INITIAL STUDY FOR THE

LESLE TRACT MAP MND

TENTATIVE TRACT MAP No. 36519

(Planning Application No. 12-0392)

Lead Agency:

CITY OF WILDOMAR

23873 Clinton Keith Road, Suite 201

Wildomar, CA 92595

Prepared by:

PMC, Inc.

6020 Cornerstone Court West, Suite 260

San Diego, CA 92121

September 2013

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

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

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I. INTRODUCTION AND PROJECT DESCRIPTION

Purpose and Project Overview

This document is an Initial Study evaluating the environmental impacts resulting from the development of a proposed Tentative Tract Map (TTM No. 36519) that would subdivide 5.54 acres into ten parcels zoned for Rural Residential development (consistent with the General Plan) between Orange Street and Laguna Road in Wildomar, California. The proposed project will be consistent with the existing zoning and land use designation of the project site.

Project Location

The proposed project site is located between Orange Street and Laguna Road in Wildomar, California. The regional and local vicinity of the project site are shown in **Figures 1** and **2**. The Assessor's Parcel Number (APN) for the project site is 367-170-029.

Project Description

Tentative Tract Map

The applicant is applying for a Tentative Tract Map (TTM No. 36519) to subdivide an existing 5.54 acre parcel into ten (10) parcels, each meeting or exceeding the ½ acre (21,780 square feet) minimum lot size required in the R-R (Rural Residential) zone. One of the proposed parcels will maintain an existing single family dwelling unit on the site, while the remaining nine (9) parcels are intended for future single family residential dwelling units. The proposed parcels would be numbered Parcels 1 through 10 and are divided as shown in **Table 1-1** below and **Figure 3**.

Table 1-1
Proposed Lot Acreage

Parcel Number	Gross Lot Sizes (Consistent with the R-R zone)	
	Square Footage	Gross Acreage
1	23,400	.54
2	23,400	.54
3	25,286	.58
4	25,209	.58
5	30,612	.70
6	21,796	.50
7	21,919	.50
8	24,832	.57
9	22,008	.50
10	21,827	.50
Totals	**240,289**	**5.54**

Source: TTM No. 36519

Roadway Access

Direct access to each of the lots created by the proposed project will be via existing roadways. Lots 1 through 4 will be directly accessed via Orange Street and lots 5 through 10 will be directly accessed via Laguna Road. Lots 1 through 4 will be included in a Line of Sight survey to determine if they will include driveways that allow for vehicle turn around within each proposed lot. An improvement to Laguna Road and the turn into Cabernet Place will include the vacation of a portion of the existing Laguna Road right-of-way along parcels 5 through 10. In addition, the proposed project will also include the placement of bollards to block vehicle traffic from traveling from Laguna Road onto Orange Street along an existing unpaved path.

Water

The proposed project will receive potable water service from the Elsinore Valley Municipal Water District (EVMWD). Connections to the EVMWD water supply will occur at existing water lines in Orange Street and Laguna Road.

Wastewater

The proposed project will receive wastewater service from the Elsinore Valley Municipal Water District. Connection to the EVMWD wastewater system will occur at an existing 6-inch sewer line in Laguna Road. Wastewater service to lots 1, 2, 3, 6, and 7 will be provided by a proposed, private six-inch sewer line within a 10-foot easement that will travel from Laguna Road along the southeastern boundary of lot 7 to the western boundary of lot 2. Wastewater service to lots 4 and 5 will be provided by a proposed, private six-inch sewer line within a ten-foot easement that will run from Laguna Road along northwestern boundary of lot 5 to the southwestern boundary of lot 4. Finally, wastewater service to lots 8, 9, and 10 will be provided through connection to the existing six-inch sewer line within Laguna Road.

Stormwater

Stormwater currently flows from the project site through two tributary drainage areas. Drainage area A, approximately composed of the northwestern two-thirds (3.5 acres) of the project site, drains north along Laguna Road to an existing catch basin located on Cashew Street approximately 400 feet southwest of the project site. Drainage area B, approximately composed of the remaining southeastern portion (1.7 acres) of the site, drains to the south along Orange Street. The proposed project will include a two-foot wide, six-inch deep proposed drainage feature along the northern boundary of the site that will be capable of directing flows from drainage area A. Flows from drainage area B will be received by a proposed two-foot wide, six-inch deep drainage feature running along the southern boundary of the project site.

Other Utilities and Services

Electric, gas, cable, and telecommunications services would be extended onto the site from existing lines along Orange Street (**Figure 3**). Electricity would be provided by Southern California Edison, natural gas service gas service by the Southern California Gas Company, telecommunications by Verizon, and solid waste removal by Waste Management. The site is located within the boundaries of the Lake Elsinore Unified School District. Local government services are provided by the City of Wildomar. Fire and law enforcement services are provided by the City of Wildomar through contracts with the Riverside County Fire Department and the Riverside County Sheriff's Department.

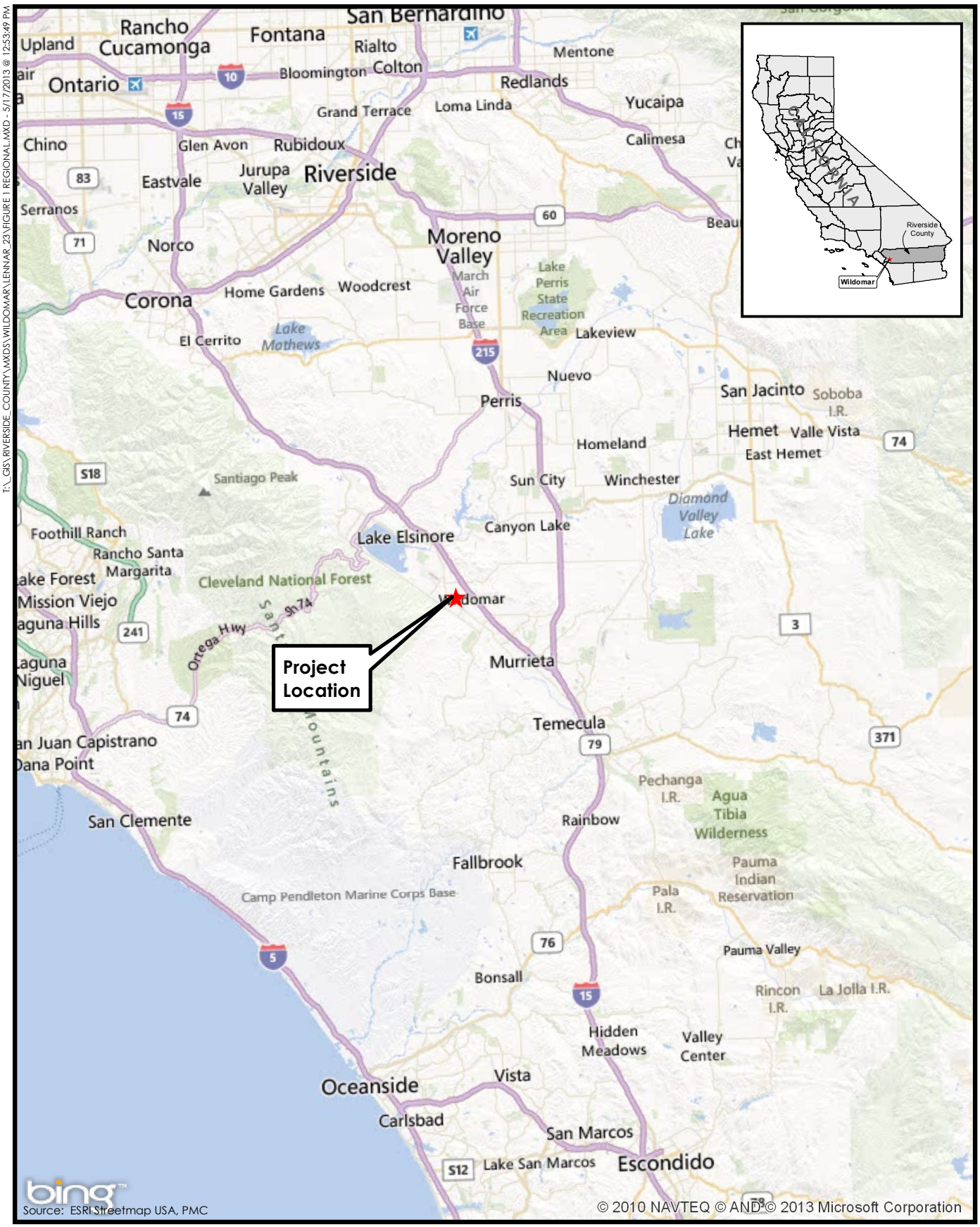

Figure 1
Regional Vicinity Map

T:_GIS\RIVERSIDE_COUNTY\MXDS\WILDOMAR\LENNAR_23\FIGURE 2 PROJECT LOCATION.MXD - 12/28/2012 @ 3:54:08 PM

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Figure 2
Project Location

T:_CS\Work\Wildomar, City of\CEQA\Figures

IN THE CITYOF WILDOMAR, CALIFORNIA

OWNER/APPLICANT

MIKE LESLE
21595 MARBLE CT
WILDOMAR, CA 92595
T: (951) 522-2405
F: (951) 678-7952 FAX

ENGINEER/EXHIBIT PREPARER

LOVE ENGINEERING
ATTN: THOMAS S. LOVE
31915 RANCHO CALIFORNIA ROAD
SUITE 200-166
TEMECULA, CA 92591
T: (951) 440-8149 F: (951)-303-6701

ASSESSOR'S PARCEL NO.

367-170-029

PROPERTY ADDRESS

34915 ORANGE STREET

LEGAL DESCRIPTION

LOTS (S) 48 OF SEDCO TRACT NO. 1, IN THE CITY OF WILDOMAR, AS SHOWN BY MAP ON FILE IN BOOK 10 PAGE(S) 58 TO 75, INCLUSIVE, OF MAPS, RECORDS OF RIVERSIDE COUNTY;
EXCEPTING THEREFROM THE SOUTHERLY 200 FEET, SAID 200 FEET BEING MEASURED ALONG THE EAST LINE OF SAID LOT 48, AND THE NORTH LINE OF SAID 200 FEET BEING PARALLEL WITH THE NORTH LINE OF SAID LOT 48.

EXISTING EASEMENTS

28' EASEMENT TO CALIFORNIA ELECTRIC POWER COMPANY RECORDED 05/08/1952 PER INSTRUMENT #19643

ACREAGE

ACREAGE: 5.54 ACRES GROSS/4.86 ACRES NET
MINIMUM LOT SIZE: 1/2 ACRE

LAND USE

10 RESIDENTIAL LOTS

EXISTING LAND USE:	VACANT/SFR
PROPOSED LAND USE:	LDR
EXISTING ZONING:	R-R
PROPOSED ZONING:	R-R
MINIMUM LOT:	21,780 SF

UTILITIES

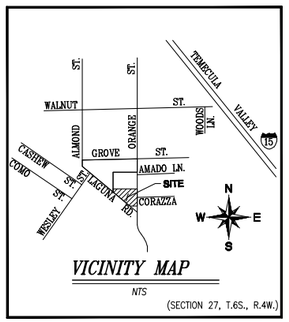
WATER	– ELSINORE VALLEY MUNICIPAL WATER DISTRICT
SEWER	– ELSINORE VALLEY MUNICIPAL WATER DISTRICT
GAS	– SOUTHERN CALIFORNIA GAS COMPANY
ELECTRIC	– SOUTHER CALIFORNIA EDISON
TELEPHONE	– VERIZON
CABLE	– N/A
SCHOOL	– LAKE ELSINORE UNIFIED SCHOOL DISTRICT

TOPOGRAPHY

CONTOURS & ELEVATIONS PROVIDED FROM FIELD DATA GATHERED ON 9/29/12 & OCT 10/1/12 BY:
HESS SURVEY
28039 SCOTT RD, SUITE D-387
MURRIETA, CA 92563
PH (951) 325-2200

EARTHWORK

CUT: 4,000 CY
FILL: 4,000 CY
OVER-EXCAVATION: 2,500 CY



VICINITY MAP
NTS
(SECTION 27, T.6S., R.4W.)

NOTES

1. 2011 THOMAS BROS. MAP BOOK: PAGE 897, GRIDS B5-B6
2. ALL IMPROVEMENTS SHALL BE PER SCHEDULE "B"
3. PROJECT INCLUDES THE ENTIRE CONTIGUOUS OWNERSHIP OF THE LAND DIVIDER.
4. THIS PROJECT IS NOT WITHIN A SPECIFIC PLAN.
5. THE PROPERTY IS NOT WITHIN A COUNTY SERVICE AREA OR COMMUNITY FACILITIES DISTRICT.
6. THERE ARE NO WELLS ON THE PROPERTY OR WITHIN 200 FEET OF THE PROPERTY BOUNDARY.
7. SUBSURFACE SEPTIC SEWAGE DISPOSAL IS NOT INTENDED.
8. P.E. = XXXX.X INDICATES PRELIMINARY PAD ELEVATION.
9. THE LIQUIFACTION POTENTIAL IS MODERATE AND THE SITE IS SUSCEPTIBLE TO SUBSIDENCE. SITE IS NOT WITHIN SPECIAL STUDIES ZONE. SITE REQUIRES 3-4' OVER-EXCAVATION 5' BEYOND BUILDING FOOTPRINT. SHALL BE VERIFIED AND APPROVED IN THE FIELD BY GEOTECHNICAL ENGINEER OF RECORD.
10. SITE IS NOT SUBJECT TO OVERFLOW, INUNDATION, OR FLOOD HAZARD.
11. EXISTING HOUSE TO REMAIN
12. ALL SLOPES ARE 2:1 RATIO, UNLESS OTHERWISE NOTED.
13. ALL STREETS ARE PROPOSED PUBLIC STREETS.
14. A WATER QUALITY MANAGEMENT PLAN HAS BEEN PREPARED
15. NO COMMION AREAS OR OPEN SPACE ARE PROPOSED.
16. FEMA MAP NUMBER 06065C2682G
17. LANDSCAPING AND IRRIGATION OF THE DOWN SLOPES ON LOTS 1, 4, 5, 8, 9, AND 10 WILL BE REQUIRED UPON COMPLETION OF GRADING

SOILS ENGINEER & ENGINEERING GEOLOGIST

WAC GEOTECHNICAL, INC
2900 ADAMS STREET, SUITE C-35
RIVERSIDE, CA 92504
PH (951) 354-6500

WATER QUALITY FEATURES

EACH LOT SHALL CONTAIN AN INFILTRATION TRENCH PER WATER QUALITY MANGEMENT PLAN

GRADING

SITE WILL BE GRADED IN ONE PHASE

LEGEND

- BOUNDARY
- CENTERLINE
- EASEMENT (DRAINAGE)
- EASEMENT (SEWER)
- EDGE OF PAVEMENT
- EXISTING TOPOGRAPHY CONTOUR
- EVERGREEN TREE TO BE REMOVED (SIZE PER PLAN)
- EVERGREEN TREE TO REMAIN (SIZE PER PLAN)
- EXISTING WATER
- FIRE HYDRANT
- FLOW LINE
- LOT LINE
- POWER POLE
- SEWER (EXISTING)
- STREET RIGHT-OF-WAY
- VINYL FENCE
- WIRE FENCE

DRAINAGE & LANDSCAPE MAINTENANCE

1. THE DRAINAGE FACILITIES ON LOTS 1, 2, 5, 8, 9, & 10 WILL BE MAINTAINED BY THE PROPERTY OWNER
2. LANDSCAPING WITHIN THE PUBLIC ROAD RIGHT-OF-WAY WILL BE MAINTAINED BY THE PROPERTY OWNER FRONTING THE RIGHT-OF-WAY

LOT SUMMARY TABLE

LOT #	GROSS AREA (SF)	NET AREA (SF)	DEPTH AVG	WIDTH AVG
1	23,400	20,000	250.00'	80.00'
2	23,400	20,000	250.00'	80.00'
3	25,286	20,024	190.26'	105.25'
4	25,209	20,109	197.14'	102.01'
5	30,612	24,286	246.53'	93.73'
6	21,796	20,204	219.63'	103.32'
7	21,919	20,731	240.06'	94.00'
8	24,832	23,901	280.60'	80.00'
9	22,008	21,039	260.45'	80.78'
10	21,827	20,867	182.12'	87.29'

ABBREVIATIONS

AC	Asphalt Concrete
CFS	Cubic Feet Per Second
EP	Edge of Pavement
FL	Flowline
FS	Finished Surface
(G)	Gross Area
GB	Grade Break
HP	High Point
INV	Invert
(N)	Net Area
PE	Proposed Pad Elevation
PP	Power Pole
PROP	Proposed
R/W	Right-of-Way
SD	Storm Drain
SF	Square Feet

DETAIL "A"
18" RCP TO CATCH BASIN CONNECTION
NTS

SECTION E-E
NTS

SECTION D-D
NTS

SECTION C-C
NTS

TYPICAL SECTION
ORANGE STREET
CITY OF WILDOMAR STD 94
N.T.S.
SECTION A-A

TYPICAL SECTION LOCAL STREET
LAGUNA ROAD
CITY OF WILDOMAR STD 105C
NTS
SECTION B-B

DRIVEWAY NOTES:

1. PROPOSED DRIVEWAYS PER CITY OF WILDOMAR STANDARD 207
2. DRIVEWAYS FOR LOTS 1-4 TO INCLUDE TURN AROUNDS FOR FRONT INGRESS/EGRESS

Source: Love Engineering

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Figure 3
Tentative Tract Map
PMC®

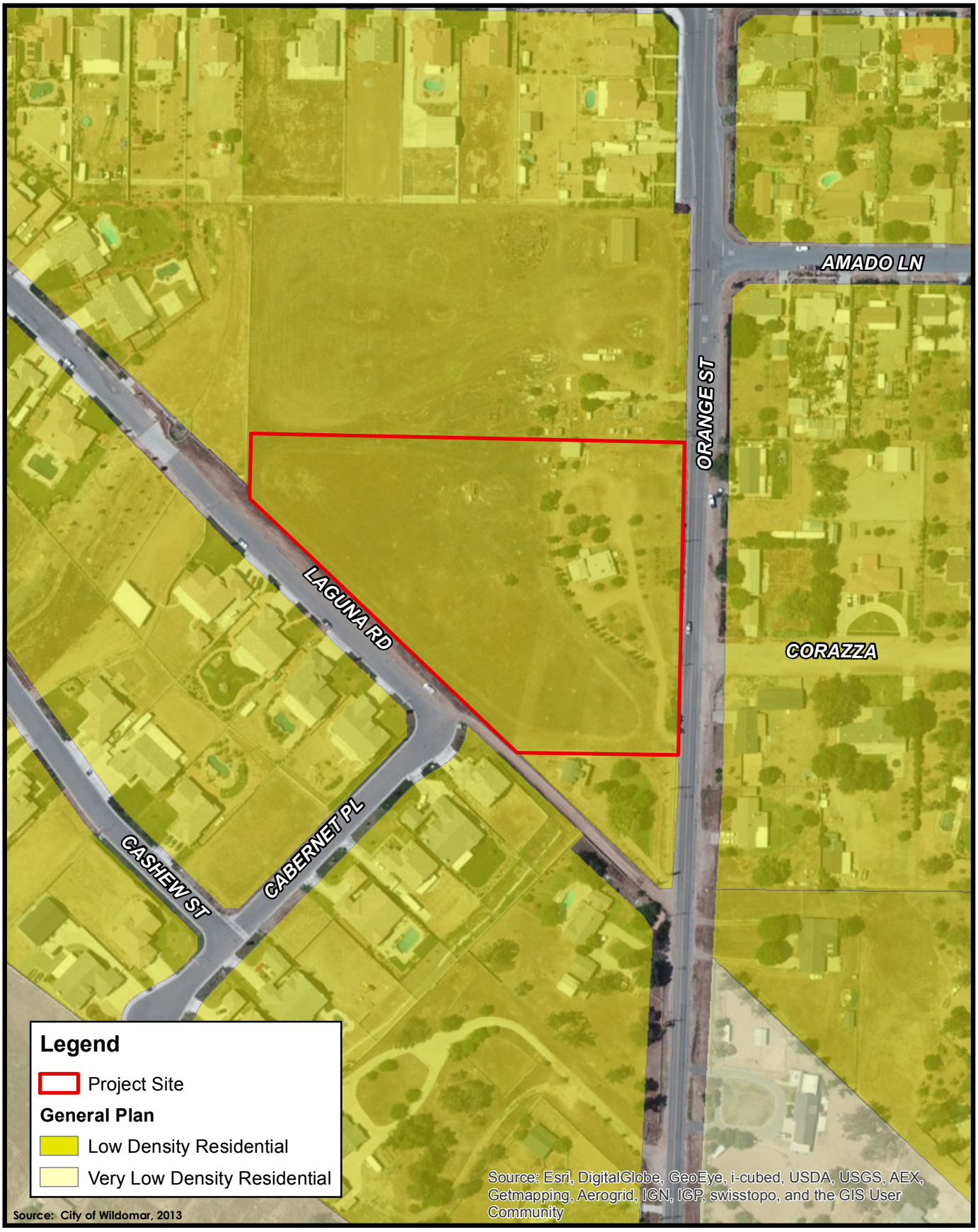

Figure 3a
Existing General Plan Map

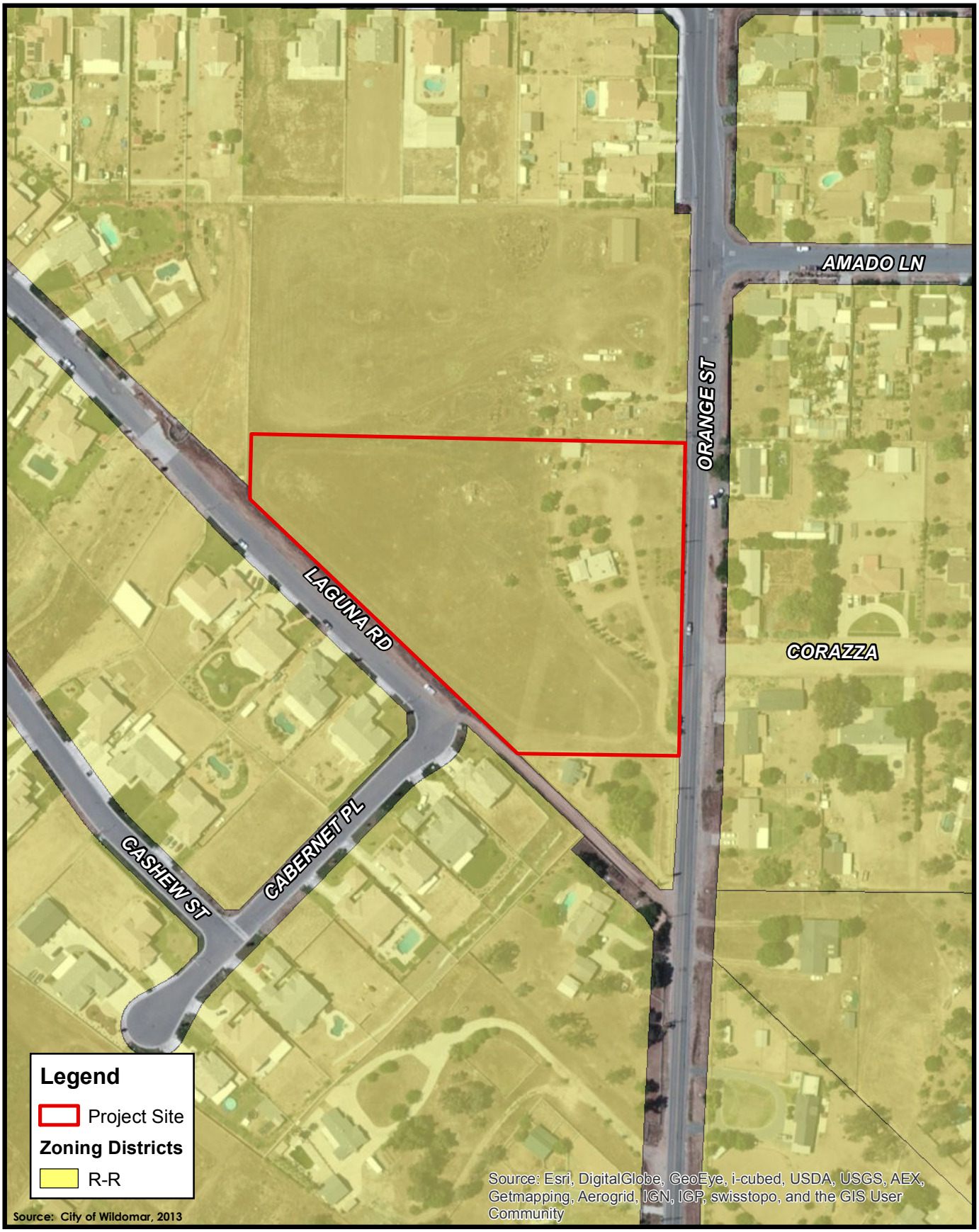

Figure 3b
Existing Zoning Map

II. EXISTING CONDITIONS

Regulatory Setting

The current City of Wildomar General Plan land use designation for the project site is Low Density Residential (LDR), which allows for single-family detached residences on large parcels of 0.5 to 1 acre. The General Plan land use designation for all properties immediately adjacent to the project site is also Low Density Residential (**Figure 3a**).

The project site is currently zoned Rural Residential (R-R). The R-R zone district allows for one-family dwellings, mobile homes, planned residential developments, public parks, limited commercial, water works facilities, agricultural and farming uses, and mining. Other uses permitted with a conditional use permit include, but are not limited to, airport or landing fields, auto wrecking yards, cemeteries, fairgrounds, auto service stations, bakeries, expanded commercial uses, gas stations, parking lots, offices, and lumber yards (Wildomar Zoning Ordinance Section 17.16). The zoning for all adjacent properties is also Rural Residential (**Figure 3b**).

Physical Setting

The project site is relatively flat, with the site's lowest point located at the southeast corner and the highest point at the northwest corner. Elevations within the project site range from approximately 1,324 to 1,330 feet above mean sea level. The entire project site has been disturbed by the current rural residential development of the northeast corner of the site and periodic clearing and grubbing of vegetation. Currently, vegetation at the project site can be categorized as including native grasses, weeds, and inland sage scrub vegetation. In addition, there is an existing single family home and accessory structures to the home on the site. This home will remain in place and will occupy lot 3 of the proposed map.

III. ENVIRONMENTAL CHECKLIST

BACKGROUND

1. **Project Title:**

   Lesle Tract Map (TTM No. 36519) (PA 12-0392)

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:**

   34915 Orange Street in the City of Wildomar; Assessor's Parcel Number: 367-170-029; Township 6 south, Range 4 west, Section 36

5. **Project Sponsor's Name and Address:**

   Mike Lesle, 21595 Marble Court, Wildomar, CA 92595

6. **General Plan Designation:**

   Low Density Residential (LDR)

7. **Zoning:**

   Rural Residential (R-R)

8. **Description of Project:**

   A Tentative Tract Map (TTM No. 36519) subdividing one existing parcel, totaling 5.54 acres, into ten parcels, nine of which would be developed for single family residences in the future.

9. **Surrounding Land Uses and Setting:**

   North – Zoning: Rural Residential; Land Use: Low Density Residential

   South – Zoning: Rural Residential; Land Use: Low Density Residential

   East – Zoning: Rural Residential; Land Use: Low Density Residential

   West – Zoning: Rural Residential; Land Use: Low Density Residential

10. **Other Public Agency Required Approvals:**

    None

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

DETERMINATION

On the basis of this initial evaluation:

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

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

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

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

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

City Representative

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 _____

Mike Lesle

Printed Name

IV. ENVIRONMENTAL ANALYSIS

1. Aesthetics

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

DISCUSSION

a, c) **No Impact**. The proposed project will result in residential development similar to that which already exists on surrounding properties. There will be no new impacts to any scenic vista or any degradation of the visual character of the site and its surroundings. No impact is expected.

b) **No Impact**. As demonstrated by the site photographs contained in **Appendix 2**, the proposed project site does not contain any rock outcroppings, trees, or structures that could be categorized as a scenic resource. While the proposed project site is located adjacent to a section of Interstate 15 (I-15) that is eligible but currently not designated to be a state scenic highway (City of Wildomar 2008, Figure C-9; Caltrans 2012), the scenic vistas from the freeway are of the surrounding mountains and their ridgelines, which would not be impacted by the proposed project. No impact is expected.

d, e) **Less Than Significant Impact**. The proposed project would create new sources of light and glare. The City's building permit process will ensure compliance with City zoning and design standards regulating lighting, siding materials, etc. This process will require submittal of lighting photometric plans for review and approval prior to issuance of building permits. Therefore, the proposed project would not create new sources of light or glare that would adversely affect day or nighttime views in the area, and this would be considered a less than significant impact. However, all development is subject to Ordinance No. 75 of Wildomar Municipal Code. Future compliance with Ordinance No. 75 of the Wildomar Municipal Code would allow any impact to be less than significant.

STANDARD CONDITIONS AND REQUIREMENTS

Per Ordinance No. 75 of the Wildomar Municipal Code, exterior lighting above 55,000 lumens per acre is prohibited. In addition, all outdoor lighting shall be located, adequately shielded, and directed such that no direct light falls outside the parcel of origin or onto the public right-of-way.

MITIGATION MEASURES

None required.

2. Agricultural Resources

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

DISCUSSION

a–e) **No Impact.** According to the Riverside County Land Information System (2013), the site is not located within an agricultural preserve (Williamson Act) or classified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance by the Farmland Mapping and Monitoring Program of the California Department of Conservation; therefore, there is no potential to convert farmland to nonagricultural uses. The site is located within an urbanized area of Wildomar that is currently designated for residential use. As seen in the photos included in **Appendix 2,** the site is not forested and there is no current agricultural use on the site. There will be no impact to agricultural uses.

STANDARD CONDITIONS AND REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

3. Air Quality

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

DISCUSSION

a) **No Impact.** The project site is located within the South Coast Air Basin (SoCAB), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD is required, pursuant to the federal Clean Air Act, to reduce emissions of criteria pollutants for which the basin is in nonattainment (i.e., ozone [O_3], particulate matter equal to or less than 10 microns and less than 2.5 microns in diameter [PM_{10} and $PM_{2.5}$, respectively]), 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, as these are typically not associated with residential development projects.)

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

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

- Consistency Criterion No. 1: The proposed project will not result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.
- Consistency Criterion No. 2: The proposed project will not exceed the assumptions in the AQMP.

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

Concerning Consistency Criterion No. 2, the AQMP contains air pollutant reduction strategies based on SCAG's latest growth forecasts. The proposed project is consistent with the land use designation and development density presented in the City of Wildomar's General Plan (2003) and therefore would not exceed the population or job growth projections used by the SCAQMD to develop the Air Quality Management Plan. No impact would occur.

b) **Less Than Significant Impact**. As discussed previously, the project site is located within the SoCAB. State and federal air quality standards are often exceeded in many parts of the basin. A discussion of the project's potential short-term construction-period and long-term operational-period air quality impacts is provided below.

Construction Emissions

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

The proposed project would generate short-term construction-related air quality impacts. These impacts are temporary in nature. The resultant emissions of these activities were calculated using the CalEEMod air quality model (**Appendix 3** and **Appendix 3a**). CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for the use of government agencies, land use planners, and environmental professionals. Construction equipment requirements and usage rates used in the model were based on model default assumptions as shown in **Table 3-1**.

Table 3-1
Construction Details

Construction Phase	Duration	Worker Trips/Day	Equipment	Hours Used/Day
Site Preparation	10 days	18	3 rubber-tired dozers 4 tractors/loaders/backhoes	8 8
Grading	20 days	15	2 excavators 1 grader 1 rubber-tired dozer 2 scrapers 2 tractors/loaders/backhoes	8 8 8 8 8
Building Construction	230 days	3	1 crane 3 forklifts 1 generator set 3 tractors/loaders/backhoes 1 welder	7 8 8 7 8
Paving	20 days	15	2 pavers 2 paving equipments 2 rollers	8 8 8
Painting	20 days	1	1 air compressor	6

Source: CalEEMod Model. Notes: CalEEMod estimates 10.8 miles per worker trip. The site preparation phase accounts for 313 truck trips in order to export 2,500 cubic yards of soil.

This assessment includes quantification of net increases of ozone precursor pollutants (i.e., reactive organic gases (ROG) and oxides of nitrogen (NOx)) and airborne particulate matter (i.e., $PM_{2.5}$ and PM_{10}) attributable to the proposed project. These quantified emission projections are then compared with SCAQMD significance thresholds (SCAQMD 2011b).

The unmitigated construction air quality emissions are summarized in **Table 3-2**.

Table 3-2
Maximum Short-Term Unmitigated Construction Emissions (Pounds per Day)

Construction Phase	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Site Preparation	**9.45**	**74.97**	**44.15**	0.05	11.98	**8.09**
Grading	6.66	52.95	34.36	**0.06**	**13.14**	4.30
Building Construction	4.76	32.23	23.45	0.04	2.07	2.03
Paving	4.95	30.17	21.38	0.03	2.74	2.55
Painting	**5.47**	2.57	1.96	0.00	0.23	0.22
SCAQMD Threshold	*75.00*	*100.00*	*550.00*	*150.00*	*150.00*	*55.00*
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

*Source: CalEEMod (SCAQMD 2011a); see **Appendix 3.** The site preparation phase accounts for 313 truck trips in order to export 2,500 cubic yards of soil. **Bolded** areas equal maximum daily construction emissions. Modeling inputs account for SCAQMD Rule 1113, Architectural Coatings, which places limits on the organic compound content in various coating categories, as well as SCAQMD Rule 403, Fugitive Dust, which requires all construction site roads to be either paved, watered periodically, or chemically stabilized (modeling inputs assume periodic watering) and limits construction vehicle speeds to a maximum 15 miles per hour.*
ROG = reactive organic gas
NO_X = oxides of nitrogen
CO = carbon monoxide
SO_X = sulfur oxides
PM_{10} = particulate matter equal to or less than 10 microns in diameter
$PM_{2.5}$ = particulate matter less than 2.5 microns in diameter

The quantity, duration, and intensity of construction activity have an effect on the amount of construction emissions, and related pollutant concentrations, occurring at any one time. As such, the emissions forecasts provided herein reflect a specific set of conservative assumptions based on the assumed construction scenario wherein a relatively large amount of construction is occurring in a relatively intensive manner. Because of this conservative assumption, actual emissions could be less than those forecast. If construction is delayed or occurs over a longer time period, emissions could be reduced because of (1) a more modern and cleaner-burning construction equipment fleet mix and/or (2) a less intensive buildout schedule (i.e., fewer daily emissions occurring over a longer time interval).

As shown above, all criteria pollutant emissions would remain below their respective thresholds. While impacts would be considered less than significant, the proposed project would be subject to SCAQMD rules and regulations to reduce specific emissions and to mitigate potential air quality impacts. The following is a list of noteworthy rules that are potentially applicable to the project:

- **Rule 402 (Nuisance)** – This rule prohibits the discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury, or damage to business or property. This rule does not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.
- **Rule 403 (Fugitive Dust)** – This rule requires fugitive dust sources to implement Best Available Control Measures for all sources and all forms of visible particulate matter are prohibited from crossing any property line. SCAQMD Rule 403 is intended to reduce PM_{10} emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. PM_{10} suppression techniques are summarized below.
    a. Portions of the construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized in a manner acceptable to the City.
    b. All on-site roads will be paved as soon as feasible or watered periodically or chemically stabilized.
    c. All material transported off-site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.
    d. The area disturbed by clearing, grading, earth moving, or excavation operations will be minimized at all times.
    e. Where vehicles leave the construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the work day to remove soil tracked onto the paved surface.

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

Construction Localized Significance Analysis

As part of the SCAQMD's environmental justice program, attention has been focused on localized effects of air quality. SCAQMD staff has developed localized significance threshold (LST) methodology that can be used by public agencies to determine whether or not a project may generate significant adverse localized air quality impacts (SCAQMD 2008). 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). Wildomar is located within SRA 25.

The emissions analyzed under the LST methodology are nitrogen dioxide (NO_2), CO, PM_{10}, and $PM_{2.5}$. For pollutants NO_2 and CO, the LSTs are derived using an air quality dispersion model to back-calculate the emissions per day that would cause or contribute to a violation of any ambient air quality standard for a particular source receptor area. LSTs for NO_2 and CO are derived by adding the incremental emission impacts from the project activity to the peak background NO_2 and CO concentrations and comparing the total concentration to the most stringent ambient air quality standards. The most stringent standard for NO_2 is the 1-hour state standard of 18 parts per hundred million and for CO is the 1-hour and 8-hour state standards of 9 parts per million (ppm) and 20 ppm, respectively. For PM_{10} and $PM_{2.5}$, for which the SoCAB is nonattainment, the localized significance thresholds are derived using an air quality dispersion model to back-calculate the emissions that would be necessary to worsen an existing violation in the specific source receptor area, using the allowable change in concentration thresholds approved by the SCAQMD. For PM_{10} and $PM_{2.5}$, the approved 24-hour concentration thresholds for construction and operation are 10.4 $\mu g/m^3$ and 2.5 $\mu g/m^3$, respectively.[1]

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 according to LST methodology. The SCAQMD has provided LST look-up 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 5 acres or smaller.[2] The LST thresholds are estimated for each SRA using the maximum daily disturbed area (in acres) and the distance of the project to the nearest sensitive receptors (in meters). Sensitive receptors in the project vicinity include existing residences. The closest receptor distance on the LST look-up tables is 25 meters. According to the LST methodology, projects with boundaries closer than 25 meters to the nearest receptor should use localized significance thresholds for receptors located at 25 meters. A receptor distance of 25 meters was used herein for a conservative analysis. The results are summarized below.

[1] $\mu g/m^3$ = microgram per cubic meter

[2] Available on the Internet at http://www.aqmd.gov/ceqa/handbook/LST/LST.html.

The SCAQMD has issued guidance on applying CalEEMod modeling results to LST analyses. For the purposes of this analysis, air pollutant emissions associated with grading and site preparation activities were quantified for the entire project site. Since CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment, **Table 3-3** has been provided by the SCAQMD to determine the maximum daily disturbed acreage for comparison to local significance thresholds.

Table 3-3
Equipment-Specific Grading Rates

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

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

The unmitigated construction-related air pollutant emissions associated with the grading and site preparation activities of the entire 5.54-acre site are summarized in **Table 3-2**. CalEEMod identifies that three rubber-tired dozers and four tractors (crawler tractor) could be used simultaneously on a peak day during the site preparation phase. CalEEMod identifies that two excavators (crawler tractor), one grader, one rubber-tired dozer, two tractors (crawler tractor), and two scrapers could be used simultaneously on a peak day during the grading phase. Based on equipment-specific grading rates as defined by the SCAQMD and shown in **Table 3-3**, the proposed project will result in a maximum of 3.5 acres disturbed on any one day during the site preparation phase and 5 acres disturbed on any one day during the grading phase (the site preparation phase and grading phase do not occur concurrently). Thus, local significance thresholds for a 5-acre site are applicable to the proposed project.

Sensitive receptors include residences, schools, hospitals, and similar uses. Existing residential uses surround the project site on most sides. **Table 3-4** shows that the emissions of these pollutants on the peak day of construction would not result in concentrations of pollutants at nearby residences or other sensitive receptors, and less than significant impacts would occur.

Table 3-4
Construction Local Significance Threshold (LST) Impacts (Pounds per Day)

Emissions Source	Nitrogen Oxide	Carbon Monoxide	PM_{10}	$PM_{2.5}$
On-Site Site Preparation Emissions	74.88	43.05	11.74	8.08
On-Site Grading Emissions	45.66	30.18	5.32	3.96
LST Threshold [1]	371	1,965	13	8
Significant Emissions?	**No**	**No**	**No**	**No**

[1] *Source: SCAQMD 2008*

Operational Impacts

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

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

Table 3-5
Long-Term Unmitigated Operational Emissions (Pounds per Day)

Emissions Source	ROG	NOx	CO	SO_X	PM_{10}	$PM_{2.5}$
Summer						
Area Source Emissions	1.34	0.05	3.74	0.01	0.48	0.48
Energy Use Emissions	0.01	0.09	0.04	0.00	0.01	0.01
Vehicle Emissions	0.43	1.05	4.63	0.01	0.90	0.08
Total	**1.78**	**1.19**	**8.41**	**0.02**	**1.39**	**0.57**
Winter						
Area Source Emissions	1.34	0.05	3.74	0.01	0.48	0.48
Energy Use Emissions	0.01	0.09	0.04	0.00	0.01	0.01
Vehicle Emissions	0.42	1.11	4.29	0.01	0.90	0.08
Total	**1.77**	**1.25**	**8.07**	**0.02**	**1.39**	**0.57**
SCAQMD Threshold	55.00	55.00	550.00	150.00	150.00	55.0
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

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

Operations Localized Significance Analysis

Table 3-6 shows the calculated emissions for the proposed operational activities compared with the appropriate localized significance thresholds. The LST analysis only includes on-site sources; however, the CalEEMod model outputs do not separate on- and off-site emissions for mobile sources. For a worst-case scenario assessment, the emissions shown in **Table 3-6** include all on-site project-related stationary sources and 5 percent of the project-related new mobile sources, which is an estimate of the amount of project-related new vehicle traffic that will occur on-site (SCAQMD 2008). Considering the total trips included in the CalEEMod model (86 average daily trips), the assumption that 5 percent of them (4 daily trips) would occur only within the project site is conservative.

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

Table 3-6
Operational Local Significance Threshold (LST) Impacts (Pounds per Day)

Emissions Source	Nitrogen Oxide	Carbon Monoxide	PM_{10}	$PM_{2.5}$
On-Site Emissions	0.1	3.97	0.52	0.48
LST Thresholds	371	1,965	4	2
Significant Emissions?	**No**	**No**	**No**	**No**

Impacts associated with construction and operational air quality would be considered less than significant, as SCAQMD significance thresholds for criteria emissions would not be surpassed (see **Tables 3-2**, **3-4**, **3-5**, and **3-6**).

c) **Less Than Significant Impact**. The proposed project may contribute to the net increase of ozone precursors and other criteria pollutants. The SCAQMD's approach for assessing cumulative impacts is based on the 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.[3] The discussion under Issue a) describes the SCAQMD criteria for determining consistency with the AQMP and further demonstrates that the proposed project would be consistent with it.

For example, as stated under Issue a), the criteria for determining consistency with the AQMP are defined by the following indicators:

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

- Consistency Criterion No. 1: The proposed project will not result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.
- Consistency Criterion No. 2: The proposed project will not exceed the assumptions in the AQMP in 2013 or increments based on the years of project buildout phase.

The violations to which Consistency Criterion No. 1 refers are the CAAQS and the NAAQS. As evaluated under Issue b) above, the project will not exceed the short-term construction standards or long-term operational standards and in so doing will not violate any air quality standards. Thus, a less than significant impact is expected, and the project would be consistent with the first criterion. Concerning Consistency Criterion No. 2, the AQMP contains air pollutant reduction strategies based on SCAG's latest growth forecasts, and SCAG's growth forecasts were defined in consultation with local governments and with reference to local general plans. The proposed project is consistent with the land use designation and development density presented in the City's General Plan and therefore would not exceed the population or job growth projections used by the SCAQMD to develop the Air Quality Management Plan.

As such, cumulative impacts would be less than significant per the SCAQMD significance threshold since the project would be consistent with the AQMP.

d) **Less Than Significant Impact.** Sensitive land uses are generally defined as locations where people reside or where the presence of air emissions could adversely affect the use of the land. Typical sensitive receptors include residents, schoolchildren, hospital patients, and the elderly.

Air Toxics

The project would not be a source of air toxics as it only proposes residential development and residential development does not generate air toxics.

In terms of residential land uses being developed near an existing stationary source of air toxics, the issuance of SCAQMD air quality permits and compliance with all SCAQMD, state, and federal regulations regarding stationary toxic air contaminants would reduce potential stationary sources of air toxics emissions such that sensitive receptors would not be exposed to substantial air pollutant concentrations. The SCAQMD limits public exposure to air toxics through a number of programs and reviews the potential for air toxic emissions from new and modified stationary sources through the SCAQMD permitting process for stationary sources. Air toxic emissions from existing stationary sources are limited by:

1) SCAQMD Rule 1401, which requires that construction or reconstruction of a major stationary source emitting hazardous air pollutants listed in Section 112(b) of the Clean Air Act be constructed with Best Available Control Technology and comply with all other applicable requirements.
2) Implementation of the Air Toxics "Hot Spots" (AB 2588) Program.
3) Implementation of the federal Title III Toxics Program.

Facilities and equipment that require permits from the SCAQMD are screened from risks from toxic emissions and can be required to install Toxic Best Available Control Technology (T-BACT) to reduce the risks to below significant if deemed necessary by the SCAQMD. T-BACTs are the most up-to-date methods, systems, techniques, and production processes available to achieve the greatest feasible emission reductions for air toxics. In addition, the proposed project is not

located near any existing stationary sources of air toxics. Therefore, future residential development allowed under the proposed project would not be adversely affected by stationary sources of air toxics.

Mobile sources of air toxics include freeways and major roadways, which are sources of diesel particulate matter (DPM). DPM has been listed as an air toxic by CARB. In April 2005, CARB released the *Land Use and Air Quality Handbook: A Community Health Perspective*, which offers guidance on siting sensitive land uses in proximity to sources of air toxics. The handbook recommends that sensitive land uses be sited no closer than 500 feet from a freeway or major roadway, a buffer area that was developed to protect sensitive receptors from exposure to DPM, which was based on traffic-related studies that showed a 70 percent drop in PM concentrations at a distance of 500 feet from the roadway. Presumably, acute and chronic risks as well as lifetime cancer risk due to DPM exposure are lowered proportionately. Per Google Earth, the project site is approximately 4,360 feet (0.8 mile) west of Interstate 15. Therefore, the site lies beyond the CARB-recommended buffer area, and future receptors would not be negatively affected by air toxics generated on Interstate 15.

Carbon Monoxide

Typically, substantial pollutant concentrations of CO are associated with mobile sources (e.g., vehicle idling time). Localized concentrations of CO are associated with congested roadways or signalized intersections operating at poor levels of service (level of service E or lower). High concentrations of CO may negatively affect local sensitive receptors (e.g., residents, schoolchildren, or hospital patients). There are sensitive receptors (existing residential uses) adjacent to the project site in most directions.

As stated in subsection 16, Transportation/Traffic, the proposed project will not result in any level of service at E or lower at the traffic facilities analyzed [see Issue a) in subsection 16, Transportation/Traffic]. Therefore, this impact is considered less than significant since the proposed project would not result in traffic facilities operating at poor levels of service.

e) No Impact. The SCAQMD *CEQA Air Quality Handbook* (1993) identifies certain land uses as sources of odors. These land uses include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. The proposed project is residential in nature and will not include any of the land uses that have been identified by the SCAQMD as odor sources. Therefore, there would be no odor impacts from the proposed project.

STANDARD CONDITIONS AND REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

4. Biological Resources

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

Note to the reader: As of January 1, 2013, the agency formerly known as the California Department of Fish and Game (CDFG) changed its name to the California Department of Fish and Wildlife (CDFW). For purposes of this discussion, the agency names and abbreviations are interchangeable.

ENVIRONMENTAL SETTING

A habitat assessment of the project site was performed by Brian F. Smith and Associates on January 28, 2013 and it is included with this IS/MND as **Appendix 4**. This habitat assessment was used to conduct an evaluation of the project and to characterize the environmental setting on and adjacent to the proposed project. In addition to the information provided by the habitat assessment, a thorough query of available data and literature from local, state, federal, and nongovernmental agencies was used to evaluate the potential biological impacts of the proposed project.

Database searches were performed on the following websites:

- US Fish and Wildlife Service's (USFWS) Information Planning and Conservation (IPaC) System (2013a)
- USFWS's Critical Habitat Portal (2013b)
- California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB) (2013)
- California Native Plant Society's (CNPS) Inventory of Rare, Threatened, and Endangered Plants of California (2013)

A search of the USFWS's IPaC System and Critical Habitat Portal database was performed for the project area to identify federally protected species and their habitats that may be affected by the proposed project. In addition, a query of the CNDDB database was conducted to identify known occurrences for special-status species within a 1- and 5-mile radius of the proposed project. Lastly, the CNPS database was queried to identify special-status plant species with the potential to occur within the Wildomar, California, US Geological Survey (USGS) 7.5-minute quadrangle.

According to the habitat assessment performed by Brian F. Smith and Associates Inc. (Brian F. Smith and Associates 2013), the site is a mix of urban/developed land and disturbed land. The urban /developed land consists of a house, adjacent structures, and areas landscaped with non-native plants. The disturbed area is vegetated with non-native annuals.

The proposed project site is located within the Western Riverside County Multiple Species Conservation Plan (MSHCP) (County of Riverside 2003). The MSHCP formally determines conservation planning for all of western Riverside County. The MSHCP identifies plants, wildlife, and habitat that need to be preserved or protected. It also outlines procedures for mitigation of future land development and determines under what circumstances an "incidental take" can be permitted.

Special-Status Species

Candidate, sensitive, or special-status species are commonly characterized as species that are at potential risk or actual risk to their persistence in a given area or across their native habitat. These species have been identified and assigned a status ranking by governmental agencies such as the CDFW, the USFWS, and private organizations such as the CNPS. The degree to which a species is at risk of extinction is the determining factor in the assignment of a status ranking. Some common threats to a species' or population's persistence include habitat loss, degradation, and fragmentation, as well as human conflict and intrusion. For the purposes of this biological review, special-status species are defined by the following codes:

1. Listed, proposed, or candidates for listing under the federal Endangered Species Act (50 Code of Federal Regulations [CFR] 17.11 – listed; 61 Federal Register [FR] 7591, February 28, 1996 candidates)
2. Listed or proposed for listing under the California Endangered Species Act (Fish and Game Code [FGC] 1992 Section 2050 et seq.; 14 California Code of Regulations [CCR] Section 670.1 et seq.)
3. Designated as Species of Special Concern by the CDFW
4. Designated as Fully Protected by the CDFW (FGC Sections 3511, 4700, 5050, 5515)
5. Species that meet the definition of rare or endangered under the California Environmental Quality Act (CEQA) (14 CCR Section 15380) including CNPS List Rank 1B and 2

The query of the USFWS, CNPS, and CNDDB databases revealed 26 sensitive plant species and 19 special-status wildlife species, a total of 45 species, with the potential to occur in the project vicinity. Appendix B, provided in **Appendix 4**, summarizes each species identified in the database results, includes a description of the habitat requirements for each species, and cites conclusions regarding the potential for each species to be impacted by the proposed project.

DISCUSSION OF IMPACTS

a) **Less Than Significant Impact With Mitigation Incorporated.** Forty-five special-status species were identified by the database queries; however, due to the nature of the site, suitable habitat for all but one of the species identified does not occur on or adjacent to the project. Please refer to Appendix B in **Appendix 4** for a summary of the general habitat characteristics required by each species, as well as the potential for each species to be impacted by the project. All special-status species with the potential to occur on the project site are covered under the MSHCP.

Based on the results of database searches and historic records, as well as known regional occurrences, burrowing owl (*Athene cunicularia*) is the only special-status species with the potential to occur on the project site. Given the site's heavily disturbed nature and because it is surrounded by urban land uses, no special-status plants or other special-status animals have the potential to occur on the project site.

A site survey was conducted on January 14, 2013, by personnel of Brian F. Smith and Associates, Inc. The site was surveyed on foot, and all plant and wildlife species observed were recorded. No sign of burrowing owls, rare plants, or other special-status species were encountered. Although there is the potential for burrowing owl to utilize the project site, it is unlikely that this species would occupy the area due to the level of disturbance and the presence of dogs, feral cats, and other predators.

Though no sign of burrowing owls was found during previous surveys, project implementation may result in the loss of western burrowing owls through destruction of active nesting sites and/or incidental burial of adults, young, and eggs, should they become established on-site. Implementation of mitigation measures **BIO-1**, **BIO-2**, and **BIO-3** would reduce these impacts to a less than significant level.

Habitats on and adjacent to the project site may provide suitable nesting habitat for birds protected under the Migratory Bird Treaty Act and Section 3503.5 of the California Fish and Game Code. The removal of trees/vegetation during construction activities could result in noise, dust, human disturbance, and other direct/indirect impacts to nesting birds on or in the vicinity of the project site. Incorporation of mitigation measure **BIO-1** would ensure that potential impacts to these species are less than significant with mitigation incorporated.

b) **No Impact.** Sensitive habitats include (a) areas of special concern to resource agencies; (b) areas protected under CEQA; (c) areas designated as sensitive natural communities by the CDFW; (d) areas outlined in Section 1600 of the FGC; (e) areas regulated under Section 404 of the federal Clean Water Act; and (f) areas protected under local regulations and policies (MSHCP). No riparian habitat or other sensitive natural communities occur within the project boundaries; therefore, no impact will occur as a result of the project.

c) **No Impact.** No waters of the state or United States occur within the project boundaries; therefore, no impact to federally protected wetlands will occur as a result of the project.

d) **No Impact.** Wildlife corridors refer to established migration routes commonly used by resident and migratory species for passage from one geographic location to another. Movement corridors

may provide favorable locations for wildlife to travel between different habitat areas, such as foraging sites, breeding sites, cover areas, and preferred summer and winter range locations. They may also function as dispersal corridors allowing animals to move between various locations within their range. No wildlife corridors for resident migratory wildlife species occur on or adjacent to the site. In addition, the project is not located within a "Special Linkage Area" as defined by the MSHCP. As a result, no impact to the movements of any native resident or migratory fish or wildlife species, or established native resident or migratory wildlife corridors, or the use of native wildlife nursery sites would occur as a result of the proposed project.

e) **No Impact.** There are no native trees growing on-site. There is no tree preservation policy or ordinance applicable to the proposed project. Furthermore, as discussed throughout this subsection, the proposed project would protect biological resources, including sensitive, rare, threatened, or endangered species, wildlife, and habitats, consistent with policies in the MSHCP. As such, the project would not conflict with any local policies or ordinances protecting biological resources. No impact will occur.

f) **Less Than Significant With Mitigation Incorporated.** The MSHCP is a habitat conservation plan and natural community conservation plan to which the City of Wildomar is a permittee (i.e., signatory). Although the project site is located within the MSHCP Plan Area, it is not located within a Criteria Cell. Since the site is not located within a Criteria Cell, there are no conservation requirements on the property. The project site is subject to review for consistency with Section 6.1.2–Protection of Species Associated with Riparian/Riverine Areas and Vernal Pool, Section 6.1.3–Protection of Narrow Endemic Plant Species, Section 6.3.2–Additional Survey Needs and Procedures, and Section 6.1.4–Guidelines Pertaining to the Urban/Wildlands Interface of the MSHCP. A discussion of the proposed project's consistency with these MSHCP sections follows.

Consistency with MSHCP Section 6.1.2: Section 6.1.2 of the MSHCP addresses preservation of riparian, riverine, vernal pool, and fairy shrimp habitats. According to the habitat assessment prepared by Brian F. Smith and Associates (2013) (**Appendix 4**), the project site does not support riverine/riparian habitat and vernal pools. Therefore, no impacts to riparian or fairy shrimp habitat will occur.

Consistency with MSHCP Section 6.1.3: Section 6.1.3 sets forth survey requirements for certain narrow endemic plants. The project site is not located within the Narrow Endemic Plant Species Survey Area and therefore would not conflict with Section 6.1.3.

Consistency with MSHCP Section 6.3.2: Section 6.3.2 sets forth the survey requirements for various plant and animal surveys. The project is not located within a Criteria Area Species Survey Area. However, the project is located in an additional survey area for burrowing owl. A habitat assessment for burrowing owls was conducted (Brian F. Smith and Associates 2013). During the habitat assessment process, the project site was walked to determine the presence of burrowing owl habitat. It was determined that it was unlikely that burrowing owls would occupy the site due to the presence of predators; however, there is the potential that this species could become established on-site in the future. As such, project-related activities could result in impacts to this species. However, implementation of mitigation measures **BIO-2** and **BIO-3** would ensure that potential impacts to burrowing owls are avoided or mitigated to a less than significant level.

Consistency with MSHCP Section 6.1.4: Section 6.1.4 of the MSHCP addresses the need for certain projects to incorporate measures to address urban/wildland interfaces in or near the MSHCP conservation area. The project site is not located within or next to any MSHCP conservation areas that would require the need for implementation of the Urban/Wildland

Interface Guidelines. The project would not conflict with Section 6.1.4 of the MSHCP or with any goals and policies of the MSHCP; therefore, impacts are considered less than significant.

A final component of the MSHCP is mitigation fee areas, which are land areas that occur within the MSHCP and require a fee for development activities to occur. These fees are utilized to fund the minimization of impacts to certain endemic species. The proposed project is located within the MSHCP mitigation fee area (Riverside County Ordinance 810.2). A standard condition for the proposed project includes the payment of these fees to comply with the overlying habitat conservation plan (the MSHCP).

With implementation of mitigation measures and adherence to the standard conditions and requirements, any impacts will be less than significant with mitigation incorporated. In addition, implementation of the mitigation measures discussed above will mean the project will have no conflict with the MSHCP.

STANDARD CONDITIONS AND REQUIREMENTS

The project applicant shall submit fees to the City in accordance with the requirements of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Mitigation Fee Area.

MITIGATION MEASURES

BIO-1 The project applicant shall conduct construction and clearing activities outside of the avian nesting season (January 15–August 31), where feasible. If clearing and/or construction activities occur during the nesting season, preconstruction surveys for nesting raptors, migratory birds, and special-status resident birds (e.g., coastal California gnatcatcher) shall be conducted by a qualified biologist, up to 14 days before initiation of construction activities. The qualified biologist shall survey the construction zone and a 250-foot radius surrounding the construction zone to determine whether the activities taking place have the potential to disturb or otherwise harm nesting birds.

If an active nest is located within 100 feet (250 feet for raptors) of construction activities, the project applicant shall establish an exclusion zone (no ingress of personnel or equipment at a minimum radius of 100 feet or 250 feet, as appropriate, around the nest). Alternative exclusion zones may be established through consultation with the CDFW and the USFWS, as necessary. The exclusion zones shall remain in force until all young have fledged.

Reference to this requirement and to the Migratory Bird Treaty Act shall be included in the construction specifications.

If construction activities or tree removal are proposed to occur during the non-breeding season (September 1–January 14), a survey is not required, no further studies are necessary, and no mitigation is required.

Timing/Implementation: *The project applicant shall incorporate requirements into all rough and/or precise grading plan documents. The project applicant's construction inspector shall monitor to ensure that measures are implemented during construction.*

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

BIO-2 Per MSHCP Species-Specific Objective 6, preconstruction presence/absence surveys for burrowing owl within the survey area, where suitable habitat is present, will be conducted for all covered activities through the life of the building permit. Surveys will be conducted 30 days prior

to disturbance. Take of active nests will be avoided. Passive relocation (use of one-way doors and collapse of burrows) will occur when owls are present outside the nesting season. If construction is delayed or suspended for more than 30 days after the survey, the area shall be resurveyed.

Surveys shall be completed for occupied burrowing owl burrows within all construction areas and within 150 meters (500 feet) of the project work areas (where possible and appropriate based on habitat). All occupied burrows will be mapped on an aerial photo.

Timing/Implementation: *Thirty days prior to any vegetation removal or ground-disturbing activities*

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

BIO-3 If burrowing owls are identified during the survey period, the City shall require the project applicant to take the following actions to offset impacts prior to ground disturbance:

Active nests within the areas scheduled for disturbance or degradation shall be avoided from February 1 through August 31, and a minimum 75-meter (250-foot) buffer shall be provided until fledging has occurred. Following fledging, owls may be passively relocated by a qualified biologist.

If impacts on occupied burrows in the non-nesting period are unavoidable, on-site passive relocation techniques may be used if approved by the CDFW to encourage owls to move to alternative burrows outside of the impact area. However, no occupied burrows shall be disturbed during the nesting season. A qualified biologist must verify through noninvasive methods that the burrow is no longer occupied.

If relocation of the owls is approved for the site by the CDFW, the City shall require the developer to hire a qualified biologist to prepare a plan for relocating the owls to a suitable site. The relocation plan must include all of the following:

- The location of the nest and owls proposed for relocation.
- The location of the proposed relocation site.
- The number of owls involved and the time of year when the relocation is proposed to take place.
- The name and credentials of the biologist who will be retained to supervise the relocation.
- The proposed method of capture and transport for the owls to the new site.
- A description of site preparation at the relocation site (e.g., enhancement of existing burrows, creation of artificial burrows, one-time or long-term vegetation control).
- A description of efforts and funding support proposed to monitor the relocation.

If paired owls are present within 50 meters (160 feet) of a temporary project disturbance (e.g., parking areas), active burrows shall be protected with fencing/cones/flagging and monitored by a qualified biologist throughout construction to identify losses from nest abandonment and/or loss of reproductive effort. Any identified loss shall be reported to the CDFW.

Timing/Implementation: *Prior to any vegetation removal or ground-disturbing activities*

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

5. Cultural Resources

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

DISCUSSION

a) **No Impact**. The project would not cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the California Environmental Quality Act. A historical records check and field survey conducted of the site by a qualified archeologist (**Appendix 5**) determined that none of the existing structures on the site are of historical significance. In addition, the Wildomar General Plan does not identify any historical resources on the project site. No impact is expected.

b) **Less Than Significant Impact With Mitigation Incorporated**. The project is not anticipated to cause a substantial adverse impact to an archaeological resource. However, because archaeological resource sites have been identified within 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-8**) will ensure that any unanticipated discovery would not have a significant impact on archeological resources.

According to the Riverside County Land Information System (2013), the project site is not located within Native American tribal lands. However, historically there have been tribal activities in and around the Wildomar area, and there is a potential for the inadvertent discovery of previously unknown resources. Implementation of mitigation measures **CUL-1** through **CUL-8** will reduce any potential impact to a less than significant level.

c) **Less Than Significant Impact With Mitigation Incorporated**. The site has been identified as having a high potential/sensitivity (High A) for paleontological resources according to the Wildomar General Plan Paleontological Sensitivity Resources Map. Mitigation measures (**CUL-7** and **CUL-8**) will be implemented to reduce impacts in the event that paleontological resources are found during ground-disturbing activity. Following the implementation of mitigation measures **CUL-7** and **CUL-8**, any impact would be less than significant.

d) **Less Than Significant Impact With Mitigation Incorporated**. There are no records of the project site containing any previously identified formal or informal cemetery. Although there are no known human remains on the project site, in the event human remains are encountered during

ground-disturbing activities, mitigation measures (**CUL-1** through **CUL-6**) would reduce any impact to a less than significant level.

STANDARD CONDITIONS AND REQUIREMENTS

None required.

MITIGATION MEASURES

CUL-1 Prior to future development approval on the project site and issuance of any grading, building, or other permit authorizing ground-disturbing activity, the following wording shall be included in all construction contract documentation:

> If during grading or construction activities cultural resources are discovered on the project site, work shall be halted immediately within 50 feet of the discovery and the resources shall be evaluated by a qualified archeologist and the Pechanga Tribe. Any unanticipated cultural resources that are discovered shall be evaluated and a final report prepared, by the qualified archeologist. The report shall include a list of the resources discovered, documentation of each site/locality, and interpretation of resources identified, and the method of preservation and/or recovery for identified resources. In the event the significant resources are recovered and if the qualified archaeologist and the Tribe determines the resources to be historic or unique, avoidance and/or mitigation would be required pursuant to and consistent with CEQA Guidelines Sections 15064.5 and 15126.4 and Public Resources Code Section 21083.2 and the Cultural Resources Treatment and Monitoring Agreement required by mitigation measure **CUL-2**.

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

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

CUL-2 At least 30 days prior to seeking a grading permit, the project applicant(s) for future development shall contact the appropriate Tribe to notify the Tribe of grading, excavation, and the monitoring program, and to coordinate with the City of Wildomar and the Tribe to develop a Cultural Resources Treatment and Monitoring Agreement.[4] The agreement shall address the treatment of known cultural resources; the designation, responsibilities, and participation of Native American Tribal monitors during grading, excavation, and ground-disturbing activities; project grading and development scheduling; terms of compensation; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site.

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

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

CUL-3 Prior to future development approval on the project site and issuance of any grading, building, or other permit authorizing ground-disturbing activity, the project applicant(s) shall include the following wording on all construction contract documentation:

> If human remains are encountered, California Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the Riverside County Coroner has

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

made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within a reasonable time frame. Subsequently, the Native American Heritage Commission shall identify the "most likely descendant." The most likely descendant shall then make recommendations and engage in consultations concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.

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

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

CUL-4 All cultural materials, with the exception of sacred items, burial goods, and human remains (which will be addressed in the Cultural Resources Treatment and Monitoring Agreement required by mitigation measure **CUL-2**), that are collected during the grading monitoring program and from any previous archeological studies or excavations on the project site shall be curated according to the current professional repository standards. The collections and associated records shall be transferred, including title, to the Pechanga Tribe's curation facility, which meets the standards set forth in 36 CRF Part 79 for federal repositories.

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 area, shall be avoided and preserved as the preferred mitigation, if feasible as determined by a qualified professional in consultation with the Pechanga Tribe. To the extent that a sacred site cannot be feasibly preserved in place or left in an undisturbed state, mitigation measures shall be required pursuant to and consistent with Public Resources Code Section 21083.2.

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

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

CUL-6 Prior to future development approval on the project site and issuance of any grading, building, or other permit authorizing ground-disturbing activity, the project applicant(s) shall include the following wording on all construction contract documentation:

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

resources are recovered and if the qualified archaeologist determines the resources to be historic or unique as defined by relevant state and local law, avoidance and mitigation would be required pursuant to and consistent with CEQA Guidelines Sections 15064.5 and 15126.4 and Public Resources Code Section 21083.2.

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

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

CUL-7 Prior to the issuance of a grading permit, the project applicant(s) for future development shall identify to the City of Wildomar the qualified paleontologist who has been retained to evaluate the significance of any inadvertently discovery paleontological resources. If paleontological resources are encountered during grading or project construction, all work in the area of the find shall cease. The project applicant shall notify the City of Wildomar and retain a qualified paleontologist to investigate the find. The qualified paleontologist shall make recommendations as to the disposition of the paleontological resources to the City of Wildomar Planning Director. The developer shall comply with the recommendations of the qualified paleontologist that are approved by the City of Wildomar Planning Director for the recovery, treatment and storage of any discovered resources. The developer shall pay for all required treatment and storage of discovered resources.

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

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

CUL-8 To address the possibility that cultural resources may be encountered during future grading or construction, a qualified professional archeologist shall monitor all construction activities that could potentially impact archaeological deposits and a qualified paleontologist shall monitor all construction activities that could potentially impact paleontological deposits (e.g., grading, excavation, and/or trenching). However, monitoring should be discontinued as soon the qualified professional is satisfied that construction will not disturb cultural resources.

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

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

6. Geology and Soils

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

DISCUSSION

a)

i) **Less Than Significant Impact**. The project is located within Seismic Region 1 less than 1.5 miles from the Glen Ivy Segment of the Elsinore fault (WAC 2013) (**Appendix 6**). While Riverside County geographic information system (GIS) mapping does not identify the site as being within a California Earthquake Fault Hazard Zone (formerly known as an Alquist-Priolo Special Studies Zone) or the Riverside Fault Hazard Zone, the western border of the project site is less than 900 feet from the identified Wildomar fault. Considering this, the project site may be expected to experience occasional strong ground motions from earthquakes caused by both local and regional faults. A review by WAC Geotechnical (2013) of published maps and the Riverside

County Land Information System indicates that no known active faults are located on-site (**Appendix 6**).

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

ii) **Less Than Significant Impact With Mitigation Incorporated.** The proposed project could expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking. The project site is located in an area of high regional seismicity and may experience horizontal ground acceleration during an earthquake along the Wildomar fault of the Elsinore Fault Zone, which is located approximately 860 feet from the project site, or other fault zones throughout the region. The project site does not lie within a California Earthquake Fault Hazard Zone (formerly called an Alquist-Priolo Special Studies Zone) and does not lie within a Riverside County Fault Zone. The project site has been, and will continue to be, exposed to strong seismic ground shaking, which is considered a potentially significant impact. Compliance with mitigation measure **GEO-1** will minimize the potential for damage associated with strong seismic ground shaking and reduce this impact to a less than significant level.

iii) **Less Than Significant Impact With Mitigation Incorporated**. A preliminary soils report completed for the proposed project by WAC Geotechnical (2013; **Appendix 6**) determined that the project site is within a moderate risk liquefaction zone as established by the State of California. The report screened the soils of the project site (pursuant to Special Publication 117) and further revealed that the potential for liquefaction and adverse associated adverse effects within the site is considered low. To address any potential impacts from other seismic-related ground failure, compliance with mitigation measure **GEO-1** will minimize the potential for damage associated with strong seismic ground shaking and reduce this impact to a less than significant level.

iv) **No Impact.** The proposed project is not expected to expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death, from landslides. Due to the relatively level terrain in the proposed project area, this site is not subject to landslide, collapse, or rockfall hazards. The project site is located in an area of general seismic activity, but does not contain areas subject to unstable geologic units or soil. According to the Wildomar General Plan (2008), the project site has no potential for landslides. Additionally, due to the proposed project site's distance from boulders or other rock formations, there is no potential for mudslide or rock fall hazards. No impact is anticipated.

b) **Less Than Significant Impact With Mitigation Incorporated**. During site preparation and grading and as future development is proposed, soil erosion may result during construction, as grading and construction can loosen surface soils and make soils susceptible to the effects of wind and water movement across the surface. Mitigation measure **GEO-2** will require compliance with the National Pollutant Discharge Elimination System (NPDES) and the State Water Quality Control Board's construction permit as well as the submittal of detailed erosion control plans with any grading plans. A draft water quality management plan for the project site is included as **Appendix 8** to this Initial Study. The implementation of mitigation measures **GEO-2** and **GEO-3** will address any erosion issues associated with the future grading of the site. As a result, any impact would be considered to be less than significant with mitigation incorporated.

c) **Less Than Significant Impact With Mitigation Incorporated**. According to the Riverside County Land Information System (2013), the project site is located in an area that is designated as having a moderate potential for liquefaction and is susceptible to subsidence. To address any potential impacts related to ground failure, compliance with mitigation measure **GEO-1** would reduce any impact associated with ground failure hazards to a less than significant level.

d) **Less Than Significant Impact With Mitigation Incorporated**. Supporting soils on the site were noted in a preliminary soils report by WAC Geotechnical (2013) (**Appendix 6**) to be brown to tannish-brown silts and fine to medium-grained, alluvial, decomposed granite sands. All subsoils on the project site are considered to be suitable for use as structural fills intended to support proposed structures or to fill slopes (WAC 2013). Future development proposed on the site is required to comply with the California Building Code and commonly accepted engineering practices, which require special design and construction methods for dealing with expansive and unstable soil behavior. Compliance with recommendations included in the soils report required by mitigation measure **GEO-1** will ensure that soils at future development sites would be capable of supporting the structures resulting from the proposed project. Compliance would reduce any impact resulting from expansive and unstable soils to a less than significant level.

e) **No Impact**. The proposed project will not include the installation of septic tanks or alternative wastewater disposal systems. No impact is expected.

STANDARD CONDITIONS AND REQUIREMENTS

None required.

MITIGATION MEASURES

GEO-1 All grading shall conform to the California Building Code, Chapter 16.12 of the Wildomar Municipal Code, and all other relevant laws, rules, and regulations governing grading in Wildomar. Prior to commencing any grading which includes 50 or more cubic yards, the developer shall obtain a grading permit from the Building Department.

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

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

GEO-2 Prior to issuance of a grading permit, the developer shall provide the Engineering Department evidence of compliance with the National Pollutant Discharge Elimination System (NPDES) and obtain a construction permit from the State Water Resources Control Board (SWRCB).

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

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

GEO-3 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 California Building Code as adopted by the City of Wildomar in section 15.12.010 of the city municipal code. Planting shall occur within 30 days of meeting final grades to minimize erosion and to ensure slope coverage prior to the rainy season. The developer shall plant and irrigate all manufactured slopes steeper than a 4:1 (horizontal to vertical) ratio and 3 feet or greater in vertical height with grass or ground cover; slopes 15 feet or greater in vertical height shall be planted with additional shrubs or trees or as approved by the City Engineer.

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

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

7. Greenhouse Gas Emissions

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

DISCUSSION

a) **Less Than Significant Impact.** Construction and operation of the proposed project would generate greenhouse gas (GHG) emissions. Overall, the following activities associated with the future residential development could directly or indirectly contribute to the generation of GHG emissions:

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

GHG emissions associated with residential land uses would occur over the short term from construction activities, consisting primarily of emissions from equipment exhaust. There would also be long-term regional emissions associated with project-related new vehicular trips and stationary source emissions, such as natural gas used for heating and electricity usage for lighting. Preliminary guidance from the Office of Planning and Research (OPR) and recent letters from the Attorney General critical of CEQA documents which have taken different approaches

indicate that lead agencies should calculate, or estimate, emissions from vehicular traffic, energy consumption, water conveyance and treatment, waste generation, and construction activities. The calculation presented below includes construction as well as long-term operational emissions in terms of annual carbon dioxide equivalents (CO_2e) associated with the anticipated operations of the proposed project. The resultant emissions of these activities were calculated using the CalEEMod air quality model (**Appendix 3**). CalEEMod (SCAQMD 2011b) is a statewide land use emissions computer model designed to provide a uniform platform for the use of government agencies, land use planners, and environmental professionals.

Thresholds of significance illustrate the extent of an impact and are a basis from which to apply mitigation measures. On September 28, 2010, the SCAQMD conducted Stakeholder Working Group Meeting #15, which resulted in a recommended threshold of 3,000 metric tons of CO_2e as a threshold for all land uses. Therefore, for the purposes of this evaluation and in the absence of any other adopted significance thresholds, a threshold of 3,000 metric tons of CO_2e per year is used to assess the significance of greenhouse gases. Emissions resulting from implementation of the proposed project have been quantified and the quantified emissions are compared with the SCAQMD greenhouse gas threshold. The anticipated GHG emissions during project construction and operation are shown in **Table 7-1**. In accordance with the SCAQMD guidance, projected GHGs from construction have been quantified and amortized over 30 years, which is the number of years considered to represent the life of the project. The amortized construction emissions are added to the annual average operational emissions. Per **Table 7-1**, GHG emissions projected to result from both construction (amortized over 30 years) and operation of the proposed project would not exceed the SCAQMD greenhouse gas threshold of 3,000 metric tons of CO_2e per year. The impact is therefore considered less than significant.

Table 7-1
Construction-Related and Operational Greenhouse Gas Emissions (Metric Tons per Year)

Emission Type	CO_2e
Construction (amortized over 30 years)	28
Indirect Emissions from Energy Consumption	39
Water Demand	4
Waste Generation	5
Area Source (landscaping)	7
Mobile Source (vehicles)	114
Operations Total	**197**
SCAQMD Greenhouse Gas Threshold	*3,000*
Threshold Exceeded?	No

*Source: CalEEMod (SCAQMD 2011b). Emission projections based on modeling software defaults for nine single family dwelling units in Riverside County during the year 2015. Projections account for 86 average daily trips and the emission intensity factors of Southern California Edison. Construction equipment requirements and usage rates used in the model were based on model default assumptions as shown in **Table 3-1**. Per SCAQMD guidance, construction emissions are amortized over 30 years, which is considered to represent the life span of residential development.*

b) **Less Than Significant Impact.** The City of Wildomar does not have local policies or ordinances with the purpose of reducing GHG emissions. However, the City is subject to compliance with the Global Warming Solutions Act (AB 32), codified at Health and Safety Code Sections 38500, 38501, 28510 (repealed), 38530, 38550, 38560, 38561–38565, 38570, 38571, 38574, 38580, 38590, and 38592–38599. As identified under Issue a) above, the proposed project would not surpass the SCAQMD's recommended GHG significance thresholds, which were prepared with the purpose of complying with the requirements of AB 32. Therefore, the proposed project would not conflict with AB 32. This impact is less than significant.

STANDARD CONDITIONS AND REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

8. Hazards and Hazardous Materials

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

DISCUSSION

a) **Less Than Significant Impact**. 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.

When completed, the proposed project will be a residential development, which will not store or use any significant quantities of hazardous material. During the construction phase of the proposed project, the stormwater pollution prevention program will manage the presence and use of hazardous materials on the site. Any impacts would be less than significant.

b) **Less Than Significant Impact**. Residential development associated with the proposed project would not include uses that utilize large quantities of hazardous materials. Due to the limited nature of materials associated with residential land uses and the existing regulatory requirements, the potential for release of hazardous materials into the environment associated with development would be considered less than significant.

c) **No Impact**. The closest school to the proposed project, Elsinore High School, is located slightly more than one-half mile (0.67 miles) from the project site. Other schools within 1 mile of the project site include Wildomar Elementary (0.80 miles) and Santa Rosa Academy (0.94 miles). As a residential development, the project will not emit hazardous emissions or handle hazardous or acutely hazardous material within one-quarter mile of a school. No impacts are expected.

d) **No Impact**. The proposed project is not located on any hazardous materials site as designated by Government Code Section 65962.5. A review of the information on the Department of Toxic Substances Control website (2013) did not identify any other hazardous materials sites on or adjacent to the project site. Consequently, there is no impact.

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

f) **No Impact**. The project site is located in proximity to Skylark Field, which is a private airstrip located at the south end of Lake Elsinore, approximately 1.5 miles northwest of the project site. Skylark Field is used primarily by skydiving aircraft, which commonly drop parachutists into the nearby back-bay area south of the lake. The airstrip is also used for gliding and other recreational uses. As shown in Figure 5, Skylark Airfield Area of Influence, of the Elsinore Area Plan (2003), the proposed project site is outside of the area of influence. No impact is anticipated.

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

h) **Less Than Significant Impact With Mitigation Incorporated**. According to the Riverside County Land Information System (2013), the project site is in a Cal Fire Local Responsibility Area (LRA) and the southeastern portion of the project site (affecting proposed lots 4 and 5) is within a Very High Fire Hazard Severity Zone (VHFHSZ). Although the proposed project is in an urbanized setting, the VHFHSZ designation calls for specific measures to help prevent the threat of wildfire. Mitigation measure **HAZ-1** will mitigate for a potential wildfire threat, resulting in a less than significant impact.

STANDARD CONDITIONS AND REQUIREMENTS

1. Septic tanks currently exist on the property. Any buried septic systems shall be properly removed following Riverside County Environmental Health Department guidelines.

2. Any trash, debris, and waste materials remaining from uses prior to development shall be disposed of off-site, in accordance with current local, state, and federal disposal regulations. Any materials containing petroleum residues encountered during property improvements shall be evaluated prior to removal and disposal, following proper procedures. Any buried trash/debris encountered shall be evaluated by an experienced environmental consultant prior to removal.

3. Prior to the sale of any portion of the proposed project that is within an area designated by Cal Fire as a Very High Fire Hazard Severity Zone, the current property owner will be required to make a natural hazard disclosure as part of a real estate transfer. Any potential property buyer shall be required to sign a disclosure indicating they have knowledge of the property's location within a Very High Fire Hazard Severity Zone.

MITIGATION MEASURES

HAZ-1 Homeowners of the proposed project shall comply with California Government Code Section 51182 which includes the following requirements for residences within a Very High Fire Hazard Severity Zone:

- a defensible space of 100 feet between a structure the front, rear and each side of a structure shall be maintained;
- all trees, shrubs, and any other plant material adjacent to or overhanging a building must be kept free of dead or dying wood;
- the roof of any structure must be kept free of leaves, needles, or other vegetative materials;
- any portion of a tree that extends within 10 feet of the outlet of a chimney or stovepipe must be removed.

Timing/Implementation: *Upon occupancy*

Enforcement/Monitoring: *City of Wildomar Code Enforcement Division*

9. Hydrology and Water Quality

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

DISCUSSION

a) **Less Than Significant Impact.** The project site falls under the jurisdiction of the San Diego Regional Water Quality Control Board (RWQCB) and is located in the Lake Elsinore watershed. Any future development associated with the proposed project will be subject to the requirements of National Pollutant Discharge Elimination System (NPDES) Stormwater Permit No. R8-2010-0033, which requires that the City impose water quality and watershed protection measures for all development projects and prohibits discharges from causing violations of applicable water quality standards or from resulting in conditions that create a nuisance or water quality impairment in receiving waters. A key component of the NPDES permit is the implementation of the Area-Wide Urban Runoff Management Program for the City, which includes the requirement of stormwater quality treatment and/or best management practices (BMPs) in project design for both construction and operation for new development. The BMPs will include site design components as well as source and treatment control measures, which are be included in the project's water quality management plan (WQMP) (**Appendix 8**).

Following the implementation of the best management practices included in the project's WQMP, the proposed project and associated future development on the project site is not expected to violate any water quality standards or waste discharge requirements, or have a significant impact on the environment.

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

Currently, the proposed project site is largely permeable, and the overall and proposed development will slightly increase the imperviousness of the site. Considering that the proposed project includes the development of low-density residential housing, there will not be a significant decrease in the permeability of the project site. Therefore the proposed project would not result in significant impacts to the recharge of local groundwater supplies because surface water from the proposed project site will not be removed from the Elsinore Basin.

The proposed project would not substantially interfere with groundwater recharge or deplete groundwater supplies. Furthermore, the EVMWD imports water to ensure that significant overdraft of local groundwater supplies does not occur. Based on the EVMWD's Urban Water Management Plan (2011), no adverse impacts to groundwater resources are forecast to occur from implementing the proposed project, which is anticipated as part of buildout of the Wildomar General Plan. This impact will be less than significant.

c) **Less Than Significant Impact**. A hydrology/drainage study prepared for the proposed project by Love Engineering in February 2013 (**Appendix 7**) determined that the proposed residential development on the project site would result in reduced stormwater flows from the project site. This reduced flow rate from the project site would be due to a substantial increase in the path of travel for one of the two tributary drainage areas of the site. **Table 9-1** includes the flow rates for both drainage areas.

Table 9-1
Stormwater Flow Rates (Cubic Feet per Second)

	2-Year – 24-Hour Runoff (CFS)		10-Year – 24-Hour Runoff (CFS)		100-Year – 3-Hour Runoff (CFS)
	Existing Condition	Developed Condition	Existing Condition	Developed Conditions	Peak Q
Area A	0.6	0.4	1.6	1.1	6.4
Area B	0.3	0.2	0.8	0.7	4.0
Total	0.9	0.6	2.4	1.8	10.4

*Source: Love Engineering 2013 (**Appendix 7**)*

Within both drainage area A and drainage area B flows will primarily drain directly to either Orange Street or Laguna Road. Excess flow from drainage area A will be collected by a proposed two-foot wide, six-inch deep culvert that will convey flows via an existing street inlet in Laguna Road to an existing detention basin on Cashew Street approximately 400 feet northwest of the project site. Excess flows from drainage area B will be collected by a proposed two-foot wide, six-inch deep culvert that will convey flows to Orange Street and existing facilities.

Future development on the project site will be required to implement the water quality management plan (WQMP) prepared for the proposed project (**Appendix 8**). Considering the reduced stormwater flows from the site and the implementation of the WQMP, any impact would be less than significant.

d) **Less Than Significant Impact**. While the proposed project would result in slight changes to the existing hydrologic features of the project site, these changes would not result in significant changes to the volume of stormwater flows from the project site or the hydrologic features receiving flows from the site (Love Engineering 2013) (**Appendix 7**). Any impact would be less than significant.

e) **Less Than Significant Impact**. The proposed project would not result in any operational increases in runoff water which will continue to flow from the site. In addition, any future development will be required to prepare a stormwater pollution prevention plan (SWPPP) that will include best management practices designed to reduce and manage increases in runoff water at the site. The BMPs may include design components such as channeling site runoff into landscape areas, the incorporation of landscape buffer areas between sidewalks and streets, the construction of containment and infiltration of roof runoff to landscaping. The proposed best management practices included in the water quality management plan (**Appendix 8**) and required SWPPP will ensure that post-development discharge of stormwater flow is equal to predevelopment conditions. Any impact would be less than significant.

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

includes the requirement of stormwater quality treatment and/or BMPs in project design for both construction and operation for new development.

As a standard condition, any future development will be required to prepare and comply with the requirements of the SWPPP and finalized water quality management plan, which would ensure that significant water quality impacts and violations of standards and requirements do not occur. Any impact to water quality would be less than significant.

g) **No Impact**. The proposed project site is not located within a 100-year flood hazard area (according to FEMA Flood Map Number 06065C2682G). Therefore, the proposed project would not place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map. No impact is anticipated.

h) **No Impact**. The project does not propose to impede or redirect any flood flows. The project site is located within Zone X according to Federal Emergency Management Agency (FEMA) Flood Map Number 06065C2682G. The FEMA describes Zone X as an area determined to be outside the 0.2 percent annual chance floodplain. The project site is located outside of the 100-year flood hazard area. No impact is anticipated.

i) **No Impact**. According to Figure 10 of the Wildomar General Plan (2008), the project site is located outside of the inundation area of Lake Elsinore. No impact is anticipated.

j) **No Impact**. The project site is not located in an area that is subject to seiches, mudflows, or tsunamis. No impact is anticipated.

STANDARD CONDITIONS AND REQUIREMENTS

1. Prior to the approval of the grading permit for future development on the project site, the project applicant(s) shall be required to prepare a stormwater pollution prevention plan (SWPPP) consistent with the NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2010-0014-DWQ), which is to be administered through all phases of grading and project construction. The SWPPP shall incorporate best management practices (BMPs) to ensure that potential off-site water quality impacts during construction phases are minimized. The SWPPP shall be submitted to the Regional Water Quality Control Board and to the City of Wildomar for review. A copy of the SWPPP must be kept accessible on the project site at all times. In addition, the project applicant(s) will be required to submit, and obtain City approval of, the attached (**Appendix 8**) preliminary water quality management plan prior to the issuance of any building or grading permit for future development on the project site in order to comply with the Area-Wide Urban Runoff Management Program. The project shall implement site design BMPs, source control BMPs, and treatment control BMPs as identified in the water quality management plan. Site design BMPs shall include, but are not limited to, landscape buffer areas, 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, irrigation design to prevent overspray, and covered trash storage. Treatment control BMPs shall include vegetated swales and a detention basin, or an infiltration device.

MITIGATION MEASURES

None required.

10. Land Use and Planning

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

DISCUSSION

a) **No Impact**. The proposed project will not eliminate any streets in the area or to create any new arterial roadways or structures that would divide the community. No impact is anticipated.

b) **No Impact.** The proposed project site and all surrounding land is zoned as Rural Residential and designated for Low Density Residential use. The proposed project is consistent with the existing zone and land use designation. No impact is anticipated.

c) **Less Than Significant Impact.** The City of Wildomar participates in the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). The plan establishes areas of sensitivity considered Criteria Areas or Cells. Projects outside of these areas can proceed consistent with the provisions of CEQA and are subject to payment of an MSHCP Mitigation Fee. The MSHCP establishes procedures for the determination of sensitivity. The proposed project is subject to the MSHCP but is outside of any Criteria Area or Cell; therefore, the proposed project will be required to pay the standard impact mitigation fee. The proposed project will not conflict with any habitat conservation plan or natural community conservation plan, and any impacts would be less than significant.

STANDARD CONDITIONS AND REQUIREMENTS

1. Prior to the issuance of a grading permit, any developer shall pay the regional impact mitigation fee established by the Western Riverside County Multiple Species Habitat Conservation Plan.

MITIGATION MEASURES

None required.

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) **No Impact.** The proposed project is located within an area designated as MRZ-3 by the Wildomar General Plan (2008). The MRZ-3 zone includes areas where the available geologic information indicates that while mineral deposits are likely to exist, the significance of the deposit is undetermined. A review of project soil types (**Appendix 6**) did not reveal any significant potential for mineral resources at the site. No impact is anticipated.

b) **No Impact.** There are no known locally important mineral resource recovery sites identified on the project site in the Wildomar General Plan (2008) or in a specific plan or other land use plan of value to the region or to the residents of the state. No impact is expected.

STANDARD CONDITIONS AND REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

12. Noise

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

DISCUSSION

a) **Less Than Significant Impact.** The City of Wildomar sets standards for allowable noise levels according to General Plan land use designations. These standards, contained within the Wildomar General Plan, are measured by equivalent continuous sound level (L_{eq}). L_{eq} is a method of describing sound levels that vary over time, resulting in a single decibel value which takes into account the total sound energy over a period of time of interest. The proposed project is currently designated for residential use, allowing for a maximum exterior noise level of 65 L_{eq} (10 minutes) from 7 a.m. to 10 p.m. and 45 L_{eq} (10 minutes) from 10 p.m. to 7 a.m., and a maximum interior noise level of 55 L_{eq} (10 minutes) from 7 a.m. to 10 p.m. and 40 LEQ (10 minutes) from 10 p.m. to 7 a.m. Since the proposed project does not require a change in the existing land use of the project site, and the surrounding land uses are the same as that of the proposed project, the proposed project does not represent any significant change to the long-term noise levels of the area.

As the proposed project is developed, it is possible that construction noise will result in a short-term, unsustained elevation in the amount of noise at the project site. Noise levels associated with typical construction equipment are summarized in **Table 12-1.** Based on these typical noise levels, construction activities associated with future development may result in noise levels that

range from 71 to 99 dBA at 50 feet. However, noise levels would attenuate as noise source distance increases away from sensitive receptors. A common attenuation rate for noise levels is a 3 dBA reduction in noise level for every doubling of distance.

Table 12-1
Typical Construction Equipment Noise Levels

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

Source: FTA 2006

However, the City of Wildomar General Plan does not set standards for temporary noise impacts so any noise generation during the construction of the proposed project will not result in a generation of noise in excess of currently established standards. Any impact would be less than significant.

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

Table 12-2
Typical Construction-Equipment Vibration Levels

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

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

Future development on the project site may require the use of bulldozers and trucks. According to the Federal Transit Administration (FTA), vibration levels associated with the use of a large bulldozer are 0.089 inches per second (in/sec) peak particle velocity (PPV) and 87 vibration decibels [VdB referenced to 1 micro inch per second (gin/sec) and based on the RMS velocity amplitude] at 25 feet, as shown in **Table 12-2**. Using the FTA-recommended procedure for applying a propagation adjustment to these reference levels, predicted worst-case vibration levels of approximately 0.03 in/sec PPV and 81 dBA at approximately 50 feet from the project site's boundary could occur from use of a large bulldozer. These vibration levels would not exceed the California Department of Transportation's recommended standard of 0.2 in/sec PPV (Caltrans 2002) with respect to the prevention of structural damage for normal buildings. Vibration levels at greater distances would be substantially diminished.

Implementation of mitigation measure **NOI-1** would ensure that construction activities associated with future development on the project site are limited to the hours of 6:00 a.m. to 6:00 p.m. from June through September, and 7:00 a.m. to 6:00 p.m. October through May. In addition, mitigation measure **NOI-2** would ensure that sources of construction noise are identified and individually mitigated for by planned actions such as equipment location and the placement of noise barriers. Upon completion of development, no excessive ground vibrations or noises are expected to occur. Following the implementation of mitigation measures **NOI-1** and **NOI-2**, any impacts would be less than significant.

c) **Less Than Significant Impact With Mitigation Incorporated**. The proposed project would not result in increases in ambient noise levels above existing levels without the project. The site is currently vacant and has a minimal contribution to local ambient noise levels, and the proposed land use of the project site will be consistent with the surrounding area, resulting in no permanent substantial increases in ambient noise levels.

d) **Less Than Significant Impact With Mitigation Incorporated**. The proposed project may result in a substantial temporary increase in ambient noise levels above existing levels and construction of future development on the project site would temporarily increase ambient noise levels. This is expected to occur as the site is graded and as homes are constructed. These noise impacts have the potential to be significant considering the distance to adjacent residences. However, implementation of mitigation measure **NOI-1** would require that all construction activities (except in emergencies) be limited to the hours of 6:00 a.m. to 6:00 p.m. from June through September, and 7:00 a.m. to 6:00 p.m. from October through May. In addition, people working

near the heavy equipment would be exposed to high noise levels for short periods of time; however, the City and private contractors are required to comply with Occupational Safety and Health Administration (OSHA) requirements for employee protection during construction. With the implementation of mitigation measures **NOI-1 and NOI-2**, no significant noise impact is expected to occur.

e) **No Impact**. The project site is not located within the influence area for any airport. The closest public general aviation airfield is French Valley Airport, approximately 9 miles southeast of the project site. The project site is outside of the airport noise and safety influence or flight surface control areas. No impact is expected.

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

STANDARD CONDITIONS AND REQUIREMENTS

None required.

MITIGATION MEASURES

NOI-1 Future development on the project site shall implement the following construction noise mitigation measures to reduce potential construction noise impacts to a less than significant level:

- All construction and general maintenance activities (except in an emergency) shall be limited to the hours of 6:00 a.m. to 6:00 p.m. from June through September and 7:00 a.m. to 6:00 p.m. from October through May.
- Construction equipment staging and storage areas shall be located as far from the existing residential land uses as possible.
- All construction equipment shall be properly maintained with operating mufflers and air intake silencers as effective as those installed by the original manufacturer.
- Residents living up to 1,000 feet from the property line shall be provided with a construction schedule and contact information to file a complaint. Timely notification shall accompany any major changes to this schedule.
- A temporary noise barrier shall be erected along the project boundaries during all construction activities. The barrier shall be capable of reducing any construction-related noise impacts to levels below the thresholds within the city of Wildomar General Plan.

Timing/Implementation: *During construction*

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

NOI-2 Prior to the issuance of a grading permit, a construction noise mitigation plan shall be drafted by the developer and submitted to the City for review and approval. The plan shall depict the location of construction equipment and how the noise from this equipment will be mitigated during construction of the proposed project. Methods for mitigating for any noise impact may include:

- the construction of a noise attenuation fence;
- preferential location of equipment; and
- the use of current noise suppression technology and equipment.

Timing/Implementation: *Prior to Grading*

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

13. Population and Housing

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

DISCUSSION

a) **Less Than Significant Impact.** The proposed project will result in nine additional single-family homes. Using 2012 California Department of Finance estimates, an average of 3.255 persons per household is assumed for residences within the city. Considering this estimate, the proposed project will result in 30 new residents. As of 2012, according to the California Department of Finance, Wildomar's estimated population was 32,719. The addition of 30 residents to the city's population represents and increase of less than 0.001 percent. Any impact would be less than significant.

b, c) **No Impact.** There is currently a single home on the project site that will remain as part of the proposed project. No housing units or people would be affected, and the construction of replacement housing is not required. No impact is expected.

STANDARD CONDITIONS AND REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

14. Public Services

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

DISCUSSION

a) **Less Than Significant Impact.** The Riverside County Fire Department (RCFD) provides fire protection and safety services to the City of Wildomar. The proposed project will be primarily served by Wildomar Fire Station #61, located at 32637 Gruwell Street, approximately one-half mile from the project site. In addition to Fire Station #61, several other Riverside County fire stations in the surrounding area would be able to provide fire protection safety services to the project site if needed. The 2011 RCFD annual report concluded that within Wildomar there were a total of 2,674 incidents in 2010 and 2,555 incidents in 2011. Considering the number of housing units in the city, 10,806 in 2010 and 10,840 in 2011, there were .25 incidents per household in 2010 and 0.24 incidents per household in 2011. The proposed project will add nine homes. Considering the 2011 incident rate of .24 incidents per housing unit, the proposed project may be projected to generate 2.16 annual incidents. An additional 2.16 incidents would represent an insignificant increase in the number of incidents in Wildomar.

A standard condition of approval for the proposed project includes compliance with the requirements of the Riverside County Fire Department and the payment of standard development impact fees by any future home builder pursuant to Section 3.44.080 of the Wildomar Municipal Code. The proposed project is not expected to result in activities that create unusual fire protection needs or significant impacts. Any impact would be considered incremental and less than significant.

b) **Less Than Significant Impact.** Police protection services are provided by the Riverside County Sheriff's Department (RCSD). The nearest sheriff's station is located at 333 Limited Street in Lake Elsinore, approximately 6.3 miles from the project site. Traffic enforcement is provided for Riverside County in this area by the California Highway Patrol, with additional support from the local Riverside County Sheriff's Department.

For the purpose of establishing acceptable levels of service, the Riverside County Sheriff's Department maintains a recommended service ratio of 1.2 sworn law enforcement personnel for every 1,000 of population (City of Wildomar 2008). As stated in Issue a) in subsection 13,

Population and Housing, of this Initial Study, the proposed project will result in approximately 30 new residents. Considering the RCSD's recommended service ratio, the population increase resulting from the proposed project would require 0.036 additional sworn law enforcement personnel.

In addition, as a standard condition of approval, any future building permit applicant will be required to pay the standard development impact fees pursuant to Section 3.44.080 of the Wildomar Municipal Code. 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 less than significant.

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

According to the LEUSD's School Facilities Needs Analysis, the generation rates for single-family homes include 0.2877 per unit for elementary school (K–5), 0.1376 per unit for middle school (grades 6–8), and 0.1702 per unit for high school (grades 9–12). Based on these rates, the project will generate three elementary school students, two middle school students, and two high school students, for a total of seven students (LEUSD 2012). As of the 2011/12 academic year, the LEUSD enrolled 22,171 students. The proposed project will represent an increase in LEUSD enrollment of less than 1 percent.

Current state law requires that impacts to current school facilities be mitigated though mandatory development impact fees. The fees enacted within the LEUSD of $3.10 per square foot of residential development will be collected for future development as stated in standard conditions of approval. This standard condition of approval will act to fully mitigate any impact the proposed project will have on the LEUSD's facilities. Any impact would be less than significant.

d) **Less Than Significant Impact.** The City of Wildomar owns and manages three public parks: Marna O'Brien Park, Regency Heritage Park, and Windsong Park. In addition, the city contains 306.93 acres of land dedicated to open space recreation and 220.92 acres of land dedicated to open space conservation. Upon city incorporation in 2008, the City of Wildomar adopted the Riverside County Municipal Code. The code includes an open space requirement of 3 acres of neighborhood and community parkland per 1,000 residents. As of 2012, according to the California Department of Finance, Wildomar's estimated population was 32,719. The city's current open space inventory includes 542.11 acres, which surpasses the 98.16 acres required by the City's Municipal Code. The completion of the proposed project will result in a population increase of approximately 30 residents in Wildomar, generating a demand for 0.09 acres of parkland. Finally, the proposed project will not directly connect to the City's multi-use trail network with the closest component of the trail system running along Grove Street, approximately 600 feet north of the project site. Considering the incremental increase in demand for parkland and Wildomar's current surplus as well as the standard condition of payment of any Park Impact fees , any impact would be less than significant.

e) **Less Than Significant Impact.** Development associated with the proposed project may result in a slight increase in the demand for other governmental services, economic development, and the other community support services commonly provided by the City of Wildomar, including but not limited to City Hall, the Mission Trail Library, and the Animal Friends of the Valleys animal shelter. As stated in Issue a) in subsection 13, Population and Housing, of this Initial Study, the proposed

project will result in approximately 30 new residents. Considering the 2012 population of Wildomar of 32,719, the proposed project would result in an incremental population increase. Impacts to community support services as a result of this incremental population increase would be less than significant.

A standard condition of approval for the proposed project includes the payment of standard development impact fees pursuant to Section 3.44.080 of the Wildomar Municipal Code. The proposed project is not expected to result in activities that create unusual demands on local government services. Any impact would be less than significant.

STANDARD CONDITIONS AND REQUIREMENTS

1. Prior to issuance of any building permit, the project applicant shall pay the required development impact fees for the Riverside County Sherriff's Department, Riverside County Fire Department, and other governmental services pursuant to Section 3.44 of the Wildomar Municipal Code and in effect at the time of building permit issuance.
2. Prior to issuance of any building permit, the project applicant 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.
3. Prior to issuances of any building permit, the project applicant shall by the required Park Impact fees established by the City of Wildomar and in effect at the time of building permit issuance.

MITIGATION MEASURES

None required.

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) **Less Than Significant Impact.** The proposed project and future residential development associated with the proposed project may result in an incremental increased use of existing neighborhood and regional parks or other recreational facilities. However, considering the very small population increase the proposed project may result in, and the required minimum 0.5 acre lot sizes which would allow for home-based recreational opportunities, any impact would be less than significant.

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

STANDARD CONDITIONS AND REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

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 result 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

a) **Less Than Significant Impact.** 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 General Plan (2008) establishes a citywide goal for intersection performance during peak traffic periods at LOS D or lower.

Development associated with the proposed project would result in additional vehicle trips on the citywide road network. Assumptions regarding the number of trips a proposed project will generate may be based on trip generation rates in the Institute of Transportation Engineers, *Trip Generation Manual, 8th Edition* (2008). The manual, which determines daily traffic trips based on

land use, states that detached single-family residential units generate 0.75 a.m. peak-hour trips, 1.01 p.m. peak-hour trips, and 9.57 daily trips. Considering these generation rates, the proposed development is projected to generate a total of 86 additional daily vehicle trips on a weekday, 7 of which will occur during the morning peak hour and 9 of which will occur during the evening peak hour.

The Wildomar General Plan (2008) also classifies local roadways by the number of lanes of the road and certain design standards for vertical and horizontal roadway alignment. According to these criteria, both Orange Street and Laguna Road would be categorized as collector roadways. For collector roadways, to be classified as a LOS D the maximum allowed average daily trips (ADT) are 11,700. (Wildomar, 2008) The 2013 Riverside County Transportation Department (RCTD) traffic count book included a 3,408 ADT count for Orange Street south of Walnut Street but did not include any ADT information for Laguna Road. (RCTD, 2013) A 3,408 ADT for Orange Street allows for a LOS lower than D and an additional 86 vehicle trips would not result in a LOS higher than D. Despite having no available information on the current ADT for Laguna Road, the additional 86 vehicle trips resulting from the proposed project would represent a less than 0.01 percent increase to a collector roadway already operating at LOS D.

In addition, the proposed project represents a population increase of approximately 30 people. Such an increase is not significant enough to affect public transit systems or non-motorized transit opportunities. Any impact would be less than significant.

b) **Less Than Significant Impact**. Every county in California is required to develop a Congestion Management Program (CMP) that looks at the links between land use, transportation, and air quality. In its role as Riverside County's Congestion Management Agency, the Riverside County Transportation Commission (RCTC) prepares and periodically updates the county's CMP to meet federal Congestion Management System guidelines as well as state CMP legislation. The Southern California Association of Governments (SCAG) is required under federal planning regulations to determine that CMPs within its region are consistent with the Regional Transportation Plan. The RCTC's current Congestion Management Program was adopted in March 2011; of the roadways in Wildomar, Interstate 15 (I-15) is included in the CMP.

The RCTC's Congestion Management Program does not require traffic impact assessments for development proposals. However, local agencies are required to maintain the minimum level of service thresholds included in their respective general plans. If a street or highway segment included as part of the CMP falls below the adopted minimum level of service of E, a deficiency plan is required.

Some of the vehicle trips generated by residential development on the project site will connect to the CMP network at Interstate 15, and development associated with the proposed project may add an additional increment of traffic to the designated CMP network.

Using vehicular traffic estimates included in the Institute of Transportation Engineers *Trip Generation Manual, 8th Edition* (2008), the proposed project can be estimated to result in 86 new weekday daily vehicle trips. Conservatively predicting that all of those new 86 daily vehicle trips will include travel on I-15, this increase would represent an incremental increase to the 2012 vehicle counts of 118,500 along I-15 at the Baxter Road exchange (Caltrans 2013).[5] Any impacts

[5] 2012 average annual daily trip (AADT) of 118,500 was achieved by obtaining the delta of 116,000 AADT south of the I-15 Clinton Keith exit and 121,000 AADT north of the I-15 Baxter Road exit.

would be less than significant.

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

d) **Less Than Significant Impact With Mitigation Incorporated.** Orange Street as it runs along the eastern boundary of the project site has a slope of 3.9 percent resulting in a slight vertical curve. Mitigation measure **TRA-1** will ensure that access to Orange Street from parcels 1 through 4 will not be result in any hazardous or unsafe design feature. Furthermore, the City has site design criteria governing 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. Following the implementation of mitigation measure **TRA-1** and an adherence to existing City ordinances include the requirement for review of the placement of driveways for sight distance and turning movements, this impact is considered less than significant.

e) **No Impact.** The proposed project would include direct access to Laguna Road and Orange Street, which are both currently designed to provide adequate emergency access. The proposed project would not interfere with area-wide emergency access or the implementation of local emergency response plans. No impact is anticipated.

f) **Less Than Significant Impact**. The proposed project will construct curb improvements along Orange Street and Laguna Road for the frontage of the property consistent with City requirements. All roadway and driveway improvements within the City's right-of-way will be designed to comply with design criteria contained in Chapter 16.24 of the Wildomar Municipal Code, including the construction of sidewalks, curbs, and gutters along the property frontage. The proposed project site is not located on a current Riverside Transit Authority transit line, bike lane, or pedestrian path and does not impact any trail plan. Any impact would be less than significant.

STANDARD CONDITIONS AND REQUIREMENTS

1. Prior to issuance of any building permit on the project site, any project applicant(s) shall pay the appropriate Transportation Uniform Mitigation Fee to the Western Riverside County Council of Governments.

MITIGATION MEASURES

TRA-1 Lots 1, 2, 3, and 4 shall include a driveway design which allows for on-site vehicle turn-around for front ingress from Orange Street to the proposed lot and front egress from the proposed lot to Orange Street.

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

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

17. Utilities and Service Systems

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

DISCUSSION

a) **Less Than Significant Impact.** The San Diego Regional Water Quality Control Board regulates wastewater discharges within the portion of Wildomar encompassing the project site.[6] Development on the project site would receive wastewater services from the Elsinore Valley

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

Municipal Water District. Sewer service will be provided through connection to an existing 8-inch gravity feed sewer line in Laguna Road. The existing sewer line connects to a lift station named B-2 LS located at 32741 Mission Trail in Wildomar (EVMWD 2008a). Wastewater transferred through lift station B-2 LS will be delivered to the Lake Elsinore Wastewater Treatment Facility located at 14980 Strickland Avenue in the City of Lake Elsinore. Per California Regional Water Quality Control Board Order No. R8-2005-0003, the treatment plant has a capacity of 8 million gallons per day (mgd) with an average flow of approximately 4.66 mgd, resulting in a treatment capacity of approximately 3.34 mgd (EVMWD 2008a). The proposed project will not result in a flow of wastewater that exceeds the permitted flow of this facility. Any impact would be less than significant.

b) **Less Than Significant Impact**. The Elsinore Valley Municipal Water District (EVMWD) will provide water and wastewater services for the proposed project. The EVMWD has an adopted Urban Water Management Plan (UWMP) (2011) and a Wastewater Master Plan (2008) that were written to anticipate and meet the service needs of future growth.

The EVMWD Urban Water Management Plan established a baseline per capita water demand for residents within the district's service area by compiling overall water demands for a ten-year period from 1999 to 2008. This per capita demand rate is measured in gallons per capita per day (gpcd). The 2010 baseline water demand baseline is 248 gpcd. Based on this estimate, the proposed project would result in an increased water demand of 7,440 gpd (8.33 acre-feet per year). The UWMP states that the current average daily production of potable water is 43,800 acre-feet per year and that the EVMWD has the capacity to produce 66,500 acre-feet per year of potable water. Considering the incremental increase in potable water production required by the proposed project and the remaining production capacity of the EVMWD, the proposed project will have a less than significant impact on water treatment and conveyance facilities.

For this study, assumptions on wastewater production from the proposed project are based on the EVMWD's 2008 Wastewater Master Plan, which estimated that land designated for low-density residential use produced 360 gallons of wastewater per a day per acre (gpd/ac). Using this estimation, the proposed project (including the existing home) would produce 1,994.4 gallons of wastewater per day. Current capacity at lift station B-2 LS is 3,600 gallons per minute, which would allow for flows from the proposed project (EVMWD 2008a). Per Regional Water Quality Control Board Order No. R8-2005-0003, the Lake Elsinore Wastewater Treatment Facility has a capacity of 8 mgd with an average flow of approximately 4.66 mgd, resulting in a treatment capacity of approximately 3.34 mgd. Estimated wastewater flows from the proposed project would result in an incremental increase to treatment demands at the treatment plant. Any impact would be less than significant.

c) **Less Than Significant Impact.** Development of the proposed project would serve to reduce stormwater runoff from the site. Any impact would be less than significant.

d) **Less Than Significant Impact**. The project site is within the service boundary for the EVMWD, and future development on the project site would be connecting to the EVMWD's water service infrastructure. Using EVMWD baseline per capita water demand rates and population projection information provided by the California Department of Finance (DOF), the proposed project is estimated to result in an increased annual demand of 8.14 acre-feet of water (EVMWD 2011; DOF 2012).[7] The projected demand of 8.14 acre-feet per year would represent am incremental

[7] Calculation includes the EVMWD's base daily per capita water use of 248 gallons per day (gpd), the DOF's average 2012

increase to the water demand of the district through 2034. (EVMWD, 2011) Furthermore, since the proposed project would not result in any change to the current land use designation, any increase in water demand resulting from the proposed project has been anticipated by the EVMWD and was considered by the 2010 UWMP. Any impact would be less than significant.

e) **Less Than Significant Impact**. The proposed project would connect to existing wastewater service infrastructure provided by the EVMWD. For determine future demand for wastewater facilities the EVMWD relies on recommended generation factors included in Appendix B of the Wastewater Master Plan (WMP). The recommended generation factors are determined according to land use designation with the designation of the proposed project being low density residential (LDR). The generation factor for LDR is 400 gallons per day per acre (gpd/ac). (EVMWD, 2008) Using this factor, the proposed project may be expected to result in an additional wastewater demand of 2,160 gpd/ac. An increase of 2,160 gpd/ac represents and incremental increase to the wastewater demand of the EVMWD and its facilities. Any impact would be less than significant.

f, g) **Less Than Significant Impact**. The main disposal site in the vicinity of the project site is the El Sobrante Landfill in Corona. The El Sobrante Landfill (Cal Recycle Solid Waste Information System Number 33-AA-0217) is projected to reach full capacity of 184,930,000 tons in 2045 (Cal Recycle 2013). The landfill covers approximately 1,322 acres and receives approximately 16,054 tons of solid waste per day.

The California Department of Resources Recycling and Recovery (CalRecycle) collects and maintains data that records the rate of solid waste disposal at local, regional, and statewide levels. CalRecycle inputs this data into the Disposal Reporting System (DRS), which is used to determine per capita disposal rates as well as other solid waste disposal statistics. There is currently no regional reporting system in place for inland Southern California, so for this analysis the statewide per capita disposal rate will be used. The most current data available (2011) from the CalRecycle DRS assigns a disposal rate of 4.4 pounds per day to the residents of California (CalRecycle 2011). Using the CalRecycle DRS disposal rates for California residents, the 30 new residents of the proposed project may be expected to generate 142 pounds per day of solid waste. This incremental generation is well within the capacity of the El Sobrante Landfill, and impacts would be less than significant.

STANDARD CONDITIONS AND REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

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population per household estimate of 3.255 people (9 DUs x 3.255 = 29.295 people; 29.295 people x 248 gpd = 7,265.16 gpd; 7,265.16 gpd x 365 = 2,651,783 gallons per year (gpy); 2,651,783 gpy ÷ 325,851 = 8.14 acre-feet per year).

V. MANDATORY FINDINGS OF SIGNIFICANCE

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

DISCUSSION

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

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

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

Aesthetics

Implementation of the proposed project and associated future residential development on the project site would not contribute to cumulative visual resource or aesthetic impacts. The proposed project will include residential development that is consistent with existing land uses, and the City's plot plan application process will ensure that future residential development is in compliance with all zoning development standards. Any impact would be less than significant.

Agricultural Resources

Implementation of the proposed project and associated future residential development on the project site would not contribute to cumulative impacts to agricultural resources or forestland

impacts. Thus, less than cumulatively considerable impacts to agricultural resources and forestland resources are anticipated under cumulative conditions.

Air Quality

The SCAQMD's approach for assessing cumulative impacts is based on the AQMP forecasts of attainment of ambient air quality standards in accordance with the requirements of the federal and California Clean Air Acts. As discussed earlier, the proposed project would be consistent with the AQMP, which is intended to bring the South Coast Air Basin into attainment for all criteria pollutants. In addition, the construction and operations emissions calculated for the proposed project (see Tables 3-2, 3-4, 3-5, and 3-6) are less than the applicable SCAQMD daily significance thresholds that are designed to assist the region in attaining the applicable state and national ambient air quality standards. As such, cumulative impacts would be less than cumulatively considerable.

Biological Resources

The potential for impacts to raptors and migratory birds is addressed through mitigation. The cumulative biological impacts associated with the project have been mitigated through payment of mitigation fees required by the MSHCP. Therefore any impact would be less than cumulatively considerable.

Cultural Resources

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

Geology and Soils

Project-related impacts on geology and soils associated with future residential development on the project site would be site-specific and the mitigation measures in subsection 6, Geology and Soils, would ensure that the development on the site would not contribute to seismic hazards or water quality impacts associated with soil erosion. Following the implementation of mitigation measures **GEO-1** through **GEO-4** any cumulative impact would be less than cumulatively considerable.

Greenhouse Gas Emissions

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

Hazards and Hazardous Materials

The proposed project 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 measure **HAZ-1** and compliance with federal, state, and City regulations will ensure that cumulative hazard conditions are less than cumulatively considerable.

Hydrology and Water Quality

Future residential development on the project site has the potential to result in cumulative hydrology and water quality impacts; however, implementation of the Best Management Procedures (BMPs) included in the preliminary water quality management plan and a stormwater pollution prevention plan (SWPPP) will ensure that any cumulative impact is less than significant.

Land Use and Planning

The proposed project and associated future residential development on the project site are consistent with the existing land use designation of the General Plan and the zoning district. The proposed division of the site is consistent with other development in the project area. Future development of each parcel excluding parcel 3 will require completion of a plot planning process. As the proposed project area is surrounded by residential development, and the project is consistent with both the zoning and General Plan designations for the site, the project would result in no cumulative impacts to land uses.

Mineral Resources

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

Noise

Future residential development on the project site would result in incremental temporary and permanent changes in the ambient noise levels in the vicinity; however, mitigation measure **NOI-1**, identified in subsection 12, Noise, of this IS/MND would mitigate cumulative noise impacts to less than cumulatively considerable.

Population and Housing

The proposed project and associated future residential development on the project site would not result in any significant impact to population and housing. In determining the potential of the proposed project to contribute to the cumulative impacts of recently approved projects, the Bundy Canyon Road and Orange Street Subdivision (Tentative Tract Map 30522) was considered. Tentative Tract Map (TTM) 30522 will result in new commercial development within in the City which will lead to new employment opportunities. However, the new employment opportunities that will result from TTM 30522 will not substantial enough to result in any impact to population and housing. Any impact to the housing and population of the City would be less than cumulatively considerable.

Public Services

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

Recreation

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

Transportation/Traffic

In determining if the proposed project will result in any cumulative impacts, the average daily vehicle trips associated with the approved commercial subdivision at Orange Street and Bundy Canyon Road (Tentative Tract Map 30522) was considered. As reported in the environmental analysis for Tentative Tract Map (TTM) 30522, the existing level of service at the intersection of Orange Street and Bundy Canyon Road is C. The trips associated with the proposed project will not affect the level of service at this intersection since there is currently sufficient capacity. In the cumulative condition, improvements associated with TTM 30522 were required to meet the traffic demands of TTM 30522 as well as need of forecasted growth including the proposed project. Any impact would be less than cumulatively considerable.

Utilities and Service Systems

The proposed project and any future development of the project site would not result in any impacts to utilities and Service Systems. However, future development of the surrounding areas could result in potential impacts to utilities and service systems. These potential impacts would be offset by the payment of service fees and would therefore be less than significant.

c) **Less Than Significant Impact With Mitigation Incorporated**. The proposed project and associated future development do not have the potential to significantly adversely affect humans, either directly or indirectly. While a number of the future development impacts were identified as having a potential to significantly impact humans, with the identified mitigation measures and standard requirements, these impacts are expected to be less than significant. With implementation of the identified measures, the proposed project and associated future development are not expected to cause significant adverse impacts to humans. All significant impacts are avoidable, and the City of Wildomar will ensure that measures imposed to protect human beings are implemented.

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