second phase of the program. Align zero-emission vehicle, alternative and renewable fuel and vehicle technology programs with long-term climate change goals.	Consistent. These are CARB enforced standards; vehicles that access the Project that are required to comply with the standards will comply with the strategy.
Energy Efficiency – Maximize energy efficiency building and appliance standards; pursue additional efficiency including new technologies, policy, and implementation mechanisms. Pursue comparable investment in energy efficiency from all retail providers of electricity in California.	Consistent. The Project will be compliant with the 2013 Title 24 standards, which become effective January 1, 2014.
Low Carbon Fuel Standard – Develop and adopt the Low Carbon Fuel Standard.	Consistent. These are CARB enforced standards; vehicles that access the Project that are required to comply with the standards will comply with the strategy.
Vehicle Efficiency Measures – Implement light-duty vehicle efficiency measures.	Consistent. These are CARB enforced standards; vehicles that access the Project that are required to comply with the standards will comply with the strategy.
Medium/Heavy-Duty Vehicles – Adopt medium and heavy-duty vehicle efficiency measures.	Consistent. These are CARB enforced standards; vehicles that access the Project that are required to comply with the standards will comply with the strategy.
Green Building Strategy – Expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings.	Consistent. The California Green Building Standards Code (proposed Part 11, Title 24) was adopted as part of the California Building Standards Code in the CCR. Part 11 establishes voluntary standards and became mandatory in the 2010 edition of the Code (January 2011), on planning and design for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. The Project will be subject to these mandatory standards.

High Global Warming Potential Gases –Adopt measures to reduce high global warming potential gases.	Consistent. CARB identified five measures that reduce HFC emissions from vehicular and commercial refrigeration systems; vehicles that access the Project that are required to comply with the measures will comply with the strategy.
Recycling and Waste – Reduce methane emissions at landfills. Increase waste diversion, composting, and commercial recycling. Move toward zero-waste.	Consistent. The Project will be required to comply with the 75 percent waste reduction required in AB 341.
Water – Continue efficiency programs and use cleaner energy sources to move and treat water.	Consistent. The Project will comply with all applicable section of the City's Municipal Code, including Section 17.276 (WMC).
Source: CARB Scoping Plan	

STANDARD CONDITIONS & REQUIREMENTS

1. None.

MITIGATION MEASURES

GHG-1 Prior to building permit approval, the City of Wildomar Planning Department shall require that the Project applicant implement the measures contained in Table 5.7-5, as well as mitigation Measures AQ-1 and AQ-2, to reduce short-term and long-term emissions of GHGs associated with construction and operation of the proposed Project.

Timing/Implementation: During Construction Activities and Project Operations.

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

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) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? *Less Than Significant Impact with Mitigation Incorporated*

The Riverside County Environmental Health Department 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 Riverside County Environmental Health 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.

The proposed Project may create an additional possible hazard to the public or the environment through the routine transport, use or disposal of hazardous materials. During the construction phase, 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, a Stormwater Pollution Prevention Plan will be approved by the City to address any construction-related spills or accidents. This requirement is included in Mitigation Measure **HAZ-1**. With Mitigation Measure **HAZ-1**, the proposed Project is not expected to result in a significant impact on the environment.

In addition, the proposed Project is located immediately adjacent to Clinton Keith Road. It is possible that an accident or spill may expose future building occupants to hazardous materials. However, the likelihood of this type of event is rare and it is not considered to be significant. In addition, some hazardous materials will be stored on the premises; however, those used are commonly associated with office, restaurant, and commercial retail development. No impacts are anticipated beyond those commonly associated with these types of developments. No additional mitigation is required.

There is the potential for upset of hazardous materials associated with medical uses on the proposed Project site. A hallmark of medical services in general, is the use of a variety of hazardous materials and the generation of hazardous waste in support of medical services. There are two potential sources of accidental release of hazardous or toxic substances from medical office operations and these two sources can occur under three different circumstances. The first source of an accidental release can occur during delivery of the hazardous materials. Such accident release can occur anywhere between the chemical storage location and the proposed facilities. The second source of an accidental release can occur within the medical office, but under conditions where the spill is contained within the medical offices and does not result in general exposure of the surrounding population. Finally, an accidental release can occur that could be released into the general environment where surrounding land uses and people may be affected.

The transport of hazardous materials and wastes is strictly controlled by the State of California. A regulatory structure has been created to respond to the accidental release of hazardous or toxic materials during transport. The change in circumstances from the existing environmental setting is that if the proposed Project is approved for implementation, future operations may require delivery of hazardous and toxic materials to the proposed Project site to support operations. Deliveries will be random and are expected to occur on a daily basis to support operations.

Each day our communities experience the delivery of a variety of hazardous or toxic materials, ranging from petroleum products (gasoline and diesel) to large gas canisters, such as chlorine for water and wastewater treatment plants and compressed natural gas (propane). The proposed project will add to the existing transport of hazardous and toxic materials entering the City of Wildomar. If a transport accident occurs, it may or may not be accompanied by an accidental release of the hazardous or toxic materials. Thus, a potential exists to experience an accidental release of medical-related hazardous or toxic materials to the local environment.

The key to determining whether this change in the environment represents a significant adverse impact is to assess whether this change represents a high probability of accidental release and whether such a release poses a significant hazard based on the known response capability to such an accident. Most of the medical office related hazardous material may be either solid, containerized (gas canisters), or stringently packaged (radioactive material). Based on these facts regarding the type and character of hazardous materials and the response capabilities of the City and regional agencies to a transport accident, the City finds that the potential for significant risk due transport is a less than significant impact to the environment from implementing the proposed Project.

Within the medical office building a potential for accidental release of hazardous material also exists. Mitigation measures are provided below (**HAZ-2** and **HAZ-3**) to ensure that a plan is implemented as part of medical office operations. The City finds that the potential for significant risk due to internal hospital/medical office use of hazardous and toxic materials will be less than significant, with implementation of the mitigation measures.

The final source of accidental release to the environment is from a release that would escape the medical offices into the surrounding environment. Because of the small quantities of solid and liquid hazardous materials at the site during operations, most of the medical office hazardous materials cannot escape to the surrounding environment. Mitigation is required to control the release of stored hazardous gases in canisters is identified below (**HAZ-4**). Based on the analysis presented in this section and with implementation of these mitigation measures, the City finds the potential for risk to the surrounding environment and population from an accidental release of hazardous substances within the medical offices is considered to be less than significant.

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? *Less Than Significant Impact with Mitigation Incorporation*

The proposed Project may create a hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment; however, due to the quantity and nature of these materials, commonly associated with office, restaurant, and retail development, these impacts will be considered less than significant. No impacts are anticipated beyond those commonly associated with office, restaurant, and retail development. No additional mitigation measures are required. Please reference the discussion in 8.a., above, as it relates to potential upset and accidental conditions involving the release of hazardous materials into the environment as it pertains to medical offices. Impacts will be reduced to a less than significant level with mitigation incorporation.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? *No Impact*

No existing or proposed schools are located within one-quarter mile the proposed Project site. Ronald Reagan Elementary School is located approximately 1-mile to the northwest of the proposed Project site. Donald Graham Elementary School is located on the west side of I-15, approximately 1.6 miles from the proposed Project site. Tovashal Elementary School is located southeasterly of the proposed Project site, approximately 1.4 miles away. Therefore, implementation of the proposed Project will not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. No impacts are anticipated. No mitigation is required.

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? *No Impact*

The proposed Project is not located on any hazardous materials site as designated by Government Code Section 65962.5. According to the *RMEC, LLC Phase I Environmental Study*, prepared by EnviroSoil, Inc., dated January 5, 2011, contained in Appendix G of this Initial Study, EnviroSoil, Inc. did not identify any current on-site environmental concerns in connection with the subject property. This review included all list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. No impacts are anticipated. No mitigation is required.

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? *No Impact*

The proposed Project site is not located within any airport land use plan. The closest public airport is French Valley Airport, which is located approximately 5.6 miles southeast of the proposed Project site. Given the distance between the proposed Project and the French Valley Airport, and since the proposed Project site is not within in the airport land use plan for the French Valley Airport, no impacts are anticipated from the proposed Project that would result in a safety hazard for people residing or working in the proposed Project area. No mitigation is required.

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? *No Impact*

The closest private airstrip to the proposed Project site is Skylark Field, which is located approximately 4.6 miles northwest of the proposed Project site. Based on this distance between Skylark Park and the proposed Project site, implementation of the proposed Project will not result in a safety hazard for people residing or working in the proposed Project area. No impacts are anticipated. No mitigation is required.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? *No Impact*

Access to the proposed Project site is from Clinton Keith Road and Elizabeth Lane, which are currently improved and will be additionally improved through the implementation of the proposed Project, as well as future improvements to Bunny Trail, Lot "C," and Yamas Drive, which are currently unimproved/ non-existent. 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 any roadways. Therefore, the proposed Project will have no impact on any plans for emergency evacuation. No mitigation is required.

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? *No Impact*

According to the Riverside County Land Information System (2013), the proposed Project site is not located in the High Wildfire Zone area. These areas are more often 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 proposed Project site is located outside the High Wildfire Zone area, development on the proposed Project site would not expose people or structures to a significant risk of loss, injury, or death involving wildland fire. No impacts are anticipated and no mitigation is required.

STANDARD CONDITIONS & REQUIREMENTS

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

MITIGATION MEASURES

HAZ-1 All spills or leakage of any hazardous products, including petroleum products, during construction and operational activities shall be remediated in compliance with applicable state and local regulations regarding cleanup and disposal of the contaminant released. The contaminated waste will be collected and disposed of at an appropriately licensed disposal or treatment facility. This measure shall be incorporated into the Stormwater Pollution Prevention Plan prepared for the Project development.

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

Enforcement/Monitoring: City of Wildomar Engineering Department.

HAZ-2 Prior to the certificate of occupancy for a medical office use, a Hazardous Materials and Waste Management Plan shall be submitted to the City for review and retention. This Plan shall be implemented by the medical offices (where hazardous substances are used) and annually a report of any accidental releases of hazardous substances, impacts to the environment or humans, and the management actions taken to control and remediate such spills shall be submitted to the City.

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

Enforcement/Monitoring: City of Wildomar Building and Safety Department.

HAZ-3 As part of a Business Plan submitted to the City of Wildomar Fire Department, the medical offices that handle hazardous materials shall include copies of Material Safety Data Sheets for the hazardous substances (other than medications) utilized by the facility(ies).

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

Enforcement/Monitoring: City of Wildomar Building and Safety Department and Fire Departments.

HAZ-4 Any storage facility for gas canisters containing hazardous or toxic substances shall be enclosed and capable of containing any accidental releases of gas. A warning device shall be incorporated into the design of the gas storage containment facility that is capable of identifying accidental releases. Venting of any released gases shall be accomplished without creating hazards for the surrounding environment or population. Any leaks shall be reported immediately to the City Fire Department as well as other regulatory agencies that are in the reporting chain.

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

Enforcement/Monitoring: City of Wildomar Building and Safety Department and Fire 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 of 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

The following information utilized in this Section of the Initial Study was obtained from the *Preliminary On-Site Hydrology for Rancon Medical and Educational Center, Tentative Parcel Map 36492, Plot Plan for Parcels 1, 2, 3 and* 13, prepared by Albert A. Webb Associates, dated September 2012 (Hydrology Report), and the *Project-Specific Preliminary Water Quality Management Plan (WQMP), Rancon Medical and Educational Center (RMEC), Tentative Parcel Map 36492, Plot Plan for Parcels 1, 2, 3 and 13,* prepared by Albert A. Webb Associates, dated September 2012 (WQMP). The Hydrology Report is contained Appendix H, and the WQMP is contained Appendix I, of the enclosed CD. Please refer to the WQMP for detailed information on hydrologic conditions of concern, Best Management Practices (BMPs), operation and maintenance responsibility for treatment control BMPs, and funding. Please refer to the Hydrology Report for detailed information on hydrological data, hydrology results, and methodologies.

a) **Violate any water quality standards or waste discharge requirements?** *Less Than Significant Impact with Mitigation Incorporated*

The storm water for the proposed Project will discharge into a natural channel that meanders in a southerly direction for approximately 3 miles until joining with Murrieta Creek. Murrieta Creek then runs in a southeasterly direction for approximately 9 miles until it joins with Temecula Creek to form the Santa Margarita River. The Santa Margarita River continues in a southwesterly direction for approximately 29.2 miles until forming the Santa Margarita Lagoon and outfalling into the Pacific Ocean near Camp Pendleton (San Diego County). Murrieta Creek (Channel), the Santa Margarita River, as well as the Santa Margarita Lagoon are all on the federal 303(d) list of impaired water bodies. Listing a water body as impaired in California is governed by the Water Quality Control Policy for developing California's Clean Water Act Section 303(d) Listing Policy. The State and Regional Water Boards assess water quality data for California's waters every two years to determine if they contain pollutants at levels that exceed protective water quality criteria and standards. This biennial assessment is required under Section 303(d) of the Federal Clean Water Act.

Potential pollutants from both Phases of the proposed Project (which may potentially include: an industrial park uses, medical offices, commercial retail, a restaurant, and associated parking areas), would be sediment/turbidity, nutrients, organic compounds, trash/debris, oxygen demanding substances, pathogens (bacteria & viruses), oil and grease, pesticides, and metals.

The on-site runoff from the proposed Project site will ultimately flow through Murrieta Creek and the Santa Margarita River. These two water bodies do not meet water quality standards associated with their beneficial uses and are impaired by nutrients, oxygen demanding substances, pathogens (bacteria & viruses), and metals. Therefore, treatment controls BMPs, with a medium to high effectiveness for treating these pollutants of concern, will be incorporated into the proposed Project design. In addition, Mitigation Measure HYD-1 requires the preparation and implementation of a SWPPP and WQMP for all Phases of development. BMPs will be an integral component of the SWPPP and WQMP.

The following types of wastes are expected to be generated from the developed condition:

- Oil and grease from trucks and cars and other automotive fluids;
- Pesticides, herbicides, and fertilizers in landscaped areas;

- Food waste from restaurant;
- Trash; and
- Medical waste.

Lastly, the proposed Project site has historically been used for agriculture. Nutrients are the most common pollutant associated with this practice. However, since nutrients are an existing "pollutant of concern", future treatment control BMPs will address this issue, as contained in Mitigation Measure **HYD-1**.

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

Future development associated with the proposed Project would be subject to the requirements of the National Pollutant Discharge Elimination System (NPDES) Stormwater Permit No. R9-2010-0014, 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 Areawide 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 proposed Project will also be required to submit to the City for review and approval of a new or modified Water Quality Management Plan (WQMP) that identifies specific BMPs and other measures necessary to protect water quality for all Phases of development. The preliminary WQMP included as Appendix J is designed to address construction 11.62 acres for the commercial development of Parcels 1, 2, 3, and 13 of Tentative Parcel Map 36492 (APN: 380-250-022) and Plot Plan for Parcels 1, 2, 3, and 13.

Mitigation Measure **HYD-1** has been included, requiring a SWPPP and WQMP for all Phases of development. Therefore, the any development on the proposed Project site is not expected to violate any water quality standards, waste discharge requirements, or have a significant impact on the environment after mitigation is incorporated.

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)? *Less Than Significant Impact*

The proposed Project will modify on-site local drainage patterns and absorption rates; however, these modifications will be incorporated into an existing drainage system. The description of the on-and off-site drainage system is discussed below in Response 9.c. Due to the nature and design

of the proposed Project, implementation of the proposed Project will not 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). While there will be an increase in the amount of impervious surfaces as a result of implementation of the proposed Project, any impacts from this increase will be off-set through the use of on-site detention and retention, which is included in the proposed Project design. Any impacts are considered less than significant. No mitigation is required.

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? *Less Than Significant Impact with Mitigation Incorporated*

Off-site flows, north of Clinton Keith Road, enter the site at two locations along Clinton Keith Road. One location is in the extreme northwest corner of Parcel 1. Here, four 48" Reinforced Concrete Pipes (RCPs) convey flows under Clinton Keith Road to a natural channel that continues southwesterly until joining Murrieta Creek. Also, there is a 24" Corrugated Metal Pipe (CMP) that conveys street flows from an Asphalt Concrete (AC) curb/spillway along Clinton Keith Road. The other location is approximately 350' south of the northeast corner. At this location, flows are conveyed through a basin just east of Elizabeth Lane into a 60" RCP that crosses under Elizabeth Lane and outlets into a natural channel. This channel meanders in a southerly direction until joining Murrieta Creek. In addition, flows from the adjacent mini-storage building and parking area to the east confluence with this channel and enter the site at two locations. The first location is at a low point in Elizabeth Lane where a catch basin with 24" RCP to the east street side and a curb opening to the west street side convey street flows and outlet midway along the eastern boundary of the site into this natural channel. The second location is approximately 250' north of the intersection of Elizabeth Lane and Bunny Trail where a 30" RCP culvert outlets into the natural channel. Once the combined flows exit the site, they continue in natural channels for approximately 3 miles until they join Murrieta Creek.

On-site flows presently drain towards three meandering natural drainage courses. The north-west area of the Plot Plan site (2.1 acres) drains into Stream 3, where the existing four 48" RCPs under Clinton Keith Road outlet. The mid-area of the site consists of 3.3 acres and drains into the natural Stream 2. The easterly site area drains into the natural Stream 1 where the proposed Plot Plan for Parcels 1, 2, 3 and 13 will drain to during the post-developed conditions.

The proposed on-site storm drain system and drainage design will maintain these existing flows by the following:

- The existing four 48" RCP culverts in the northwest corner that run under Clinton Keith Road will be extended under the widened southern half of the road, maintaining existing flows with no impact downstream. The site grading proposes that the north-west portion of 0.6 acres drains to Stream 3 in a manner that the proposed condition flows do not exceed existing condition flows generated from the 2.1 acres.
- Near the above mentioned culverts, an AC spillway inlet into a 24" CMP will be replaced with a catch basin along with the street improvement widening.

- The existing 60" RCP that carries flows from north side of Clinton Keith Road will be extended approximately 400 lineal feet and outlet back into the natural drainage channel approximately 150' south of the most southerly drive entrance from Elizabeth Lane.
- An existing catch basin at a low point along the east side of Elizabeth Lane that directly discharges into a natural channel will join the above mentioned 60" RCP, as well as a proposed catch basin directly on the west side of Elizabeth Lane.
- The existing 30" RCP that carries flows from the adjacent mini-storage facility will be extended approximately 200 lineal feet and join a culvert that will be built under Bunny Lane.
- A 40' long culvert will be built under Bunny Lane to allow storm water to continue flowing in a southerly direction as it currently does.
- An on-site drainage system is proposed to capture the on-site flows and convey them to the proposed water quality/detention basin.
- Detention basins will be constructed at the outlet locations for each stream subareas to mitigate the increased runoff from the post-developed site conditions and release measured flows into the natural streams with no adverse impact downstream. For preliminary purposes, the basins are sized for the differences between the volumes of the 10-year, 24-hour pre- and post-developed conditions storm events. The 100-year events will bypass through.

  A detention basin will be constructed in the southeast corner of Parcel 13 to mitigate the increased runoff from the post-developed parcels 1, 2 and 3 proposed Project site and release measured flows into the natural Stream 1 with no adverse impact downstream. The proposed basin will serve dual purpose as being a water quality sand filtration basin and a detention mitigation basin. The 2-year, 24-hour and the 10-year, 24-hour storm events were mitigated through the basin which is sufficient to prove the basin capacity. The 100-year events will bypass through. The proposed basin outlet structure will have orifices to restrict the 2- and the 10-year flows and a weir on top of the structure for bypassing the 100-year flows. The post development flows for the 2 and 10 year storms will be no greater than pre-development flows.

  Based upon the results of the Hydrology Report, it is concluded that the proposed facilities will adequately provide drainage conveyance in accordance with a 100-Year design storm event. The proposed facilities, with adequate maintenance, will convey flows safely through the region in accordance with Riverside County Flood Control and Water Conservation District requirements for drainage conveyance and without an impact upon the existing storm drain improvements.

  As discussed above, all Phases of the proposed Project will require preparation of a stormwater pollution and prevention plan (SWPPP), which will incorporate BMPs to ensure that potential water quality impacts are minimized. The SWPPP is required to include a counter-measure plan describing measures to ensure proper collection of sedimentation produced on the site. Mitigation Measure **HYD-1** has been included, requiring a SWPPP and WQMP for all Phases of development. Therefore, the any development on the proposed Project site is not expected to 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 after mitigation is incorporated.

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? *Less Than Significant Impact with Mitigation Incorporated*

Please reference the discussion in 8.c, above. Impacts are considered less than significant with mitigation incorporated.

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? *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-1**. The proposed Project will be required to prepare a WQMP and a SWPPP that will include BMPs designed to reduce and manage increases in runoff water at the site. With the incorporation of mitigation, proposed Project impacts will be reduced to a less than significant level. No additional mitigation measures are required.

f) Otherwise substantially degrade water quality? *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. All development on the proposed Project site would be subject to the requirements of the 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 Measure **HYD-1** 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 the incorporation of mitigation, proposed Project impacts will be reduced to a less than significant level. No additional mitigation measures are required.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary of Flood Insurance Rate Map or other flood hazard delineation map? *No Impact*

The proposed Project would not result in the development of housing on the proposed Project site. According to the Riverside County Land Information System (2013), the proposed Project site is not located within a 100-year flood hazard. Therefore, the proposed Project would not place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary of Flood Insurance Rate Map or other flood hazard delineation map. No impacts are anticipated. No mitigation is required.

h) Place within 100-year flood hazard area structures which would impede or redirect flood flows? *No Impact*

The proposed Project does not propose to impede or redirect any flood flows. The proposed Project site is located outside of the 100-year flood hazard area. No impacts are anticipated. No mitigation is required.

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? *No Impact*

According to Figure 11 of the Elsinore Area Plan, the proposed Project site is located outside of the inundation area of Lake Elsinore. No impacts are anticipated. No mitigation is required.

j) Inundation by seiche, tsunami, or mudflow? *No Impact*

The proposed Project site is not located in an area that is subject to seiches, mudflows, or tsunamis. No impacts are anticipated. No mitigation is required.

STANDARD CONDITIONS & REQUIREMENTS

None.

MITIGATION MEASURES

HYD-1 Prior to the approval of the grading permit on the proposed Project site, the Project applicant(s) shall be required to prepare a stormwater pollution and 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 proposed Project construction. The SWPPP shall incorporate best management practices (BMPs) to ensure that potential water quality impacts during construction phases are minimized to below a level of significance. 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 proposed 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 proposed Project site in order to comply with the Areawide Urban Runoff Management Program. The proposed 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 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) Physically divide an established community? *No Impact*

The proposed Project site is located on the south side of Clinton Keith Road, west of Elizabeth Lane. The General Plan land use designations for the properties immediately adjacent to the proposed Project site are as follows:

- North: Open Space-Recreation (OS-R)
- South: Business Park (BP)
- Southwest: Very High Density Residential (VHDR)
- East: Business Park (BP)
- West: Business Park (BP)

The Wildomar General Plan land use designation for the proposed Project site is Business Park (BP). The land surrounding the proposed Project, with the exception of land across Clinton Keith Road to the north, which is physically separated from the proposed Project site contain Business Park (BP) land use designations. All Phase 1 and Phase 2 development of the proposed Project will be consistent with the General Plan land use designation. Only the parcel to the east of the proposed Project site, a self-storage use is currently developed. Based on these circumstances, the proposed Project will not physically divide an established community. No impacts are anticipated. No mitigation is required.

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? *No Impact*

The proposed Project will serve to implement the vision, goals and policies of multiple Elements of the City's General Plan, including, but not limited to Chapter 3 (Land Use Element), Chapter 4 (Circulation Element), Chapter 6 (Safety Element), Chapter 7 (Noise Element), and Chapter 9 (Air Quality Element). As discussed in Section V.4 (Biological Resources) of this Initial Study, the proposed Project is consistent with the Riverside County Multiple Species Habitat Conservation Plan (MSHCP). As a result, implementation of the proposed Project will not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the proposed Project (including, but not limited to the policies of the general plan, specific plan, local coastal program, or zoning ordinance) adopted to protect environmental resources. Any potential conflicts were anticipated in the General Plan and/or MHSCP. No impacts are anticipated. No mitigation is required.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan? *No Impact*

As stated above in Response 10.b., the City of Wildomar participates in the MSHCP. The MSHCP 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. This is a standard condition and not considered unique mitigation under CEQA. 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. The proposed Project will not conflict with any habitat conservation plan or natural community conservation plan. No impacts are anticipated. No mitigation is required.

STANDARD CONDITIONS & REQUIREMENTS

1. Prior to the issuance of a grading permit, the developer shall pay the regional impact mitigation fee established by the Riverside County MSHCP.

MITIGATION MEASURES

None.

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) 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? *No Impact*

The proposed Project site is located within an area designated at MRZ-3 by the Wildomar General Plan. The proposed Project site is designated MRZ-3 (areas where the available geologic information indicates that mineral deposits are likely to exist, however, the significance of the deposits is undetermined). The proposed Project site has not known to have been mined in the past. Since the proposed Project site has not been used for mining, the proposed Project is not expected to result in the loss of availability of a known mineral resource in an area classified or designated by the State that would be of value to the region or the residents of the State. No impacts are expected from the proposed Project and no mitigation is required.

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? *No Impact*

There are no known locally important mineral resource recovery sites identified on the proposed 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. No impacts are anticipated. No mitigation measure is required.

STANDARD CONDITIONS & REQUIREMENTS

None.

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

The following information utilized in this Section of the Initial Study was obtained from the *Preliminary Acoustical Analysis – Rancon Medical and Educational Center, Plot Plan No. 36492*, prepared by Albert A. Webb Associates, dated July 2012, Revised July 17, 2013, (Acoustical Analysis), and is contained Appendix J, of the enclosed CD. Please refer to the Acoustical Analysis for a detailed discussion of the setting and methodology uses for the Acoustical Analysis. The discussion below will center on noise impacts to and from the proposed Project.

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? *Less Than Significant Impact with Mitigation Incorporated*

Temporary on-site noise increases will occur during proposed Project construction. Once the proposed Project is operational, potentially long-term or permanent noise increases will occur on site as a result of proposed Project operations and off site as a result of Project-generated traffic on area roadways.

Temporary noise impacts will result during Proposed Project construction. Construction noise levels will vary significantly based upon the size and topographical features of the active construction zone, duration of the work day, and types of equipment utilized. Proposed Project construction will involve multiple phases (site preparation, grading, building construction, paving, architectural coating) employing differing types and quantities of mechanical equipment. Each piece of equipment will produce varying levels of noise at varying distances from within the active maintenance/construction area, as indicated in Table 5.12-1, *Construction Equipment Noise Levels*.

Table 5.12-1
Construction Equipment Noise Levels

Type of Equipment	Range of Maximum Sound Levels Measured at 50 Feet (dBA)	Suggested Maximum Sound Levels for Analysis (dBA)	Maximum Sound Levels at 70 Feet (dBA)
Pile Drivers, 12,000 to 18,000 feet-lb/blow[a]	81–96	93	90
Rock Drills	83–99	96	93
Jack Hammers	75–85	82	79
Pneumatic Tools	78–88	85	82
Pumps	74–84	80	77
Scrapers	83–91	87	84
Haul Trucks	83–94	88	85
Cranes	79–86	82	79
Portable Generators	71–87	80	77
Rollers	75–82	80	77
Dozers	77–90	85	82
Tractors	77–82	80	77
Front-End Loaders	77–90	86	83
Hydraulic Backhoe	81–90	86	83
Hydraulic Excavators	81–90	86	83
Graders	79–89	86	83
Air Compressors	76–89	86	83
Trucks	81–87	86	83

Source: Bolt, Beranek & Newman, Noise Control for Buildings and Manufacturing Plants, 1987
[a] feet-lb/blow = foot-pounds per blow

To provide a point of reference, a typical construction day with an 8-hour duration can potentially generate 84 dBA CNEL at a distance of 50 feet from the noise source, on average. Using soft site parameters (a loss of 6 dBA per doubling of distance from the source), the 65 dBA CNEL contour (applicable to exterior areas of Residential uses) is calculated to occur at a distance of approximately 320 feet.

The City of Wildomar has determined that certain noise levels may jeopardize the health or general welfare of City residents; therefore, City Municipal Code Chapter 9.48 established noise standards, as shown in Table 5.12-2, *Sound Level Standards (dB L_{max})*, below.

Table 5.12-2
Sound Level Standards (dB L_{max})

General Plan Foundation Component	General Plan Land Use Designation	General Plan Land Use Designation Name	Density	Maximum Decibel Level	
				7:00 a.m. to 10:00 p.m.	10:00 p.m. to 7:00 a.m.
Community Development	LDR	Low Density Residential	½ acre	55	45
	MDR	Medium Density Residential	2-5	55	45
	MHDR	Medium High Density Residential	5-8	55	45
	VHDR	Very High Density Residential	14-20	55	45
	CR	Retail Commercial	--	65	55
	LI	Light Industrial	--	75	55
	BP	Business Park	--	65	45
Open Space	CH	Conservation Habitat	--	45	45
	REC	Recreation	--	45	45

Source: City Municipal Code Section 9.48.040, Table 1 (abridged based on designations in vicinity of the Project shown on **Figure 4**).

The City Municipal Code determined that construction noise is exempt from noise restrictions if private projects located within one-fourth mile of occupied residences adhere to certain hours. Since occupied residential uses are within one-fourth mile of the Project site, Project-related noise shall be regulated pursuant to the hours set forth in the Municipal Code. Consistent with the intent of this restriction on construction noise hours, noise impacts resulting from construction within specified hours are not considered to jeopardize the health or general welfare of City residents. Therefore, compliance with the construction hours outlined in Section 9.48.020(I)(2) ensures compliance with City standards, as detailed in mitigation measure **NOI-1**.

There are two areas with existing sensitive receptors that could be affected by Project-related construction activity. The closest area includes a multi-family residential development located to the southwest of the proposed Project's southern boundary. There are also single-family residences northeast of the proposed Project site, across Clinton Keith Road, an urban arterial roadway, behind an existing block wall. Mitigation measures will be incorporated to further minimize exposure upon neighboring residential properties from noise generated by typical construction methods anticipated to be used by the proposed Project. **NOI-1** requires proper tuning of equipment, **NOI-2**, requires staging for the greatest distance between noise sources and receptors is incorporated and **NOI-3** requires stationary noise-generating construction equipment be placed a minimum of 320 feet from the property line of the closest existing residences. **NOI-4** requires noises barriers for impacts to existing residential development adjacent to the proposed Project. With incorporation of these mitigation measures, proposed Project impacts will remain less than significant.

Noise Impacts from Future On-Site Activities

The proposed Project consists of a multi use development consisting of a mix of business park, general offices, medical and dental-use facilities, commercial retail, and a drive-thru fast food restaurant. Noise impact sources typically associated with these types of uses could include mechanical equipment, such as air conditioning units. Limited amounts of truck trips also occur with business park uses and commercial retail uses. Commercial retail uses typically contain one to three loading areas that are located at the rear of the building and screened from view and considering the small size of the business park parcels (approximately two acres or less), truck trips within the proposed Project site would be limited and at low speeds. Therefore, the noise from these sources is not anticipated to exceed the City's normally acceptable noise levels. On-site noise associated with any manufacturing uses would not be substantial as they would be conducted indoors.

Mechanical Equipment

It is anticipated that all buildings will be air conditioned. Air conditioning units will be roof-mounted. A mitigation measure (**NOI-5**) has been included to ensure mechanical air conditioning equipment has a 25-foot setback from the roof's edge, or the equipment is set back from the building's edge far enough to break the line of sight between the air conditioning units and potential receivers, whichever is greater of the two. This will provide a minimum 3 to 5 dBA reduction immediately at the building's edge, prior to spacial distance from this noise source, which will provide an additional 3 dBA attenuation per doubling of distance. With this mitigation incorporated, impacts will remain less than significant. In addition, **NOI-5** requires a subsequent noise analysis be submitted prior to building permit issuance to ensure the noise generated by the AC units do not exceed the maximum noise allowed under the Wildomar Municipal Code.

Noise Impacts from Project-Specific Traffic Increases

It is widely accepted that most people only notice a change in the noise environment when the difference in noise levels is greater than 3 dBA. However, it is widely accepted that the average healthy ear can barely perceive changes of 3 dBA and that a change of 5 dBA is readily perceptible.

There is the potential for noise increases along area roadways, resulting from Project-related traffic. The City Municipal Code exempts roadway noise from motor vehicles; it only regulates off-highway vehicle noise produced by its tailpipe and motor vehicle sound systems (Section 9.48.060(A)). These regulations are enforced by the Riverside County Sheriff's Department. Nonetheless, for purposes of this analysis, noise level increases resulting from Project-related increases in traffic volumes on Clinton Keith Road, Elizabeth Lane and Yamas Drive are quantified and evaluated for the proposed Project area for the following scenarios:

- Existing and Existing plus proposed Project; and
- Existing plus cumulative projects plus proposed Project conditions.

The two (2) scenarios, above, were modeled to determine increases in noise levels. The increase in traffic due to the addition of proposed Project traffic allows for direct comparisons of potential increases or decreases in noise levels based upon the associated growth in traffic. Therefore, the incremental change in a noise level is the focus of this portion of the analysis results, rather than the resulting independent noise level for any given receiver.

Table 5.12-3, *Noise Contours at 50 feet from Roadway Centerline from Existing Plus Project Conditions*, compares existing noise levels (without the proposed Project) with predicted noise levels resulting from Project-specific traffic. Noise levels associated from Project-specific traffic increases are expected to increase by approximately 18.4 dBA over existing levels along Elizabeth Lane, south of Clinton Keith Road. Although this increase in noise levels is perceptible, it does not exceed the acceptable levels (reference Figure 6 of the Acoustical Analysis - Land Use Compatibility for Community Noise Exposure) for adjacent land uses and there are no sensitive receivers adjacent to this segment. There is an existing mini-storage development located east of Elizabeth Lane and south of Clinton Keith; however, there is an existing wall along the perimeter of this mini-storage facility along Elizabeth Lane. The wall is approximately 6 feet in height and is elevated on an existing landscaped berm which will provide additional attenuation to the neighboring mini-storage facility.

Table 5.12-3
Noise Contours at 50 feet from Roadway Centerline
from Existing Plus Project Conditions

Road Segment	Existing		Existing Plus Project				
	ADT	dB CNEL	ADT	Project Only ADT	dB CNEL	Total dB CNEL	Change
N/S Road Segment							
Yamas Dr. s/o Project	810	56.8	1,725	915	60.3	61.9	5.1
Elizabeth Ln s/o Clinton Keith	175	50.1	6,443	6,258	68.7	68.7	18.6
E/W Road Segment							
Clinton Keith w/o I-15	20,725	70.9	23,528	2,603	65.2	71.9	1.0
Clinton Keith e/o I-15	19,480	70.6	24,561	5,081	67.8	72.4	1.8
Clinton Keith w/o Inland Valley	18,250	70.3	23,467	5,217	67.9	72.3	2.0
Clinton Keith w/o Salida del Sol	12,890	68.8	18,127	5,237	67.9	71.4	2.6
Clinton Keith w/o Elizabeth Ln	12,765	68.8	18,002	5,237	67.9	71.4	2.6
Clinton Keith w/o Nutmeg	11,355	68.3	13,015	1,660	62.9	69.4	1.1
Clinton Keith w/o California Oaks	15,640	69.6	16,563	923	60.4	70.1	0.5
Prielipp Rd e/o Yamas	4,590	64.3	5,504	914	60.3	65.8	1.5
Prielipp Rd e/o Elizabeth	5,170	64.8	6,084	914	60.3	66.1	1.3

Table 5.12-4
Noise Contours at 50 feet from Roadway Centerline from Existing Plus Cumulative Project Traffic Plus Project Conditions

Road Segment	Existing+Cumulative		Existing Plus Cumulative Plus Project				
	ADT	dB CNEL	ADT	Project Only ADT	dB CNEL	Total	Change
N/S Road Segment							
Yamas Dr. s/o Project	851	57.0	1,766	915	60.3	62.0	5.0
Elizabeth Ln s/o Clinton Keith	184	50.3	6,452	6,268	68.7	68.7	18.4
E/W Road Segment							
Clinton Keith w/o I-15	27.497	72.1	30,300	2,803	65.2	72.9	0.8
Clinton Keith e/o I-15	26,353	71.9	31,434	5,081	67.8	73.3	1.4
Clinton Keith w/o Inland Valley	24,209	71.5	29,446	5,237	67.9	73.1	1.6
Clinton Keith w/o Salida del Sol	16,667	69.9	21,904	5,237	67.9	72.0	2.1
Clinton Keith w/o Elizabeth Ln	16,535	69.9	21,772	5,237	67.9	72.0	2.1
Clinton Keith w/o Nutmeg	14,675	69.4	16,335	1,660	62.9	70.3	0.9
Clinton Keith w/o California Oaks	18,257	70.3	19,180	923	60.4	70.7	0.4
Prielipp Rd e/o Yamas	6,924	66.1	7,838	914	60.3	67.1	1.0
Prielipp Rd e/o Elizabeth	7,662	66.5	8,576	914	60.3	67.5	0.9

As shown in Table 5.12-4, above, the proposed Project's traffic increases noise levels compared to that existing without the proposed Project, but is also not expected to exceed acceptable levels for adjacent land uses. Any impacts are considered less than significant.

b) The exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? *Less Than Significant Impact*

Regarding the proposed Project's potential to generate ground-borne vibrations during construction, ground-borne vibration is not a common environmental problem. It is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads. Common sources of ground-borne vibration are trains, buses on rough roads, and heavy construction activities such as blasting, pile-driving, and extensive grading and heavy earth-moving equipment. Construction of the proposed Project will not incorporate the use of blasting or pile-driving. Vibration from equipment can only be felt out to a distance of approximately 50 feet from

the source. Additionally, ground-borne vibrations are not associated with the typical operation of the land uses proposed by the proposed Project. Thus, construction and operation will not produce any substantial ground-borne vibration. Any impacts would be considered less than significant. No mitigation is required.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? *Less Than Significant Impact with Mitigation Incorporated*

Please reference Response 12.a, above. Construction impacts will be of short duration and, with the incorporation of mitigation measures, will be considered less than significant. Operational impacts have been determined to be less than significant. Therefore, implementation of the proposed Project will not result in a substantial permanent increase in ambient noise levels in the proposed Project vicinity above levels existing without the proposed Project.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? *Less Than Significant Impact with Mitigation Incorporated*

Please reference Response 12.a, above. Construction impacts will be of short duration and, with the incorporation of mitigation measures, will be considered less than significant. Operational impacts have been determined to be less than significant. Therefore, implementation of the proposed Project will not result in a substantial temporary or periodic increase in ambient noise levels in the proposed Project vicinity above levels existing without the proposed 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? *No Impact*

The closest public airport is French Valley Airport, which is located approximately 5.6 miles southeast of the proposed Project site. The proposed 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) 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? *No Impact*

The closest private airstrip to the proposed Project site is Skylark Field, which is located approximately 4.6 miles northwest of the proposed Project site. Skylark Airport is used primarily by skydiving aircraft. Given the proximity of the proposed Project to Skylark Field, no impacts are anticipated, and no mitigation measures are required.

STANDARD CONDITIONS & REQUIREMENTS

1. The proposed Project shall comply with the development standard of Chapter 9.48 of the City of Wildomar Zoning Code.

MITIGATION MEASURES

NOI-1 To minimize noise impacts resulting from poorly tuned or improperly modified vehicles and construction equipment, all vehicles and construction equipment shall maintain equipment engines in good condition and in proper tune per manufacturers' specifications to the satisfaction of the City of Wildomar Building Department. Equipment maintenance records and equipment design specification data sheets shall be kept on site during construction. Compliance with this measure shall be subject to periodic inspections by the City of Wildomar Building Department.

Timing/Implementation: Implemented during Project operations.

Enforcement/Monitoring: City of Wildomar Building Department.

NOI-2 The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receptors (within 100 feet of any occupied residence) nearest the proposed Project site during all proposed Project construction.

Timing/Implementation: Implemented during Project operations.

Enforcement/Monitoring: City of Wildomar Building Department.

NOI-3 Stationary noise-generating construction equipment shall be placed a minimum of 320 feet from the property line of existing sensitive receptors (residences to the south), when and where feasible.

Timing/Implementation: Implemented during Project operations.

Enforcement/Monitoring: City of Wildomar Building Department.

NOI-4 Noise control barriers with a height of 6 feet are required where grading will occur within 100 feet of any occupied residence.

It is important to note that the barriers' attenuation will be accomplished only if the minimum height is based from the pad or the roadway elevation, whichever is the greater of the two. If the barrier is being constructed at a position where the starting elevation is less than the pad or adjacent roadway, the barrier's ultimate height will need to be adjusted to fit the aforementioned criteria. Where applicable, the barriers shall wrap around the ends of the dwelling units to prevent flanking of noise into the site.

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

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

NOI-5 Roof-mounted air conditioning equipment shall be set back either 25 feet from the building's closest edge or to a distance capable of breaking the line-of-sight of equipment from neighboring potential receivers, whichever provides the greater set back from the building's edge of the two. A subsequent noise study shall be submitted by the applicant and reviewed and approved at building plan check stage by the City to ensure that the AC units are not generating noise in excess of what is allowed under Chapter 9.48 of the Wildomar Municipal Code.

Timing/Implementation: Reviewed at building plan check.

Enforcement/Monitoring: City of Wildomar Building Department.

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) 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)? *No Impact*

The proposed Project would not result in any increase in substantial population growth. Development of Phase 1 and Phase 2 on the proposed Project site will be consistent with the current land use designation and included in the anticipated buildout of the General Plan. The California Employment Development Department estimates that the unemployment rate in Riverside County is 11.1 percent. (EDD). The California Department of Finance estimates that the vacancy rate of homes in Wildomar is less than 8 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 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 proposed Project would not result in the construction of new homes, and the development is consistent with the General Plan, no significant impacts are anticipated. No mitigation measure is required.

b,c) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere; or, displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? *No Impact*

Since the proposed 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. No mitigation is required.

STANDARD CONDITIONS & REQUIREMENTS

None.

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) 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 Fire protection? *Less Than Significant Impact*

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, 2¾-miles from the proposed 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 proposed 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, prior to the issuance of a building permit, pursuant to Chapter 3.44.070 of the Wildomar Municipal Code. All Phases of the proposed Project are not expected to result in activities that create unusual fire protection needs or significant impacts. Any impacts would be considered incremental, and would be offset through the payment of the development impact fee. No additional mitigation is required.

b) 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 Police protection? *Less Than Significant Impact*

Police protection services are provided the Riverside County Sheriff's Department. The nearest sheriff's station is located at 333 Limited Street in Lake Elsinore, approximately 7.4 miles from the proposed Project site. Traffic enforcement is provided for Riverside County in this area by the California Highway Patrol, with additional support from the local Riverside County Sheriff's Department. The proposed Project is required to pay the standard development impact fees, prior to the issuance of a building permit, pursuant to Chapter 3.44.070 of the Wildomar Municipal Code. Therefore, implementation of the proposed Project is not expected to result in activities that create unusual police protection needs or significant impacts. Any impacts would be considered incremental, and would be offset through the payment of the development impact fee. No additional mitigation is required.

c) 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 Schools? *Less Than Significant Impact*

The proposed Project site is located within the Lake Elsinore Unified School District (LEUSD). The LEUSD has established school impact mitigation fees to address the facility impacts created by residential, commercial, and industrial development. Due to the Business Park (BP) land use designation of the proposed Project site, any development associated with the proposed Project would not generate any additional students into the LEUSD, and, therefore; has no potential to directly impact the local school system. No new population would be generated as a result of implementing the proposed Project; however, indirect impacts may result from people relocating to the area due to the potential employment opportunities created by the proposed Project. All development will be required to pay school mitigation impact fees, prior to the issuance of a building permit, which has been established by the Lake Elsinore Unified School District to mitigate any potential effects to school services. Any impacts would be considered incremental, and would be offset through the payment of the school impact mitigation fee. No additional mitigation is required.

d) 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 Parks? *No Impact*

Development associated with the proposed Project would be commercial retail or office in nature and would not be expected to directly affect community recreational facilities. In addition, as discussed in V.15 a and b (Recreation Resources) in the next section of this IS, the proposed Project would also not adversely affect any existing parks, recreation sites, or programs. No impacts are anticipated. No mitigation is required.

e) 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 other public facilities? *Less Than Significant Impact*

Development associated with the proposed Project may result in a slight increase in the demand for other governmental services such as economic development and the other community support services commonly provided by the City of Wildomar. The demand for these additional public service impacts would be incremental. This increment of impact will be off-set through the 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 development related, which means the more residents or business activity within the city, the greater the amount of funding that could be available. Therefore, while the proposed Project may add a small incremental impact to other public faculties, these impacts are considered less than significant. No additional mitigation measures, beyond the standard requirements, are required.

STANDARD CONDITIONS & REQUIREMENTS

1. Prior to issuance of any building permit for future development on the proposed Project site, the Project applicant(s) shall pay the required development impact fees for police and fire services pursuant to Chapter 3.44.070 of the Wildomar Municipal Code and in effect at the time of building permit issuance.

2. Prior to issuance of any building permit for future development on the proposed Project site, the Project applicant(s) shall pay the required school impact mitigation fees established by the Lake Elsinore Unified School District and in effect at the time of building permit issuance.

MITIGATION MEASURES

None.

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) Increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated? *Less Than Significant Impact*

All Phases of development associated with the proposed Project are not expected to result in an increase in use of existing neighborhood and regional parks or other recreational facilities. Retail commercial and office uses do not typically result in increases in impacts to recreation resources. However, there may be a potential increase in residential growth, due to persons relocating to the area as a result of the jobs created by the proposed Project. This growth and the associated impacts would be indirect, or secondary impacts, are would be at most, a small, incremental increase. Due to this, any impacts to recreation resources, as a result of implementation of the proposed Project, would be considered less than significant. No mitigation is required.

b) Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment? *Less Than Significant Impact*

The proposed Project will not require the construction or expansion of new recreational facilities. There are no parks or recreational facilities included as part of any Phase of the proposed Project. Please reference the discussion above about incremental impacts due to increased residential growth. Any impacts to recreation resources, as a result of implementation of the proposed Project, would be considered less than significant. No mitigation is required.

STANDARD CONDITIONS & REQUIREMENTS

None.

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?			✓	

DISCUSSION

The following information utilized in this Section of the Initial Study was obtained from the *Traffic Impact Analysis Report, Tentative Parcel Map No. 36492* (TIA), prepared by Albert A. Webb Associates, dated February 2013, Revised July 15, 2013, and is contained Appendix K, of the enclosed CD. Please refer to the TIA for a detailed discussion of the setting and methodology uses for the TIA. The discussion below will center on impacts to transportation/traffic resources from the proposed Project.

Based on direction from the City's Traffic Engineer, the study area for the proposed Project includes the following intersections:

1. I-15 Southbound Ramps (NS) / Clinton Keith Road (EW)
2. I-15 Northbound Ramps (NS) / Clinton Keith Road (EW)
3. George Avenue (NS) / Clinton Keith Road (EW)
4. Inland Valley Drive (NS) / Clinton Keith Road (EW)
5. Salida Del Sol (NS) / Clinton Keith Road (EW)
6. Project Driveway 1 (NS) / Clinton Keith Road (EW)
7. Elizabeth Lane (NS) / Clinton Keith Road (EW)
8. Nutmeg Street (NS) / Clinton Keith Road (EW)
9. California Oaks Road (NS) / Clinton Keith Road (EW)
10. Elizabeth Lane (NS) / Project Driveway 2 (EW)
11. Elizabeth Lane (NS) / Project Driveway 3 (EW)
12. Elizabeth Lane (NS) / Project Driveway 4 (EW)
13. Elizabeth Lane (NS) / Project Driveway 5 (EW)
14. Yamas Drive (NS) / Project Driveway 6 (EW)
15. Yamas Drive (NS) / Project Driveway 7 (EW)
16. Yamas Drive (NS) / Prielipp Road (EW)
17. Elizabeth Lane (NS) / Prielipp Road (EW)
18. Nutmeg Street (NS) / Jackson Avenue (EW)

The method of traffic projection for the proposed Project is based on the following criteria:

- Existing traffic conditions;
- Ambient growth projections;
- Project generated traffic; and
- Cumulative project generated traffic.

As is standards practice in traffic forecasting and impact analysis, an opening year of the proposed Project is provided as a starting, or reference point, for the TIA. The proposed Project TIA uses a study year for the proposed Project of 2017 for analysis purposes.

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? *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 of Wildomar has adopted the County of Riverside General Plan. According to the County of Riverside General Plan, Policy C 2.1:

Maintain the following countywide target Levels of Service:

LOS "C" along all County 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.

LOS "E" may be allowed in designated community centers to the extent that it would support transit-oriented development and walkable communities.

Table 5.16-1, *Project Trip Generation*, presents the daily and peak hour trip generation for the proposed Project. As shown, the proposed Project is anticipated to generate approximately 9,193 gross daily trip-ends. These gross daily trip-ends are reduced due to internal trip-ends, and pass-by trips; thereby, netting 7,969 daily trip ends, including 713 gross trip-ends during the AM peak hour and 782 gross trip-ends during the PM peak hour.

Table 5.16-1
Project Trip Generation

Land Use	Qty	Unit	AM Peak Hour			PM Peak Hour			Daily
			Total	In	Out	Total	In	Out	
Business Park	294.9	TSF	413	347	66	408	94	314	3,918
General Office Building	42.42	TSF	94	83	11	126	21	105	689
Internal Trips[1]						(9)	(5)	(4)	(148)
NET NEW TRIPS FOR LAND USE			94	83	11	117	16	101	541
Medical-Dental Office Building	31.42	TSF	72	57	15	109	29	80	1,135
Internal Trips[1]						(9)	(5)	(4)	(148)
NET NEW TRIPS FOR LAND USE			72	57	15	100	24	76	987
Shopping Center	19.4	TSF	59	36	23	212	104	108	2,339
Internal Trips[1]						(31)	(14)	(17)	(595)
Pass-by Trips (34% for PM Peak only)[2]						(62)	(31)	(31)	(62)
NET NEW TRIPS FOR LAND USE			59	36	23	119	59	60	1,682
Fast-Food Restaurant with Drive-Through Window	3	TSF	148	75	73	102	53	49	1,488
Internal Trips[1]						(25)	(13)	(12)	(535)
Pass-by Trips (49% for AM Peak, 50% for PM Peak)[2]			(73)	(37)	(36)	(39)	(20)	(19)	(112)
NET NEW TRIPS FOR LAND USE			75	38	37	38	20	18	841
NET NEW TRIPS FOR TOTAL PROJECT			713	561	152	782	213	569	7,969

TSF = 1,000 Square Feet Gross Floor Area
[1] See Multi-Use Development Trip Generation and Internal Capture Summary in Appendix A for internal trip calculations.
[2] Average pass-by trip percentages from *Trip Generation Handbook* by Institute of Transportation Engineers (ITE), 2001.

Level of Service

Levels of Service – Existing Conditions

The existing levels of service for proposed Project the study area intersections vary from LOS A to D. The existing intersection of I-15 Southbound Ramps @ Clinton Keith Road operates at a LOS "D". Based on this information, none of the proposed Project study area intersections operate at an unacceptable LOS.

Levels of Service – Existing Plus proposed Project Conditions

For existing plus proposed Project traffic conditions without off-site improvements, the proposed Project study area intersections are expected to operate at levels of service that vary from LOS A to F. The following study area intersection is expected to operate at an unacceptable LOS:

7. Elizabeth Lane (NS) / Clinton Keith Road (EW)

With the recommended improvements presented in Mitigation Measure TR-1, levels of service at the impacted proposed Project study area intersection could be improved to meet the required level of service as required in County of Riverside General Plan, Policy C 2.1, discussed above. Impacts will be considered less than significant with mitigation incorporated.

Levels of Service – Existing Plus Ambient Growth Plus Cumulative Conditions

For existing plus ambient growth plus cumulative traffic conditions, the proposed Project study area intersections are expected to operate at levels of service that vary from LOS A to C. None of the proposed Project study area intersections are expected to operate at an unacceptable LOS.

Levels of Service – Existing Plus Ambient Growth Plus Cumulative Plus proposed Project Conditions

For existing plus ambient growth plus cumulative plus proposed Project traffic conditions without off-site improvements, the proposed Project study area intersections are expected to operate at levels of service that vary from LOS A to F. The following proposed Project study area intersection is expected to operate at an unacceptable LOS:

7. Elizabeth Lane (NS) / Clinton Keith Road (EW)

With the recommended improvements presented in Mitigation Measure TR-1, levels of service at the impacted proposed Project study area intersection could be improved to meet the required level of service as required in County of Riverside General Plan, Policy C 2.1, discussed above. Impacts will be considered less than significant with mitigation incorporated.

Traffic Signal Warrants

Traffic Signal Warrants – Existing Conditions

For existing traffic conditions, the peak hour traffic control signal warrant is not satisfied for any of the proposed Project study area unsignalized intersections (see Appendix D of the TIA for technical calculations).

Traffic Signal Warrants – Existing Plus proposed Project Conditions

For existing plus proposed Project traffic conditions, the peak hour traffic control signal warrant is expected to be satisfied for the following proposed Project study area unsignalized intersections (see Appendix D of the TIA for technical calculations):

7. Elizabeth Lane (NS) / Clinton Keith Road (EW)
10. Elizabeth Lane (NS) / Project Driveway 2 (EW)

With the recommended improvements presented in Mitigation Measure TR-1, traffic control service at the impacted proposed Project study area intersections could be improved to meet the City's requirements. Impacts will be considered less than significant with mitigation incorporated.

Traffic Signal Warrants – Existing Plus Ambient Growth Plus Cumulative Conditions

For existing plus ambient growth plus cumulative traffic conditions, no proposed Project study area unsignalized intersections are expected to meet the peak hour traffic control signal warrant (see Appendix D of the TIA for technical calculations).

Levels of Service – Existing Plus Ambient Growth Plus Cumulative Plus proposed Project Conditions

For existing plus ambient growth plus other projects plus proposed Project traffic conditions, the peak hour traffic control signal warrant is expected to be satisfied for the following proposed Project study area unsignalized intersections (see Appendix D of the TIA for technical calculations):

7. Elizabeth Lane (NS) / Clinton Keith Road (EW)
10. Elizabeth Lane (NS) / Project Driveway 2 (EW)

With the recommended improvements presented in Mitigation Measure **TR-1**, traffic control service at the impacted proposed Project study area intersections could be improved to meet the City's requirements. Impacts will be considered less than significant with mitigation incorporated.

In addition to Mitigation Measure **TR-1**, the proposed Project will pay fees to the City pursuant to the TUMF program and the City's DIF Program. Payment of these fees is a standard condition to off-set cumulative and region wide traffic increment added by the implementation of the proposed Project.

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? *Less Than Significant Impact*

Clinton Keith Road is not designated as part of the Riverside County Congestion Management Program (CMP). However, it is possible that some of the vehicle trips generated by development on the proposed Project site may connect to the CMP network at Interstate 15 (I-15). 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 proposed Project would be off-set through standard conditions of approval that require payment of existing roadway network fees (e.g., development impact fees and the Transportation Uniform Mitigation Fee). Consequently, the proposed Project and associated future development would not significantly affect the designated CMP road network. Any impacts would be considered incremental, yet less than significant.

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? *No Impact*

No elements of the proposed Project would 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 height of the buildings in Phase 1 is 36'0" and the maximum height allowed in Industrial Park (IP) for Phase II development would be 50 feet. As discussed in Section 8 Hazards and Hazardous Materials), the proposed Project site is not located in proximity to a public or private use airport. Since the location and height of the proposed Project would not affect air traffic patterns or aircraft operations from any private or public airport, no impacts are foreseen; therefore, no mitigation measures are required.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? *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 development on the proposed Project site. This dedication of right-of-way would be for the proposed Project's perimeter roadways (Clinton Keith Road, Elizabeth Lane, Bunny Trail, Yamas Drive and Lot "C"). The City has site design criteria that govern the placement of driveways to allow for adequate site 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) Result in inadequate emergency access? *Less Than Significant Impact*

Development associated with the proposed Project would include access from Clinton Keith Road, Elizabeth Lane, Bunny Trail, Yamas Drive and Lot "C". However, the proposed Project includes right-of-way dedication along these roadways that will serve to enhance circulation in the immediate vicinity of the proposed Project. Therefore, the proposed Project would not

interfere with area wide emergency access or the implementation of local emergency response plans. Any impacts would be considered less than significant. No mitigation is required.

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? *Less Than Significant Impact*

The proposed Project includes sidewalk improvements along Clinton Keith Road, Elizabeth Lane, Bunny Trail, Yamas Drive and Lot "C". All improvements would be designed to comply with design criteria contained in Chapter 16.08 of the Wildomar Municipal Code, including the construction of sidewalks, curbs, and gutters along the property frontage. The City's plot plan application process would review future development's need to provide bicycle lanes, bus turnouts, or other design components to support alternative transportation as part of the proposed Project design. Any necessary improvements would be a condition of future development approval. Therefore, the proposed Project would not conflict with adopted policies supporting alternative transportation. Any impacts would be considered less than significant. No mitigation is required.

STANDARD CONDITIONS & REQUIREMENTS

1. Prior to issuance of any building permit on the proposed Project site, the Project applicant(s) shall pay the appropriate Transportation Uniform Mitigation Fee and the City of Wildomar Development Impact Fee (DIF).
2. Sight distance at the proposed Project entrance roadway should be reviewed with respect to standard City of Wildomar sight distance standards at the time of preparation of final grading, landscape and street improvement plans.
3. Participate in the phased construction of off-site traffic signals through payment of proposed Project's fair share of traffic signal fees.
4. Signing/striping should be implemented in conjunction with detailed construction plans for the proposed Project site.

MITIGATION MEASURES

TR-1 The direct traffic impacts generated by the proposed Project can be mitigated to a less than significant level, to meet the required level of service. The following improvements shall be constructed:

Roadways

- Construct partial width improvements on the southerly side of Clinton Keith Road at its ultimate cross-section as an urban arterial highway (152' right-of-way) adjacent to proposed Project boundary line (Phase 1).
- Construct partial width improvements on the westerly side of Elizabeth Lane at its ultimate cross-section as a collector street (78' right-of-way) adjacent to proposed Project boundary line (Phase 1).
- Construct partial width improvements on the easterly side of Yamas Drive at its ultimate cross-section as a collector street (78' right-of-way) adjacent to proposed Project boundary line (Phase 2).

Intersections (proposed Project's actual improvements necessary are shown in bold, italic, underlined. The items that are not bold, italic, underlined are already existing)

- Construct the intersection of proposed Project Driveway 1 (NS) and Clinton Keith Road (EW) to restrict movement to right-in and right-out only from the driveway with the following geometrics (Phase 1):
  Northbound: ***One right-turn lane. Stop controlled.***
  Southbound: Not applicable.
  Eastbound: One through lane. ***One right-turn lane.***
  Westbound: One through lane.
- ***Install a traffic signal*** at the intersection of Elizabeth Lane (NS) and Clinton Keith Road (EW) to include the following geometrics (Phase 1):
  Northbound: ***One left-turn lane.*** One shared through and right-turn lane.
  Southbound: ***One left-turn lane.*** One shared through and right-turn lane.
  Eastbound: One left-turn lane. One through lane. ***One right-turn lane.***
  Westbound: One left-turn lane. One through lane. One shared through and right-turn lane.
- Construct the intersection of Elizabeth Lane (NS) and proposed Project Driveway 2 (EW) with the following geometrics (Phase 1):
  Northbound: One shared left-turn, through and right-turn lane.
  Southbound: One shared left-turn, through and right-turn lane.
  Eastbound: ***One shared left-turn, through and right-turn lane. Stop controlled.***
  Westbound: One shared left-turn, through and right-turn lane. Stop controlled.
- Construct the intersection of Elizabeth Lane (NS) and proposed Project Driveway 3 (EW) with the following geometrics (Phase 1):
  Northbound: One shared left-turn and through lane.
  Southbound: One shared through and right-turn lane.
  Eastbound: ***One shared left-turn and right-turn lane. Stop controlled.***
  Westbound: Not applicable.
- Construct the intersection of Yamas Drive (NS) and Bunny Trail (EW) with the following geometrics (Phase 2):
  Northbound: Not applicable.
  Southbound: One right-turn lane.
  Eastbound: ***One shared left-turn and right-turn lane. Stop controlled***
  Westbound: Not applicable.
- Construct the intersection of Project Driveway 4 (NS) and Bunny Trail (EW) with the following geometrics (Phase 2):
  Northbound: Not Applicable.
  Southbound: ***One shared left-turn and right-turn lane. Stop controlled.***
  Eastbound: One shared left-turn and through lane.
  Westbound: One shared through and right-turn lane.
- Construct the intersection of Yamas Drive (NS) and proposed Project Driveway 5(EW) with the following geometrics (Phase 2):
  Northbound: ***One shared through and right-turn lane.***
  Southbound: ***One shared left-turn and through lane.***
  Eastbound: Not applicable.
  Westbound: ***One shared left-turn and right-turn lane. Stop controlled.***

- Construct the intersection of Yamas Drive (NS) and Bunny Trail (EW) with the following geometrics (Phase 2):
  Northbound: ***One shared through and right-turn lane.***
  Southbound: ***One shared left-turn and through lane.***
  Eastbound: Not applicable.
  Westbound: ***One shared left-turn and right-turn lane. Stop controlled.***

  Timing/Implementation: Implemented during the appropriate Phase of proposed Project construction.

  Enforcement/Monitoring: City of Wildomar Traffic Engineering Department.

17. UTILITIES AND SERVICES 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 storm water 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 (EVWMD) will provide water and sewer services for the proposed Project. Electric, gas, cable, and telephone services would be extended onto the site from existing main lines, either in Clinton Keith Road or Elizabeth Lane. Electricity would be provided by Southern California Edison, gas by Southern California Gas, and telephone service would be provided by Verizon. The site is located within the boundaries of the Lake Elsinore Unified School District (LEUSD). Municipal or 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. Solid waste disposal services are provided to the City of Wildomar by Waste Management, Inc.

DISCUSSION

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? *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 proposed Project site. Development on the proposed Project site would receive wastewater services from the Elsinore Valley Municipal Water District (EVMWD). The proposed Project 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. Therefore, impacts are considered less than significant and no additional mitigation measures are required. For a complete discussion of urban runoff-related water quality impacts associated with construction and operation of the proposed Project, please refer to Section 9, Hydrology and Water Quality, of this Initial Study.

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? *Less Than Significant Impact*

The proposed Project site is within the service boundary for EVMWD. All development on the proposed Project site would be connecting to EVMWD water and sewer service infrastructure. Phase 1 development would not 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. Service Planning Letter #2448-0 (see Appendix M of this Initial Study) has been issued by EVWMD for Phase 1 of development. As a result, any potential impacts are considered incremental and less than significant. No additional mitigation is required

The proposed Project is consistent with the City's General Plan designations. No amendments to the current General Plan designations are included as part of the proposed Project. These General Plan Land Use designations have been in place on the proposed Project site since 2003. According to the Elsinore Valley Municipal Water District, *Draft Program Environmental Impact Report Water Distribution System Master Plan and Wastewater Master Plan (SCH No. 2008111100),* April 2010(http://www.evmwd.com/civica/filebank/blobdload.asp?BlobID=5369), (p. 1-3), the Wastewater Master Plan (WMP) anticipated an increase the capacity of water and wastewater infrastructure and would therefore accommodate the population growth projected for the service area through 2030. As a result, the development proposed in Phase 2 has been anticipated as part of the WMP. Any impacts from Phase 2 would be considered less than significant and no additional mitigation is required.

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? *Less Than Significant Impact*

The proposed Project would not result in the generation of stormwater. Phase 2 development on the proposed Project site would connect to the existing storm drainage facilities. On-site runoff would be incorporated into the existing drainage system after treatment by the best management practices identified in the required Water Quality Management Plan (and discussed

in Section 9, Hydrology and Water Quality, of this Initial Study). All development would be required to be designed to ensure that post-construction stormwater runoff rates do not exceed pre-construction flows. Therefore, existing infrastructure would have adequate capacity to serve future development on the proposed Project site and no new or expansion of existing stormwater drainage facilities would be necessary. Impacts associated with new or expanded stormwater water drainage facilities are considered less than significant. No additional mitigation is required.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources or are new or expanded entitlements needed? *Less Than Significant Impact*

The proposed Project site is within the service boundary for the EVMWD, and future development on the proposed Project site would be connecting to EVMWD water service infrastructure. EVMWD utilizes both groundwater and imported water supplies to ensure adequate water is available for consumers. Imported water is utilized 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. Service Planning Letter #2448-0 (see Appendix L of this Initial Study) has been issued by EVWMD for Phase 1 of development. Any impacts are considered less than significant. No mitigation is required.

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? *Less Than Significant Impact*

As described above, all development on the proposed Project site would connect to water and sewer service infrastructure. All Phases of development would be conditioned to obtain approvals from the Riverside County Department of Environmental Health. The proposed Project would not impact the EVMWD's ability to serve existing customers. Impacts are considered less than significant. No additional mitigation is required.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? *Less Than Significant Impact*

The main disposal site in the vicinity of the proposed Project site is the El Sobrante Landfill in Corona. The El Sobrante Landfill is projected to reach capacity in 2030. Development on the proposed Project site would be served by a landfill with sufficient permitted capacity to accommodate the proposed Project's solid waste disposal needs. Impacts are considered incremental, yet less than significant. No additional mitigation is required.

The proposed Project would not substantially alter existing or future solid waste generation patterns and disposal services. The proposed Project would be consistent with the County Integrated Waste Management Plan. All development would be required to comply with the recommendations of the Riverside County Waste Management Department and be consistent with the County Integrated Waste Management Plan. These requirements are standard to all retail commercial, restaurant and office projects, and are not considered mitigation pursuant to CEQA. Any impacts would be less than significant. No additional mitigation is required.

g) Comply with federal, state, and local statutes and regulations related to solid waste? *Less Than Significant Impact*

The proposed Project will comply with federal, state, and local statutes and regulations related to solid waste. Please refer to Response 17.f., above. The proposed Project does not any propose activities that would conflict with the any applicable programmatic requirements. In addition, any future development shall comply with construction and debris removal and recycling requirements and shall contract with the City's waste hauler/franchisee for all bins and their removal in accordance with City Ordinance. As a result, the proposed Project will comply with all of the applicable requirements and any impacts will be less than significant. No additional mitigation measures are required.

STANDARD CONDITIONS & REQUIREMENTS

1. The Project applicant(s) for future development on the proposed 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.

2. Prior to issuance of a building permit, a recycling collection and loading area plan shall be submitted to the City and to Riverside County Waste Management Division.

MITIGATION MEASURES

None.

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) 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? *Less Than Significant Impact with Mitigation Incorporated*

Based on evaluations and discussions contained in this IS, the proposed Project and associated future commercial development on the proposed Project site has a very limited potential to incrementally degrade the quality of the environment because it is not in an environmentally sensitive location, and it 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.

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.) *Less Than Significant Impact with Mitigation Incorporated*

Aesthetics

Implementation of the proposed Project would not contribute to cumulative visual resource or aesthetic impacts. The City's plot plan application process will ensure development is in compliance with City zoning and design standards regulating building design, mass, bulk, height, color, etc. Thus, while incremental, impacts to aesthetic resources are not considered cumulatively considerable. Cumulative conditions were anticipated in the City's General Plan Land Use Plan designation of BP (Business Park). The proposed Project is consistent with the General Plan.

Agricultural Resources

Implementation of the proposed project would not contribute to cumulative impacts to agricultural resources or forestland impacts. No agricultural resources will be impacted through the implementation of the proposed Project. Thus, less than cumulatively considerable impacts to agricultural resources and forestland resources are anticipated under cumulative conditions.

Air Quality

The proposed project may contribute to cumulative air quality impacts in the vicinity. As previously stated, 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 California Clean Air Acts. In other words, the SCAQMD considers projects that are consistent with the AQMP, which is intended to bring the basin into attainment for all criteria pollutants, to also have less than significant cumulative impacts. The discussion under Impact a) describes the SCAQMD criteria for determining consistency with the AQMP and further demonstrates that the proposed project would be consistent with it. As such, cumulative impacts would be less than significant per the SCAQMD significance threshold since the project would be consistent with the AQMP.

Biological Resources

The potential for biological impacts is addressed through mitigation measures **BIO-1** through **BIO-6**, resulting in the proposed Project having a less than cumulatively considerable impact on biological resources. The proposed Project is consistent with the Riverside County MSHCP, which was created to address biological resources County-wide. In addition, Project impacts to state and federal resources will be avoided to the greatest extent possible, and where impacts shall occur, will be mitigated to result in a no net loss of resources.

Cultural Resources

Development on the proposed Project site would contribute to an increase in cultural resource impacts. Based on the analysis contained in this Initial Study, the potential for there is potential

for these sub-surface resources to be present on the proposed Project site. However, mitigation measures **CUL-1** though **CUL-8** would reduce the potential impacts associated with development on the Project site, resulting in either: avoidance, preservation, or curation of any resources found on site during ground disturbance and grading activities. Thus, the proposed Project would have a less than cumulatively considerable impact, as determined by the agencies that have jurisdiction over these resources.

Geology and Soils

Project-related impacts on geology and soils associated with development on the proposed Project site are site-specific, and development on the site would not contribute to seismic hazards or water quality impacts associated with soil erosion. However compliance with Standard Conditions and Requirements would result in a decreased exposure to the risks associated with seismic activity. 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, analyzed the proposed Project's cumulative contribution to global climate change and determined that the proposed Project would not create a cumulatively considerable environmental impact resulting from greenhouse gas emissions. The proposed Project will provide jobs in a housing rich environment.

Hazards and Hazardous Materials

The proposed Project is 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, implementation of mitigation measures **HAZ-1** through **HAZ-4** and compliance with federal, state, and City regulations will ensure that cumulative hazard conditions are less than cumulatively considerable.

Hydrology and Water Quality

Development on the proposed Project site has the potential to result in cumulative hydrology and water quality impacts; however, implementation of mitigation measure **HYD-1** would reduce the proposed Project's potential cumulative impacts on hydrology and water quality to less than cumulatively considerable. There will be no changes to off-site and on-site drainage patterns as a result of Project design and compliance with mitigation measure **HYD-1**.

Land Use and Planning

The proposed Project is consistent with the existing land use designation of the General Plan and is consistent with the existing zoning. The proposed Project is consistent with existing and proposed development in the project vicinity . Because the proposed Project area is surrounded by existing urban development and land designated for urban development, and the proposed Project is consistent with both the General Plan and zoning designations for the site, the proposed Project would result in no cumulative impacts to land uses.

Mineral Resources

Currently, no mineral resources are known to exist at the proposed Project site and there is no significant potential that unknown mineral resources exist at the site. There are no known locally important mineral resource recovery sites identified by the Wildomar General Plan and the proposed project will not impact access to any unknown mineral sites located outside of the proposed project boundaries. Any impacts would be less than cumulatively considerable.

Noise

Development on the proposed Project site would result in temporary and permanent changes in the ambient noise levels in the vicinity; however, implementation of mitigation measures **NOI-1** though **NOI-5** would reduce cumulative noise impacts to less than cumulatively considerable. With mitigation incorporation, construction noise and noise from Project operations, will be within the acceptable standards mandated in the City's General Plan.

Population and Housing

Cumulative development in the vicinity of the proposed Project would indirectly increase the population and number of housing units in Wildomar and Riverside County. However, development at the proposed Project site is consistent with current land use designations and growth assumed in the Land Use Element of the Wildomar General Plan. The cumulative environmental and growth inducement effects are evaluated in the technical sections of this IS/MND. Given that this growth is anticipated in the General Plan, this impact is considered less than cumulatively considerable.

Public Services

Implementation of the proposed Project, in combination with other existing, planned, proposed, approved, and reasonably foreseeable development in the immediate area, may increase the demand for public services. However, with the implementation of the City's Standard Conditions and Requirements, any necessary infrastructure or facilities expansion will be reviewed for potential impacts. Impacts related to the proposed Project are less than cumulatively considerable.

Recreation

Implementation of the proposed Project will have a minimal impact upon Recreation Resources. Because the proposed Project is non-residential , any impacts are considered indirect, incremental and less than significant. Impacts related to the proposed Project are less than cumulatively considerable.

Transportation/Traffic

Development on the proposed Project site would contribute trips to the circulation network under cumulative conditions. As a standard condition, the Project applicant will be responsible to implement and pay its fair-share contribution toward necessary improvements through a payment of the TUMF. Mitigation Measure **TR-1** requires improvements to roadways and

intersections that will be affected by the implementation of the proposed Project. The proposed Project's impacts to cumulative traffic conditions would be less than cumulatively considerable as analyzed in the proposed Project TIA. The TIA analyzed Levels of Service – Existing Plus Ambient Growth Plus Cumulative Plus proposed Project Conditions and determined that all impacts could be mitigated to a less than significant level.

Utilities and Service Systems

Construction and operational activities related to the development on the proposed Project may result in impacts to utilities and service systems, including solid waste. However, any impacts would be less than cumulatively considerable. As discussed and analyzed in Section V.17, Utilities and Service Systems, of this Initial Study, implementation of the proposed Project will not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board; 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; or require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. Sufficient water supplies are available to serve the project from existing entitlements and resources and no new or expanded entitlements are needed. Adequate wastewater capacity exists to serve the project's projected demand in addition to the provider's existing commitments. Lastly, the proposed Project will be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs and the proposed Project will comply with federal, state, and local statutes and regulations related to solid waste. Project impacts, while incremental, will not be cumulatively considerable.

c) Have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly? *Less Than Significant Impact with Mitigation Incorporated*

The proposed Project does not have the potential to significantly adversely affect humans, either directly or indirectly. While a number of 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.

REFERENCES

- Albert A. Webb Associates. July 2012, Revised July 17, 2013. *Preliminary Acoustical Analysis – Rancon Medical and Educational Center, Plot Plan No. 36492*

- Albert A. Webb Associates. *September 2012. Preliminary On-Site Hydrology for Rancon Medical and Educational Center, Tentative Parcel Map 36492, Plot Plan for Parcels 1, 2, 3 and 13.*

- Albert A. Webb Associates. September 2012. *Project-Specific Preliminary Water Quality Management Plan (WQMP), Rancon Medical and Educational Center (RMEC), Tentative Parcel Map 36492, Plot Plan for Parcels 1, 2, 3 and 13.*

- Albert A. Webb Associates. February 2013, Revised July 15, 2013. *Traffic Impact Analysis Report, Tentative Parcel Map 36492.*

- Albert A. Webb Associates. February 13, 2013, Revised July 17, 2013, Revised October 18, 2013. *Air Quality and Greenhouse Gas Impact Analysis for the Rancon Medical Educational Center Plot Plan No. 36492, City of Wildomar.*

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