PA 13-0082 WESTPARK PROMENADE

Draft Environmental Impact Report

State Clearinghouse Number 2014021022

Prepared for
City of Wildomar

May 2016

ESA

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EXECUTIVE SUMMARY

ES.1 Project Location

The project site is located in the southern portion of the City of Wildomar, on the east side of I-15 freeway, south of Depasquale Road and north of Clinton Keith & Catt Road. The project site is bounded on the west by the I-15 freeway, the north by Depasquale Road and an existing single family residential neighborhood to the north of Depasquale Road, the east by an existing single-family residential neighborhood, and the south by a vacant lot and the USA gas station along Catt Road.

ES.2 Project Description

The project applicant proposes to develop a two-phase mixed-use residential and commercial project. The project site consists of three parcels. The first parcel encompasses 14.12 acres and would be developed with two 8,000 sf restaurant pads, a 17,354 sf multiple tenant commercial retail building, an 85,000 sf major retail building, and 797 surface parking spaces. The second and third parcels would be developed with 191 multiple family attached townhomes totaling 13.48 acres with 487 residential and guest parking spaces and related site and landscape improvements.

The project is anticipated to generate a total of 13,574 daily vehicle trips that includes 1,110 daily vehicle trips from the townhome component, 2,034 daily vehicle trips from the restaurant components, and 10,430 daily vehicle trips from the retail/major retail component.

The restaurant and retail uses would be located on the westernmost 14.12-acre parcel. The heights of the restaurants would be 21'-8". The heights of the two commercial buildings would be a maximum of 38'-0". Preparation of the site would include land clearing, grading, and the installation of utilities, sewers, streets and sidewalks. The sewer, storm drain, gas, telephone, electric, and cable would be underground and extended from Catt Road and Depasquale Road to the project site.

In the eastern portion of the project site, the applicant is proposing the addition of two residential areas on 13.48-acres. The maximum height of these residential structures would be 38'-1". Preparation of the site would include land clearing, grading, and the installation of utilities, sewers, streets and sidewalks. Improvements would include creation of foundations and building pads for the proposed lots. The residential component would include some recreational facilities including a half basketball court and a tot-lot.

The proposed project includes native and drought-tolerant landscaping throughout the project site. Landscaping would consist of project entry theme trees (i.e., date palm or Mexican fan palm) at the northern and southern entrances along Westpark Street as well as selective entrances along Westpark Street. The project landscaping also includes evergreen perimeter trees (i.e., blackwood, majestic beauty Shamel ash, and Afgan pine) along the perimeter of the project site as well as portion of Westpark Street. The residential, retail, and recreational areas include various types of trees, shrubs and groundcover. The project also includes enhanced stamped concrete as well as project monuments at project entries, 6-foot high masonry walls with pilasters along the northern, eastern and southern property lines. Along the western property line adjacent to the Caltrans I-15 right-of-way, 6-foot tubular steel fence with pilasters are proposed to allow motorist views of the project site.

The proposed project would include the construction of various drainage facilities throughout the project site. The project would extend an existing 54-inch storm drain located at the existing Murrieta Valley/Depasquale Road south along the proposed Westpark Street to convey the off-site flows to the northernmost concrete headwall located in the Caltrans I-15 right-of-way (ROW). The headwall is the entrance into an existing concrete culvert that extends under and to the west side of I-15. The project site would contain two other storm drains, one of which would tie-in to and accept drainage from the existing unnamed storm drain to the east of the project site and would run along a continuation of Copper Court and through the intersection of Copper Court and Westpark Street, eventually discharging to the existing second northernmost headwall within the Caltrans I-15 right-of-way. This second headwall is the entrance to a second concrete culver that extends under and to the west side of I-15. The third storm drain line would collect stormwater from the southern portion of the project site and would cross Westpark Street, discharging to the southernmost concrete headwall within the Caltrans I-15 right-of-way. This southernmost headwall is the entrance to a third concrete culvert that extends under and to the west side of I-15. Construction of these new storm drains would be adequately sized to capture and convey the anticipated amount of run-on and runoff generated onsite compliant with City drainage control requirements.

The proposed drainage plan also includes structural best management practices (BMPs) to remove pollutants from stormwater. Catch basins are proposed on the project site and would be fitted with inserts designed to capture large floatables and debris, as well as providing some filtration of hydrocarbons. Additional BMPs include bio-retention, sand infiltration, and water quality trench facilities that are located adjacent to proposed storm drain lines. In addition, the project would include detention vault facilities to allow trash and pollutants to settle as well as reduce peak concentration storm flows from exiting the project site.

Primary vehicular access to the project site would be provided by the proposed entry drive located along the southern boundary of Catt Road (Westpark Street) and a northern entry at the intersection of Westpark Street and Depasquale Road. A secondary access to the residential parcels would be provided along Copper Court, which would connect to Westpark Street in an east/west manner. This street would also have a total 44-foot ROW. In addition, both internal and public sidewalks would be developed throughout the site. The public sidewalk system will be connected to the private sidewalk system within each residential area. All sidewalks would be

connected beyond the project boundaries to help create a more walkable and connected pedestrian environment.

The project includes two offsite roadway improvements. The project would install a median along Arya Road to prohibit left turns into the existing USA gas station off of Arya Road. A left turn pocket off of Catt Road would also be constructed to allow vehicles to turn into the USA gas station. These improvements will ensure adequate access into and out of the existing USA gas station.

Approximately 1,284 parking spaces would be provided as part of the project, which would be in compliance with the City's requirements for commercial office and multi-family residences. The proposed project would provide a total of approximately 797 spaces for the commercial retail center and restaurant parcel and 487 parking spaces for the larger high density residential parcel. The smaller high-density residential parcel would include 165 parking spaces.

Emergency vehicle access would be provided via Copper Court; however the access would be gated to limit vehicles at this point to emergency vehicles only. Pedestrian access would be encouraged at this location.

Development of the proposed project would include the provision of drainage, sewage disposal, water, solid waste, electricity, natural gas, and telecommunications on the project site. The infrastructure for the project would tie into the existing infrastructure lines that would be extended from Catt Road and Depasquale Road.

ES.3 Project Objectives

Section 15124(b) of the CEQA Guidelines states that the project description shall contain "a statement of the objectives sought by the proposed project." Section 15124(b) further states that "the statement of objectives should include the underlying purpose of the project." The underlying purpose of the proposed project is to create an integrated mixed-use center within the Wildomar community by providing an array of shopping and dining choices and residential development, in order to enhance the City as a walkable community with options to live, work, and shop.

As set forth by the CEQA Guidelines, the list of objectives that the project applicant and the City of Wildomar seek to achieve for the proposed project is provided below. Several of the proposed project objectives would support many of the goals, objectives, and policies set forth in the General Plan which guide land use in the proposed project area.

The City of Wildomar and the project applicant have developed the following objectives of the proposed project:

- To provide a mixed-use project, emphasizing pedestrian accessibility between the very high density component and the commercial component.

- To provide very high density residential and commercial components will have elements that are both complimentary to each other as well as complimentary to existing development in the project area.
- Construct the project with high quality materials that minimize the carbon footprint of the project as much as possible.
- Provide affordable housing for the City of Wildomar's varied income groups.
- Create walkable community for visitors, employees and residents.
- Encourage sustainable development.
- Provide retail service for the City of Wildomar

ES.4 Summary of Project Alternatives

In accordance with CEQA Guidelines Section 15126.6, this Draft Environmental Impact Report (Draft EIR) contains a comparative impact assessment of alternatives to the project. The primary purpose of this section is to provide decision makers and the public with a reasonable range of feasible project alternatives that could attain most of the basic project objectives, but would avoid or substantially lessen any of the significant effects of the project.

CEQA Guidelines Section 15126.6 states:

Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment, the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project.

Analysis of three alternatives to the project is guided by the following considerations set forth under CEQA Guidelines Section 15126.6:

- An EIR need not consider every conceivable alternative to a project;
- An EIR should identify alternatives that were considered by the lead agency, but rejected as infeasible during the scoping process;
- Reasons for rejecting alternative include:
    - Failure to meet most of the basic project objectives;
    - Infeasibility; or
    - Inability to avoid significant effects.

Alternatives to a project must be considered even if they would impede, to some degree, the attainment of project objectives or be more costly (CEQA Guidelines Section 15126.6(b)). However, the range of alternatives addressed in an EIR need not be exhaustive, and is governed by a "rule of reason," which requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. Of the alternatives considered, the EIR need examine in detail only those that the lead agency determines could feasibly attain most of the basic objectives of the

project, but would avoid or substantially lessen any of the significant effects of the project. An EIR need not consider an alternative whose effects cannot be reasonably ascertained, whose implementation is remote and speculative, or an alternative that would not substantially lessen or avoid the significant effects of the project. CEQA Guidelines Section 15126.6(d) states that if an alternative would cause one or more significant effects in addition to those that would be caused by the project as proposed, the significant effects of the alternatives shall be discussed, but "in less detail than the significant effects of the project as proposed."

CEQA Guidelines Section 15364 defines feasibility as "capable of being accomplished in a successful manner with a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors." The determination of the feasibility of project alternatives may include, but is not limited to, factors such as: site suitability, economic viability, infrastructure availability, general plan consistency, regulatory and jurisdictional limitations, and whether the project proponent can reasonably acquire, control or otherwise have access to an alternative project site (CEQA Guidelines Section 15126.6(f)(1)).

A comparison of impacts associated with the project and alternatives is provided herein. In several cases, the description and severity of the impact may be the same under each scenario when compared with the CEQA Thresholds of Significance (i.e., both scenarios would result in a less than significant impact). However, the actual degree of impact may be slightly different under each scenario, and this relative difference is the basis for a conclusion of greater or lesser impacts. In addition, the alternatives analysis includes the assumption that all applicable mitigation measures associated with the project would be implemented with a given project alternative (e.g., Reduce Intensity Alternative).

An evaluation of a No Project Alternative is required by CEQA Guidelines Section 15126.6(e) and is included in this section as Alternative 1, No Project/Existing General Plan Land Use Alternative. An additional alternative, Alternative 2, Reduced Project Alternative is also analyzed and compared to the project.

- **No Project/Existing General Plan Land Use Alternative:** The No Project/Existing General Plan Land Use Alternative would develop the site according to the current general plan land use designations for the site. The site is comprised of 27.6 acres of Commercial Office (CO) under the existing General Plan land use designation. Under the No Project Existing General Plan Land Use Alternative, the site could be developed with variety of office uses and support services, with floor area ratios range from 0.35 to 1.0. However, this alternative assumes the construction of commercial office uses at a floor area ratio of 0.35 which would result in the site accommodating 420,790 square feet.
- **Alternative 2: Reduced Project Alternative.** The Reduced Project Alternative would develop the project, but it would be reduced in density. Under this alternative, commercial and residential uses would each be reduced by 25 percent from that of the proposed project. Therefore, there would be 143 multiple family attached townhomes and 88,765 square feet of commercial retail uses.

TABLE ES-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE WESTPARK PROMENADE PROJECT

Impact	Mitigation Measure	Significance after Mitigation
Project Impacts		
Aesthetics		
Impact 3.1-1: The project would not have a substantial adverse effect on a scenic vista.	No mitigation measures are required.	Less than significant.
Impact 3.1-2: The project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.	No mitigation measures are required.	Less than significant.
Impact 3.1-3: The project would not substantially degrade the existing visual character or quality of the site and its surroundings.	No mitigation measures are required.	Less than significant.
Impact 3.1.4: The project would create a new source of light or glare, but the increase in light and glare would not result in a substantial adverse effect on day or nighttime views in the area.	No mitigation measures are required.	Less than significant.
Air Quality		
Impact 3.2-1: The project would not conflict with or obstruct implementation of the applicable air quality plan.	No mitigation measures are required.	Less than significant.
Impact 3.2-2: The project would violate an air quality standard or contribute substantially to an existing or projected air quality violation.	**AQ-1:** The applicant, in coordination with the City, shall cooperate with local transit agencies to determine bus routing in the project area that can accommodate bus stop(s) at the project access points. The project shall provide bus passenger benches and shelters at any approved locations. **AQ-2:** The project applicant shall provide preferred parking for low-emitting and fuel efficient vehicles. The number and location of preferred parking spaces must be identified by the project proponent and be approved by the City of Wildomar prior to issuance of building permits. **AQ-3:** The project applicant shall provide secure bicycle racks. The number and location of bicycle racks must be identified by the project proponent and be approved by the City of Wildomar prior to issuance of building permits.	Significant and unavoidable for NOx emissions.
Impact 3.2-3: The project would not expose sensitive receptors to substantial pollutant concentrations.	No mitigation measures are required.	Less than significant.
Impact 3.2-4: The project would not create objectionable odors affecting a substantial number of people.	No mitigation measures are required.	Less than significant.

TABLE ES-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE WESTPARK PROMENADE PROJECT

Impact	Mitigation Measure	Significance after Mitigation
Impact 3.2-5: The project would result in a cumulatively considerable net increase of criteria pollutants for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).	Implement Mitigation Measures AQ-1 through AQ-3, TRA-1, TRA-2, and TRA-5.	Less than significant.
Biological Resources		
Impact 3.3-1: The project would not have a substantial adverse effect on any special-status, sensitive, or candidate plant species.	No mitigation measures are required.	Less than significant.
Impact 3.3-2: The project has the potential to impact sensitive wildlife species.	**BIO-1:** Per the Burrowing Owl Survey Instructions for the MSHCP and MSHCP Species-Specific Objective 6, preconstruction presence/absence surveys for burrowing owl within suitable habitat areas of the project site, shall be conducted within 30 days prior to disturbance. Take of active nests shall be avoided. Passive relocation (use of one-way doors and collapse of burrows) shall 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 500 feet (150 meters) of the project work areas (where possible and appropriate based on habitat). All occupied burrows will be mapped on an aerial photo. **BIO-2:** If burrowing owls are identified during the 30-day preconstruction survey, the applicant shall 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 250-foot (75-meter) 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 applicant shall hire a qualified biologist to prepare a plan for relocating the owls to a suitable site. The relocation plan	Less than significant.

TABLE ES-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE WESTPARK PROMENADE PROJECT

Impact	Mitigation Measure	Significance after Mitigation
	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 160 feet (50 meters) 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. **BIO-3**: A qualified biologist shall conduct a preconstruction clearance (trap and release) survey throughout the project site, including a 500-foot buffer (where access is allowed) for coast horned lizard and San Diego black-tailed jackrabbit. If the species are found onsite during the survey, the animals shall be relocated by a qualified biologist. The relocation areas and survey methods shall be developed in consultation with CDFW.	
Impact 3.3-3: The project has the potential to impact raptors and migratory birds during nesting activities.	**BIO-4:** Impacts to raptors and migratory birds during nesting activities shall be avoided by implementation of one of the following measures: • All construction, vegetation disturbance, and ground-disturbing activities shall take place outside of the general avian breeding season (February 1-August 30). • If construction, vegetation disturbance, or ground disturbing activities are necessary during the breeding season (February 1-August 30), a focused survey for active nests of raptors and migratory birds and sign of nesting behavior shall be conducted by a qualified, City-	Less than significant

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SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE WESTPARK PROMENADE PROJECT

Impact	Mitigation Measure	Significance after Mitigation
	approved biologist. The survey shall occur no more than 3 days prior to any construction, vegetation disturbance or ground-disturbing activities. If active nest(s) (with eggs or fledglings) are identified within the project site, they shall not be disturbed until the young have hatched and fledged (matured to a state that they can leave the nest on their own), as determined by the City-approved biologist. A 500-foot construction setback from any active nesting location shall be adhered to in order to avoid disturbance of the nest until the young have fledged or the nest has failed, as determined by a qualified biologist. If no active nests are identified, construction may commence.	
Impact 3.3-4: The project would not impact critical habitat or sensitive natural communities.	No mitigation measures are required.	No impact.
Impact 3.3-5: The project has the potential to impact jurisdictional waters including wetlands and riparian habitat.	**BIO-5:** Prior to the issuance of a grading permit, the project applicant shall submit a detailed restoration plan that mitigates for the loss of approximately 0.36 acre of jurisdictional waters at a ratio acceptable and approved by the resource agencies (i.e., USACE, RWQCB and CDFW), but no less than 1:1 ratio. The restoration plan shall also be approved by the resource agencies prior to the issuance of a grading permit. The project applicant intends to restore and enhance riverine/riparian habitat on lands owned by the Elsinore Murrieta-Anza Resource Conservation District (EMARCD) located along Clinton Keith Road in Riverside County, or on other lands owned by EMARCD or another conservation district within the watershed if the land along Clinton Keith Road is not available. The restoration and enhancement of habitat is proposed within drainages located on the EMARCD lands to ensure a net gain of riparian/riverine habitat acreage in the region. A detailed restoration plan will be prepared that will provide a schedule for site preparation and planting. Performance standards will include: (a) increase the canopy cover of native riverine vegetation within the mitigation area by 25 percent with 80 percent survival of planted species after five years following installation, and (b) increase coverage of herbaceous vegetation within the mitigation areas by 25 percent after five years following installation. The restoration plan will also include a maintenance and monitoring schedule for the proposed mitigation.	

TABLE ES-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE WESTPARK PROMENADE PROJECT

Impact	Mitigation Measure	Significance after Mitigation
Impact 3.3-6: The project would not 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.	No mitigation measures are required.	No impact.
Impact 3.3-7: The project would not conflict with a local tree policy or ordinance.	No mitigation measures are required.	No impact.
Impact 3.3-8: The project could conflict with a habitat conservation plan.	Implementation of Mitigation Measures BIO-1 and BIO-2 is required. **BIO-6:** Prior to the issuance of a grading plan, the project applicant shall provide a plan to the City of Wildomar to demonstrate compliance with the MSHCP Urban/Wildlands Interface Guidelines. This plan shall provide provisions to ensure that indirect impacts to off-site drainage channels and associated riparian/riverine habitats downstream be minimized to the satisfaction of the City of Wildomar.	Less than significant.
Cultural Resources		
Impact 3.4-1: The project may cause a substantial adverse change in the significance of a historical or archaeological resource, as defined in CEQA Guidelines Section 15064.5.	**CUL-1:** An archaeological monitor shall be present during all earthmoving activities within the project site. The monitor shall work under the direct supervision of a qualified archaeologist (defined as a cultural resources professional who meets the Secretary of the Interior's Professional Qualifications Standards for archaeology [U.S. Department of the Interior, 2008]). The monitor shall be empowered to temporarily halt or redirect construction work in the vicinity of any find until the qualified archaeologist can evaluate it. In the event of a new find, excavation and treatment of the resource shall be in accordance with Mitigation Measures CUL-3 through CUL-5. **CUL-2:** At least 30 days prior to the issuance of a grading permit, the project applicant shall contact both the Pechanga to notify them of grading, excavation, and the monitoring program and to coordinate with the City of Wildomar and the Pechanga to develop a Cultural Resources Treatment and Monitoring Agreement. The agreement shall include, but not be limited to, outlining provisions and requirements for addressing the treatment of cultural resources; project grading and development scheduling; terms of compensation for the monitors; treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site; and establishing on-site monitoring provisions and/or requirements for professional tribal monitors during all ground-disturbing activities. A copy of this signed agreement shall be provided to the Planning Director and Building Official prior to	Less than significant.

TABLE ES-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE WESTPARK PROMENADE PROJECT

Impact	Mitigation Measure	Significance after Mitigation
	the issuance of the first grading permit.	
	CUL-3: 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 archaeologist (retained by the applicant) and the Pechanga. Any unanticipated cultural resources that are discovered shall be evaluated and a final report prepared by the qualified archaeologist. The report shall include a list of the resources discovered, documentation of each site/locality, and interpretation of the 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, the Pechanga, and/or Soboba determines the resources to be historical or unique, avoidance and/or mitigation shall be required pursuant to and consistent with CEQA Guidelines Section 15064.5 and 15126.4, Public Resources Code Section 21083.2, and the Cultural Resources Treatment and Monitoring Agreement required by Mitigation Measure CUL-2.	
	CUL-4: All cultural resources, 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, collected during the grading monitoring program and from any previous archaeological 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 that meets the standards set forth in 36 Code of Federal Regulations (CFR) Part 79 for federal repositories.	
	CUL-5: All sacred sites, should they be encountered within the project site, shall be avoided and preserved as the preferred mitigation, if feasible as determined by a qualified professional in consultation with both the Pechanga and the Soboba. To the extent that a sacred site cannot be feasibly preserved in place or left in an undisturbed state, mitigation measures shall be required pursuant to and consistent with Public Resources Code Section 21083.2 and CEQA Guidelines Sections 15064.5 and 15126.4.	

TABLE ES-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE WESTPARK PROMENADE PROJECT

Impact	Mitigation Measure		Significance after Mitigation
Impact 3.4-2: Implementation of the proposed project may adversely affect paleontological resources.	**CUL-6:**	The project applicant shall retain a qualified paleontologist (in accordance with the Society of Vertebrate Paleontologists) to monitor all initial ground-disturbing activities in native soils or sediments. If the paleontologist, upon observing initial earthwork, determines there is low potential for discovery, no further action shall be required and the paleontologist shall submit a memo to the City confirming findings of low potential. If the qualified paleontologist, upon observing initial earthwork, determines there is a moderate to high potential for discovery, a qualified paleontologist or paleontological monitor (retained by the applicant) shall monitor all mass grading and excavation activities. Monitoring will be conducted in areas of grading or excavation in undisturbed formation sediments, as well as where over-excavation of surficial alluvial sediments will encounter these formations in the subsurface. Paleontological monitors shall be equipped to salvage fossils as they are unearthed to avoid construction delays and to remove samples of sediment that are likely to contain the remains of small fossil invertebrates and vertebrates. The monitor must be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens in a timely manner. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface, or if present, are determined on exposure and examination by qualified paleontological personnel to have low potential to contain fossil resources. Should any paleontological resources (i.e., fossils) be uncovered during project construction activities, all work within a 100-foot radius of the discovery site shall be halted or diverted to other areas on the site and the City shall be immediately notified. The qualified paleontologist shall evaluate the finds and recommend appropriate next steps to ensure that the resource is not substantially adversely impacted, including but not limited to avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures. Further, ground disturbance shall not resume within a 100-foot radius of the discovery site until an agreement has been reached between the project applicant, the qualified paleontologist, and the City as to the appropriate preservation or mitigation measures to ensure that the resource is not substantially adversely impacted.	Less than significant.
	CUL 7:	Any recovered paleontological specimens shall be identified to the lowest taxonomic level possible and prepared for permanent preservation. Screen-washing of sediments to	

TABLE ES-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE WESTPARK PROMENADE PROJECT

Impact	Mitigation Measure	Significance after Mitigation
	recover small invertebrates and vertebrates shall occur if necessary. **CUL 8:** Identification and curation of specimens into a professional, accredited public museum repository with a commitment to archival conservation and permanent retrievable storage shall occur at an institutional repository approved by the City of Wildomar. The paleontological program shall include a written repository agreement prior to the initiation of mitigation activities. **CUL-9:** A final monitoring and mitigation report of findings and significance shall be prepared, including lists of all fossils recovered and necessary maps and graphics to accurately record their original location. The report, when submitted to an accepted by the City of Wildomar, shall signify satisfactory completion of the project program to mitigation impacts to any potential nonrenewable paleontological resources (i.e., fossils) that might have been lost or otherwise adversely affected without such a program in place.	
Impact 3.4-3: Implementation of the proposed project would not adversely impact human remains.	No mitigation measures are required.	Less than significant.
Geology, Soils, and Seismicity		
Impact 3.5-1: The project would not expose person or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving 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.	No mitigation measures are required.	Less than significant.
Impact 3.5-2: The project would not expose person or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking.	No mitigation measures are required.	Less than significant.
Impact 3.5-3: The project would not result in substantial soil erosion or the loss of topsoil.	No mitigation measures are required.	Less than significant.
Impact 3.5-4: The project could be located in an area subject to subsidence or collapse, but would not result in a significant impact after adherence to building code requirements.	No mitigation measures are required.	Less than significant.

TABLE ES-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE WESTPARK PROMENADE PROJECT

Impact	Mitigation Measure	Significance after Mitigation
Impact 3.5-5: The project could be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), or corrosive soils creating substantial risks to life or property, but would not result in a significant impact after adherence to building code requirements.	No mitigation measures are required.	Less than significant.
Greenhouse Gas Emissions and Climate Change		
Impact 3.6-1: The project would generate GHG emissions, directly or indirectly, that may have a significant impact on the environment.	No measures beyond the reasonable and feasible design features identified in Section 2, Project Description, are available.	Significant and unavoidable.
Impact 3.6-2: The project could conflict with an applicable plan, policy or regulation adopted to reduce GHG emissions.	No measures beyond the reasonable and feasible design features identified in Section 2, Project Description, are available.	Significant and unavoidable.
Hydrology and Water Quality		
Impact 3.7-1: The proposed project would not violate any water quality standards or waste discharge requirements.	No mitigation measures required.	Less than significant.
Impact 3.7-2: The project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted).	No mitigation measures are required.	Less than significant.
Impact 3.7-3: The project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site.	No mitigation measures are required.	Less than significant.
Impact 3.7-4: The project would not 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.	No mitigation measures are required.	Less than significant.
Impact 3.7-5: The project would not substantially degrade water quality.	No mitigation measures are required.	Less than significant.
Impact 3.7-6: The project would not expose people or structures to a significant loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam.	No mitigation measures are required.	Less than significant.
Hazards and Hazardous Materials		
Impact 3.8-1: The proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	No mitigation measures are required.	Less than significant.

TABLE ES-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE WESTPARK PROMENADE PROJECT

Impact	Mitigation Measure	Significance after Mitigation
Impact 3.8-2: The proposed project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.	No mitigation measures are required.	Less than significant.
Impact 3.8-3: The proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	No mitigation measures are required.	Less than significant.
Impact 3.8-4: The proposed project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.	No mitigation measures are required.	Less than significant.
Land Use and Planning		
Impact 3.9-1: The proposed project would not 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 plan, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.	No mitigation measures are required.	No impact.
Impact 3.9-2: The project could conflict with a habitat conservation plan.	Implementation of Mitigation Measures BIO-1, BIO-2 and BIO-6 is required.	Less than significant.
Noise		
Impact 3.10-1: The project could result in exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.	**NOI-1:** The operator of the northern major retail building shall not allow medium-box truck and semi-trucks to engage in unloading activities during nighttime hours of 10 PM through 7 AM. **NOI-2:** Prior to the issuance of a building permit, the project applicant shall submit engineering drawings and acoustical specifications for the project's mechanical HVAC equipment to demonstrate that the equipment design combined with distance separation and parapets or screen walls would be sufficient to ensure that the applicable City of Wildomar's noise standards would not be exceeded at any adjacent off-site residential uses. **NOI-3:** The project applicant shall confine trash pick-up activities at the project site to the hours of 7:00 AM through 10:00 PM, while parking lot sweeping closest to residential uses shall be similarly confined to the hours of 7:00 AM through 10:00 PM. **NOI-4:** Prior to the issuance of a building permit for the residential uses within Parcel 3, the project applicant shall include, within building plans, that a 6.5-foot noise wall be constructed around	Less than significant.

TABLE ES-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE WESTPARK PROMENADE PROJECT

Impact	Mitigation Measure	Significance after Mitigation
	the exterior recreational use patio associated with the community area proposed within Parcel 3. **NOI-5:** Prior to the issuance of a building permit, the project applicant shall demonstrate through the preparation of a supplemental acoustical analysis that the interior noise threshold of 45 dBA will be met within proposed residences in Parcels 2 and 3. **NOI-6:** If the project's restaurants propose an outdoor venue, the following design features shall be implemented to ensure compliance with the City of Wildomar noise/land use compatibility standards: • Site outdoor eating areas at a setback distance of 350 feet or greater from the I-15 Freeway centerline to provide a 69 dBA CNEL outdoor noise exposure, or If an outdoor venue were sited at a distance closer than 350 feet from the I-15 Freeway centerline the following measures would achieve necessary exterior noise mitigation: • Orient patios on the east side of the restaurant away from the I-15 Freeway such that the restaurant structure itself would provide needed noise attenuation, or • Construct a five-foot Plexiglas wall to shield the patios from freeway traffic. The Plexiglas wall shall provide a minimum attenuation in noise levels of 5 dBA.	
Impact 3.10-2: The project would not result in exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels.	No mitigation measures are required.	Less than significant.
Impact 3.10-3: The project would result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.	No mitigation measures are reasonable to implement because noise levels would remain less than the City's exterior noise level standard for residential uses of 65 dBA CNEL.	Significant and unavoidable.
Impact 3.10-4: The project would not result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.	No mitigation measures are required.	Less than significant.

TABLE ES-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE WESTPARK PROMENADE PROJECT

Impact	Mitigation Measure	Significance after Mitigation
Population and Housing		
Impact 3.11-1: The proposed project would not induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).	No mitigation measures are required.	Less than significant.
Public Services		
Impact 3.12-1: The proposed project would not result in adverse physical impacts with the provision for, or the need for, new or physically altered fire protection facilities.	No mitigation measures are required.	Less than significant.
Impact 3.12-2: The proposed project would not result in adverse physical impacts with the provision for, or the need for, new or physically altered police protection facilities.	No mitigation measures are required.	Less than significant.
Impact 3.12-3: The proposed project would not result in adverse physical impacts with the provision for, or the need for, new or physically altered school facilities.	No mitigation measures are required.	Less than significant.
Impact 3.12-4: The proposed project would not result in adverse physical impacts with the provision for, or the need for, new or physically altered park facilities.	No mitigation measures are required.	Less than significant.
Impact 3.12-5: The proposed project would not result in adverse physical impacts with the provision for, or the need for, new or physically altered library facilities.	No mitigation measures are required.	Less than significant.
Impact 3.12-6: The proposed project would not result in adverse physical impacts with the provision for, or the need for, new or physically altered hospital facilities.	No mitigation measures are required.	Less than significant.
Recreation		
Impact 3.13-1: The project would not 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.	No mitigation measures are required.	Less than significant.
Impact 3.13-2: The project would not include recreational facilities or require the construction or expansion of recreational facilities which would have an adverse physical effect on the environment.	No mitigation measures are required.	Less than significant.
Transportation and Traffic		
Impact 3.14-1: The project would result in an increase in existing traffic that would conflict with an applicable plan, ordinance or policy	**TRA-1:** The following improvements are required to reduce impacts under the existing plus project conditions on the study area	Significant and unavoidable for the I-15 Southbound

TABLE ES-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE WESTPARK PROMENADE PROJECT

Impact	Mitigation Measure	Significance after Mitigation
establishing measures of effectiveness (i.e., level of service standards) for the performance of the circulation system.	intersections. For each improvement, the project applicant, as directed by the City Engineer, shall either fully fund the improvement, construct the improvement, pay the applicable City Development Fee (DIF) or pay a pro-rated share of the improvement, as identified below. **Catt Road-Arya Road/Clinton Keith Road** • The project applicant, as directed by the City Engineer, shall construct or provide a fair share prior to the approval of a final map for the modification of the northbound striping to provide a dedicated left turn lane and a shared through/right turn lane. • The project applicant, as directed by the City Engineer, shall construct or provide a fair share prior to the approval of a final map for a separate southbound left turn lane. **Inland Valley Drive/Prielipp Road** • The project applicant, as directed by the City Engineer, shall construct prior to the approval of a final map or pay the applicable City Development Impact Fee (DIF) prior to issuance of a building permit for the installation of a traffic signal. • The project applicant, as directed by the City Engineer, shall construct prior to the approval of a final map or pay a fair share prior to issuance of a building permit for the modification of the westbound striping to provide one through lane and one right turn lane. **I-15 Southbound Ramps/Baxter Road** • The project applicant shall provide its fair share toward the funding of the installation of an interim traffic signal. The fair share contribution shall be determined by the City of Wildomar City Engineer. • The project applicant shall provide its fair share toward the funding of the addition of an interim separate eastbound right turn lane. The fair share contribution shall be determined by the City of Wildomar City Engineer.	Ramp/Baxter Road intersection
Impact 3.14-2: Ambient growth and the project-generated trips would result in an increase in existing traffic that would conflict with an applicable plan, ordinance or policy establishing measures of effectiveness (i.e., level of service standards) for the performance of the circulation system.	**TRA-2:** The following improvements are required to reduce impacts under the existing plus ambient plus project conditions on the study area intersections. For each improvement, the project applicant, as directed by the City Engineer, shall either fully fund the improvement, construct the improvement, pay the applicable City Development Impact Fee (DIF) or pay a pro-rated share of the improvement, as identified below. **Catt Road-Arya Road/Clinton Keith Road** Implementation of Mitigation Measure TRA 1 is required.	Significant and unavoidable for the I-15 Northbound and Southbound Ramps/Baxter Road intersections.

TABLE ES-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE WESTPARK PROMENADE PROJECT

Impact	Mitigation Measure	Significance after Mitigation
	Inland Valley Drive/Prielipp Road Implementation of Mitigation Measure TRA 1 is required. **Monte Vista Drive/Baxter Road** • The project applicant, as directed by the City Engineer, shall construct prior to the approval of a final map or pay the applicable City Development Impact Fee (DIF) prior to issuance of a building permit for the installation of a traffic signal. **I-15 Northbound Ramps/Baxter Road** • The project applicant shall provide its fair share toward the funding of the installation of an interim traffic signal. The fair share contribution shall be determined by the City of Wildomar City Engineer. • The project applicant shall provide its fair share toward the funding of the addition of an interim separate eastbound right turn lane. The fair share contribution shall be determined by the City of Wildomar City Engineer. **I-15 Southbound Ramps/Baxter Road** Implementation of Mitigation Measure TRA-1 is required.	
Impact 3.14-3: Ambient growth, project-generated trips and cumulative projects would result in an increase in existing traffic that would conflict with an applicable plan, ordinance or policy establishing measures of effectiveness (i.e., level of service standards) for the performance of the circulation system.	**TRA-3:** The following improvements are required to reduce impacts under the existing plus ambient plus project plus cumulative (2017) conditions on the study area intersections. For each improvement, the project applicant, as directed by the City Engineer, shall either fully the improvement, construct the improvement, pay the applicable City Development Impact Fee (DIF) or pay a pro-rated share of the improvement, as identified below. **Hidden Springs Road/Clinton Keith Road** • The project applicant, as directed by the City Engineer, shall construct prior to the approval of a final map or pay a fair share prior to issuance of a building permit for a second southbound left turn lane. **Catt Road-Arya Road/Clinton Keith Road** Implementation of Mitigation Measure TRA 1 is required. **Inland Valley Drive/Clinton Keith Road** • The project applicant, as directed by the City Engineer, shall construct prior to the approval of a final map or pay the applicable City Development Impact Fee (DIF) for a second westbound through lane.	Significant and unavoidable for the I-15 Northbound and Southbound Ramps/Baxter Road intersections and on the Northbound I-15 mainline segment south of Clinton Keith Road.

TABLE ES-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE WESTPARK PROMENADE PROJECT

Impact	Mitigation Measure	Significance after Mitigation
	Inland Valley Drive/Prielipp Road Implementation of Mitigation Measure TRA 1 is required. **Monte Vista Drive/Baxter Road** Implementation of Mitigation Measure TRA 2 is required. **I-15 Northbound Ramps/Baxter Road** Implementation of Mitigation Measure TRA 2 is required. **I-15 Southbound Ramps/Baxter Road** Implementation of Mitigation Measure TRA 1 is required. **Northbound I-15 south of Clinton Keith Road** No feasible mitigation is available.	
Impact 3.14-4: The project would result in an increase in Horizon Year (2035) traffic that would conflict with an applicable plan, ordinance or policy establishing measures of effectiveness (i.e., level of service standards) for the performance of the circulation system.	**TRA-4:** The following improvements would mitigate the deficient intersections to operate at an acceptable level of service. The following improvements are required to reduce impacts under the Horizon Year (2035) with Project conditions on the study area intersections. For each improvement, the project applicant, as directed by the City Engineer, shall either fully fund the improvement, construct the improvement, pay the applicable City Development Fee (DIF) or pay a pro-rated share of the improvement, as identified below. **Palomar Street/Clinton Keith Road** • The project applicant, as directed by the City Engineer, shall construct prior to the approval of a final map or pay a fair share prior to issuance of a building permit for a second southbound left turn lane. • The project applicant, as directed by the City Engineer, shall construct prior to the approval of a final map or pay a fair share prior to issuance of a building permit for a separate eastbound right turn lane. • The project applicant, as directed by the City Engineer, shall construct prior to the approval of a final map or pay a fair share prior to issuance of a building permit for the modification to the traffic signal to provide a westbound right turn overlap phase. **Hidden Springs Road/Clinton Keith Road** Implementation of Mitigation Measure TRA-3 is required. • The project applicant, as directed by the City Engineer, shall construct prior to the approval of a final map or pay the applicable City Development Impact Fee (DIF) prior to issuance of a building permit for the modification of the traffic signal to provide a westbound right turn overlap phase.	Significant and unavoidable for the I-15 Northbound and Southbound Ramps/Baxter Road intersections and on the Northbound and Southbound I-15 mainline segments south and north of Clinton Keith Road.

TABLE ES-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE WESTPARK PROMENADE PROJECT

Impact	Mitigation Measure	Significance after Mitigation
	Catt Road-Arya Road / Clinton Keith Road Implementation of Mitigation Measure TRA-1 is required. **Inland Valley Drive/Clinton Keith Road** Implementation of Mitigation Measure TRA-3 is required. • The project applicant, as directed by the City Engineer, shall construct prior to the approval of a final map or pay the applicable City Development Impact Fee (DIF) prior to issuance of a building permit for the modification of the northbound striping to provide one left turn lane and one shared left/right turn lane. **Inland Valley Drive/Prielipp Road** Implementation of Mitigation Measure TRA-1 is required. **Monte Vista Drive/Baxter Road** Implementation of Mitigation Measure TRA-2 is required. **I-15 Northbound Ramps/Baxter Road** Implementation of Mitigation Measure TRA-1 is required. **I-15 Southbound Ramps/Baxter Road** Implementation of Mitigation Measure TRA-1 is required. **Northbound and Southbound I-15 mainline north and south of Clinton Keith Road** No feasible mitigation is available.	
Impact 3.14-5: The project would not substantially increase hazards due to a design feature or incompatible uses.	No mitigation measures are required.	Less than significant.
Impact 3.14-6: The project could result in inadequate emergency access during project construction.	**TRA-5:** Prior to the issuance of a grading permit, the project applicant shall prepare and obtain City approval of a traffic management plan (TMP) to minimize potential impacts during construction. Included among the provisions, the project's contractor will coordinate with the City of Wildomar, Riverside County, and local police, fire, and emergency medical service providers regarding construction scheduling and any other practical measures to maintain adequate access to properties and response times. The TMP may also limit construction activity during typical weekday morning and evening peak traffic hours that would adversely affect traffic flow along Clinton Keith Road. The TMP shall include contact information for the general public who may have questions concerning the project and access of their property. Two-way traffic flow through the construction zone shall be maintained throughout the construction period.	Less than significant.

TABLE ES-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE WESTPARK PROMENADE PROJECT

Impact	Mitigation Measure	Significance after Mitigation
Impact 3.14-7: The project would result in an increase in existing traffic that could conflict with an applicable congestion management program, including level of service standards established by the county congestion management agency for designated roads or highways.	Implementation of Mitigation Measures TRA 1, TRA 2, TRA-3 and TRA-4.	Significant and unavoidable for the I-15 Northbound and Southbound Ramps/Baxter Road intersections and on the Northbound and Southbound I-15 mainline segments south and north of Clinton Keith Road.
Utilities and Service Systems		
Impact 3.15-1: The proposed project would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.	No mitigation measures are required.	Less than significant.
Impact 3.15-2: The proposed project would require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cease and cause significant environmental effects.	No mitigation measures are required.	Less than significant.
Impact 3.15-3: The proposed project would have sufficient water supplies available to serve the project from existing entitlements and resources, and would not require new or expanded entitlements.	No mitigation measures are required.	Less than significant.
Impact 3.15-4: The project would not result in a determination by the wastewater treatment provider that there is inadequate capacity to serve the project's projected demand in addition to the providers existing commitments.	No mitigation measures are required.	Less than significant.
Impact 3.15-5: The proposed project would be served by a landfill with sufficient permitted capacity to accommodate the projects solid waste disposal needs.	No mitigation measures are required.	Less than significant.
Impact 3.15-6: The proposed project would not result in the inefficient, wasteful and unnecessary consumption of energy.	No mitigation measures are required.	Less than significant.
Cumulative Impacts		
Aesthetics		
The project would result in less than cumulatively considerable alterations to the visual character of the project vicinity	No mitigation measures are required.	Less than significant.
The project would result in less than cumulatively considerable impacts on scenic vistas or scenic resources.	No mitigation measures are required.	Less than significant.

TABLE ES-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE WESTPARK PROMENADE PROJECT

Impact	Mitigation Measure	Significance after Mitigation
The proposed project would result in less than cumulatively considerable impacts resulting from light and glare.	No mitigation measures are required.	Less than significant.
Air Quality		
The project would result in a less than cumulatively considerable contribution to conflicts with or obstruction of implementing the applicable air quality plan.	No mitigation measures are required.	Less than significant.
The project would result in a cumulatively considerable contribution to a violation of an air quality standard.	Implement Mitigation Measures AQ-1 through AQ-3.	Significant and unavoidable for NOx emissions.
The project would result in a less than cumulatively considerable contribution to the exposure of sensitive receptors to substantial pollutant concentrations.	No mitigation measures are required.	Less than significant.
The project would result in a less than cumulatively considerable contribution to odor impacts.	No mitigation measures are required.	Less than significant.
The project would result in a cumulatively considerable contribution to a net increase in criteria pollutants.	Implement Mitigation Measures AQ-1 through AQ-3, TRA-1, TRA-2, and TRA-5.	Significant and unavoidable for NOx emissions.
Biological Resources		
The project would not have a cumulatively considerable contribution to adverse effect on any special-status, sensitive, or candidate plant species.	No mitigation measures are required.	Less than significant.
The project has the potential to result in a cumulatively considerable contribution to impacts on sensitive wildlife species.	Implement Mitigation Measures BIO-1 through BIO-3.	Less than significant.
The project has the potential to result in a cumulatively considerable contribution to impacts on raptors and migratory birds during nesting activities.	Implement Mitigation Measure BIO-4	Less than significant.
The project would not contribute to potential cumulative impacts on critical habitat or sensitive natural communities.	No mitigation measures are required.	No impact.
The project has the potential to result in a cumulatively considerable contribution to impact on jurisdictional waters including wetlands and riparian habitat.	Implement Mitigation Measure BIO-5	Less than significant.
The project would not contribute to potential cumulative impacts related to the interference 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.	No mitigation measures are required.	No impact.

TABLE ES-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE WESTPARK PROMENADE PROJECT

Impact	Mitigation Measure	Significance after Mitigation
The project would not contribute to potential cumulative conflicts with a local tree policy or ordinance.	No mitigation measures are required.	No impact.
The project has the potential to result in a cumulatively considerable contribution to conflicts with a habitat conservation plan.	Implement Mitigation Measures Bio-1, BIO-2 and BIO-6	Less than significant.
Cultural Resources		
The project would not have the potential to result in a cumulatively considerable contribution to adverse changes in the significance of a historical or archaeological resource, as defined in CEQA Guidelines Section 15064.5.	Implement Mitigation Measures CUL-1 through CUL-5	Less than significant.
Implementation of the proposed project may result in a cumulatively considerable contribution to adverse effects on paleontological resources.	Implement Mitigation Measures CUL-6 through CUL-9	Less than significant.
Implementation of the proposed project would not contribute to cumulative impacts on human remains.	No mitigation measures are required.	Less than significant.
Geology and Soils		
The project would not have a cumulatively considerable contribution to exposing people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving 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.	No mitigation measures are required.	Less than significant.
The project would not have a cumulatively considerable contribution to exposing people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking.	No mitigation measures are required.	Less than significant.
The project would not have a cumulatively considerable contribution to substantial soil erosion or the loss of topsoil.	No mitigation measures are required.	Less than significant.
The project would not have a cumulatively considerable contribution to subsidence or collapse impacts because the project would be required to adhere to building code requirements.	No mitigation measures are required.	Less than significant.
The project would not have a cumulatively considerable contribution to expansive soil impacts because the project would be required to adhere to building code requirements.	No mitigation measures are required.	Less than significant.

TABLE ES-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE WESTPARK PROMENADE PROJECT

Impact	Mitigation Measure	Significance after Mitigation
Greenhouse Gas Emissions and Climate Change		
The project would have a cumulatively considerable contribution to the generate GHG emissions and would have a significant impact on the environment.	No measures beyond the reasonable and feasible design features identified in Section 2, Project Description, are available.	Significant and unavoidable.
The project would have a cumulatively considerable contribution to conflicts with an applicable plan, policy or regulation adopted to reduce GHG emissions.	No measures beyond the reasonable and feasible design features identified in Section 2, Project Description, are available.	Significant and unavoidable.
Hydrology and Water Quality		
The project would not have a cumulatively considerable contribution to the violations of any water quality standards or waste discharge requirements.	No mitigation measures required.	Less than significant.
The project would not have a cumulatively considerable contribution to the depletion of groundwater supplies or interference with groundwater recharge.	No mitigation measures are required.	Less than significant.
The project would not have a cumulatively considerable contribution to alterations to existing drainage patterns that would result in substantial erosion or siltation on- or off-site.	No mitigation measures are required.	Less than significant.
The project would not have a cumulatively considerable contribution to runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.	No mitigation measures are required.	Less than significant.
The project would not have a cumulatively considerable contribution to the degradation of water quality.	No mitigation measures are required.	Less than significant.
The project would not have a cumulatively considerable contribution to the exposure of people or structures to a significant loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam.	No mitigation measures are required.	Less than significant.
Hazards and Hazardous Materials		
The project would not have a cumulatively considerable contribution to a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	No mitigation measures are required.	Less than significant.
The project would not have a cumulatively considerable contribution to a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.	No mitigation measures are required.	Less than significant.

TABLE ES-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE WESTPARK PROMENADE PROJECT

Impact	Mitigation Measure	Significance after Mitigation
The project would not have a cumulatively considerable contribution to the impairment or interference with an adopted emergency response plan or emergency evacuation plan.	No mitigation measures are required.	Less than significant.
The project would not have a cumulatively considerable contribution to the exposure of people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.	No mitigation measures are required.	Less than significant.
Land Use and Planning		
The proposed project would not contribute to a potential cumulative 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 plan, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.	No mitigation measures are required.	No impact.
The project has the potential to result in a cumulatively considerable contribution to conflicts with a habitat conservation plan.	Implement Mitigation Measures Bio-1, BIO-2 and BIO-6	Less than significant.
Noise		
The project has the potential to result in the cumulative exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.	Implement Mitigation Measures NOI-1 through NOI-6	Less than significant.
The project would not result in a cumulatively considerable contribution to the exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels.	No mitigation measures are required.	Less than significant.
The project would result in a cumulatively considerable contribution to a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.	No mitigation measures are reasonable to implement because noise levels would remain less than the City's exterior noise level standard for residential uses of 65 dBA CNEL.	Significant and unavoidable.
The project would not result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.	No mitigation measures are required.	Less than significant.

TABLE ES-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE WESTPARK PROMENADE PROJECT

Impact	Mitigation Measure	Significance after Mitigation
Population and Housing		
The project would not result in a cumulatively considerable contribution to an inducement of substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).	No mitigation measures are required.	Less than significant.
Public Services		
The project would not result in a cumulatively considerable contribution to adverse physical impacts due to the construction of new or expanded fire protection facilities.	No mitigation measures are required.	Less than significant.
The project would not result in a cumulatively considerable contribution to adverse physical impacts due to the construction of new or expanded police protection facilities.	No mitigation measures are required.	Less than significant.
The project would not result in a cumulatively considerable contribution to adverse physical impacts due to the construction of new or expanded school facilities.	No mitigation measures are required.	Less than significant.
The project would not result in a cumulatively considerable contribution to adverse physical impacts due to the construction of new or expanded park facilities.	No mitigation measures are required.	Less than significant.
The project would not result in a cumulatively considerable contribution to adverse physical impacts due to the construction of new or expanded library facilities.	No mitigation measures are required.	Less than significant.
The project would not result in a cumulatively considerable contribution to adverse physical impacts due to the construction of new or expanded hospital facilities.	No mitigation measures are required.	Less than significant.
Recreation		
The project would not result in a cumulatively considerable increase in 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.	No mitigation measures are required.	Less than significant.
The project would not result in a cumulatively considerable adverse physical effect on the environment due to the need to construct or expand recreational facilities.	No mitigation measures are required.	Less than significant.

TABLE ES-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE WESTPARK PROMENADE PROJECT

Impact	Mitigation Measure	Significance after Mitigation
Transportation and Traffic		
The project would result in a cumulatively considerable increase in traffic under the ambient growth plus project plus cumulative (2017) conditions that would conflict with an applicable plan, ordinance or policy establishing measures of effectiveness (i.e., level of service standards) for the performance of the circulation system.	Implementation of Mitigation Measure TRA-3 is required.	Significant and unavoidable for the I-15 Northbound and Southbound Ramps/Baxter Road intersections and on the Northbound I-15 mainline segment south of Clinton Keith Road.
The project would result in a cumulatively considerable increase in traffic under the Horizon Year (2035) traffic condition that would conflict with an applicable plan, ordinance or policy establishing measures of effectiveness (i.e., level of service standards) for the performance of the circulation system.	Implementation of Mitigation Measure TRA-4 is required.	Significant and unavoidable for the I-15 Northbound and Southbound Ramps/Baxter Road intersections and on the Northbound and Southbound I-15 mainline segments south and north of Clinton Keith Road.
The project would not result in a cumulatively considerable increase in hazards due to a design feature or incompatible uses.	No mitigation measures are required.	Less than significant.
The project could result in a cumulatively considerable impact on emergency access during project construction.	Implementation of Mitigation Measure TRA-5 is required.	Less than significant.
The project would result in a cumulatively considerable increase in existing traffic that could conflict with an applicable congestion management program, including level of service standards established by the county congestion management agency for designated roads or highways.	Implementation of Mitigation Measures TRA 1, TRA 2, TRA-3 and TRA-4.	Significant and unavoidable for the I-15 Northbound and Southbound Ramps/Baxter Road intersections and on the Northbound and Southbound I-15 mainline segments south and north of Clinton Keith Road.
Utilities		
The project would not result in a cumulatively considerable increase in the exceedance of wastewater treatment requirements applicable to the Regional Water Quality Control Board.	No mitigation measures are required.	Less than significant.
The project would not result in cumulatively considerable environmental effects from the construction of new water or wastewater treatment facilities or expansion of existing facilities.	No mitigation measures are required.	Less than significant.
The project would not result in a cumulatively considerable effect related to sufficient water supplies that are currently available from existing entitlements and resources.	No mitigation measures are required.	Less than significant.

TABLE ES-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE WESTPARK PROMENADE PROJECT

Impact	Mitigation Measure	Significance after Mitigation
The project would not result in a cumulatively considerable effect on the current wastewater treatment plant capacity.	No mitigation measures are required.	Less than significant.
The project would not result in a cumulatively considerable effect on existing landfill capacity.	No mitigation measures are required.	Less than significant.
The proposed project would not result in a cumulatively considerable effect related to the inefficient, wasteful and unnecessary consumption of energy.	No mitigation measures are required.	Less than significant.

CHAPTER 1
Introduction

1.1 Purpose of the Draft EIR

This Draft Environmental Impact Report (EIR) has been prepared by the City of Wildomar, pursuant to the California Environmental Quality Act (CEQA), California Public Resources Code Sections 21000 et seq., the State *CEQA Guidelines* in the Code of Regulations, Title 14, Section 15000 et seq., and the City of Wildomar Local CEQA Guidelines and Procedures. This document is a Project EIR, in conformance with Section 15161 of the State *CEQA Guidelines* and examines the environmental impacts associated with the construction and operation of the proposed Westpark Promenade Project (proposed project). As the Lead Agency for this project, the City of Wildomar must complete the environmental review to determine if the proposed project would create significant adverse environmental impacts.

This Draft EIR is intended to inform the City, responsible agencies and the public of the proposed project's environmental effects. As the Lead Agency, the City has the *principal responsibility for carrying out or approving a project which may have a significant effect upon the environment* (CEQA Section 21067). The Draft EIR is therefore intended to publicly disclose those impacts that may be significant and adverse, identify measures that would mitigate or eliminate such impacts, and describe a range of alternatives to the proposed project that have the potential to avoid or substantially lessen impacts.

1.2 CEQA EIR Process

1.2.1 Notice of Preparation

On May 7, 2014, in accordance with Sections 15063 and 15082 of the *CEQA Guidelines*, the City published a Notice of Preparation (NOP) of a Draft EIR, and circulated it to governmental agencies, organizations, and persons who may be interested in this project. The NOP requested comments on the scope of the Draft EIR, and asked that those agencies with regulatory authority over any aspect of the project describe that authority. The comment period extended through June 5, 2014. The NOP provided a general description of the proposed project, a description of the proposed project area, and a preliminary list of potential environmental impacts. A copy of the NOP and responses to the NOP are included in this Draft EIR as **Appendix A-1**. Subsequent to receipt of comments on the NOP, the project was revised by reducing some residential units and increasing the amount of commercial on the project site. A revised NOP was distributed on March 23, 2015 to governmental agencies, organizations, and persons who may be interested in the project. The revised NOP included the proposed revisions to the project description and

included a preliminary list of potential environmental impacts. A copy of the revised NOP and responses to the revised NOP are included in this Draft EIR as **Appendix A-2**.

Several comment letters were received in response to the NOP provided in 2014 and the Revised NOP provided in 2015. Specific environmental concerns that were raised in the comments received on the NOP and the Revised NOP are discussed in **Table 1-1**, below.

TABLE 1-1
SUMMARY OF NOP COMMENTS

Commenter/Date	Summary of Environmental Issues Raised in Comment Letter	Section where Addressed
Notice of Preparation – May 7, 2014		
State of California Department of Transportation (Caltrans) – District 8 May 13, 2014	Prepare a traffic impact study to determine near-term and long-term impacts to state facilities and provide appropriate mitigation measures	Section 3.14, Transportation and Traffic
	Conduct traffic impact studies in accordance with Caltrans standard guide for traffic impact studies	Section 3.14, Transportation and Traffic
	Verify drainage structure capacity within Caltrans right-of-way	Section 3.7, Hydrology and Water Quality
	Provide mitigation measures that offset drainage impacts	Section 3.7, Hydrology and Water Quality
	On-site detention basin needed if 100-year project runoff exceeded drainage facilities' capacity	Section 3.7, Hydrology and Water Quality
	Evaluate SR-79 drainage facilities	Section 3.7, Hydrology and Water Quality
	Comply with NPDES standards	Section 3.7, Hydrology and Water Quality
	Provide BMPs to treat runoff entering State right-of-way	Section 3.7, Hydrology and Water Quality
	Evaluate drainage impacts affecting State right-of-way	Section 3.7, Hydrology and Water Quality
State of California Department of Fish and Wildlife (CDFW) June 5, 2014	Document biological resources on the project site	See Section 3.3, Biological Resources
	Identify potential direct and indirect impacts on biological resources	See Section 3.3, Biological Resources
	Include mitigation measures to offset impacts to biological resources	See Section 3.3, Biological Resources
	Evaluate potential impacts to biological resources in accordance with the provisions and policies of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP)	See Section 3.3, Biological Resources
	The environmental document needs to fully identify potential impacts to lake, stream, and riparian resources and provide adequate mitigation measures.	See Section 3.3, Biological Resources
	Provide a cumulative analysis of impacts to biological resources	See Section 4.3, Description of Cumulative Effects

TABLE 1-1
SUMMARY OF NOP COMMENTS

Commenter/Date	Summary of Environmental Issues Raised in Comment Letter	Section where Addressed
CDFW (cont.)	Analyze a range of considered and evaluated alternatives to the project to minimize impacts to sensitive biological resources.	Section 6, Alternatives to the Proposed Project
	Use the CDFW California Natural Diversity Database (CNDDB) for previously reported sensitive species and habitat.	See Section 3.3, Biological Resources
Peters & Freedman, LLP June 5, 2014	Increase in traffic noise	See Section 3.10, Noise
	Increase in noise from deliveries/loading and unloading activities	See Section 3.10, Noise
	Change in community character due to increase in density	See Section 3.9 – Land Use and Planning
	Increase in traffic congestion.	See Section 3.14, Transportation and Traffic
	Financing the maintenance of facilities	This is not an environmental issue and not addressed in the EIR.
	Joint use or easement agreement for sharing of streets	This is not an environmental issue and not addressed in the EIR.
	Increase in traffic	See Section 3.14, Transportation and Traffic
	Increase in air emissions	See Section 3.2, Air Quality
	Cost sharing for park maintenance	This is not an environmental issue and not addressed in the EIR.
	Reduce aesthetic impacts with incorporation of landscaping	See Section 3.1, Aesthetics
	Reduce noise impacts with appropriate walls and fencing	See Section 3-10, Noise
	Increase in noise from onsite recreational facilities	See Section 3-10, Noise
	Increase in construction dust and need for dust control	See Section 3.2, Air Quality
	Construction debris/trash	See Section 3.7, Hydrology and Water Quality
	Construction hours consistent with City codes	See Section 3-10, Noise
	Construction noise	See Section 3-10, Noise
Pechanga Cultural Resources, Temecula Band of Luiseno Mission Indians June 5, 2014	Request for an intensive archaeological survey with participation by a Pechanga Tribe monitor	See Section 3-4, Cultural Resources
	Request for the City of Wildomar to consult with the Pechanga Tribe	See Section 3-4, Cultural Resources
	Address inadvertent discoveries	See Section 3-4, Cultural Resources

TABLE 1-1
SUMMARY OF NOP COMMENTS

Commenter/Date	Summary of Environmental Issues Raised in Comment Letter	Section where Addressed
Pechanga Cultural Resources, Temecula Band of Luiseno Mission Indians (cont.)	Evaluate cumulative impacts to cultural resources	See Section 4.3, Description of Cumulative Effects
	Growth-inducing impacts on cultural resources	This refers to cumulative impacts and they are addressed in Chapter 4, Cumulative Impacts.
South Coast Air Quality Management District May 27, 2014	Use the SCAQMD CEQA Air Quality Handbook for the preparation of the air quality analysis for the project.	See Section 3.2, Air Quality
	Identify any potential air quality impacts during construction of the project	See Section 3.2, Air Quality
	Identify any potential air quality impacts during operation of the project	See Section 3.2, Air Quality
	Quantify criteria pollutant emissions and compare to regional and localized significance thresholds	See Section 3.2, Air Quality
	Requested a mobile source health risk assessment	See Section 3.2, Air Quality
	Include all feasible mitigation measures to reduce significant adverse air quality impacts	See Section 3.2, Air Quality
Native American Heritage Commission May 15, 2014	Evaluate if the project will have an adverse impact on historical resources within the project area	See Section 3-4, Cultural Resources
	Contact appropriate regional archaeological Information Center for a record search	See Section 3-4, Cultural Resources
	Prepare an archaeological resources report	See Appendix D-1, Historical/Archaeological Resources Survey
	Contact the Native American Heritage Commission	See Section 3.4, Cultural Resources
	Include mitigation measures for inadvertent discoveries of archaeological resources	See Section 3.4, Cultural Resources
County of Riverside Department of Environmental Health June 3, 2014	Identify any necessary infrastructure requirements of the project	See Section 2, Project Description and Section 3.15, Utilities
	Evaluate potential hazardous materials impacts from the use of chemical or pesticides on the project site	See Section 3.7, Hazards and Hazardous Materials
	Evaluate the increase in construction noise	See Section 3.10, Noise
	Evaluate the increase in ambient noise	See Section 3.10, Noise
	Evaluate the increase in transportation noise	See Section 3.10, Noise
Southern California Edison June 4, 2014	SCE's electrical service to the project site	See Section 3.15, Utilities

TABLE 1-1
SUMMARY OF NOP COMMENTS

Commenter/Date	Summary of Environmental Issues Raised in Comment Letter	Section where Addressed
Revised Notice of Preparation – March 23, 2015		
State of California Department of Transportation, District 8 April 5, 2015	Comments provided did not raise any new environmental issues in addition to those that were raised in their May 13, 2014 comment letter.	No additional evaluation is required.
State of California Department of Fish and Wildlife April 14, 2015	Comments provided did not raise any new environmental issues in addition to those that were raised in their June 5, 2014 comment letter.	No additional evaluation is required.
Elsinore Valley Municipal Water District April 10, 2015	Subarea water and sewer master plans shall be prepared and the plans shall determine system capacities	Master plans will be prepared. A qualitative evaluation of water and sewer capacities is provided in Section 5.15, Utilities.
	Water needs to be connected to the 16-inch PVC water main	This comment is noted. See Section 5.15, Utilities.
	Individual water meters are required for each condominium building	The provision of individual meters are not an environmental issue.
Peters & Freedman, LLP April 21, 2015	Comments provided did not raise any new environmental issues in addition to those that were raised in their June 5, 2014 comment letter.	No additional evaluation is required.
Pechanga Cultural Resources, Temecula Band of Luiseno Mission Indians April 21, 2015	Comments provided did not raise any new environmental issues in addition to those that were raised in their June 5, 2014 comment letter.	No additional evaluation is required.
Riverside County Flood Control and Water Conservation District April 8, 2015	Project may require a NPDES permit	See Section 3.7, Hydrology and Water Quality
	Evaluate if there will be an impact on a natural watercourse or mapped flood plain.	See Section 3.3, Biological Resources and Section 3.7, Hydrology and Water Quality
South Coast Air Quality Management District March 31, 2015	Comments provided did not raise any new environmental issues in addition to those that were raised in their June 5, 2014 comment letter.	No additional evaluation is required.

1.2.2 Scoping Meetings

On May 19, 2014, in accordance with CEQA Section 21083.9,[1] the City held a public scoping meeting to describe the project, identify the environmental topics that would be addressed in the EIR, and describe the CEQA process for the EIR. The City provided an opportunity for attendees to provide written comments on the scope of the environmental evaluation; however, there were no written comments provided at the scoping meeting. There was a request that written comments be provided no later than June 5, 2015. On April 13, 2015, the City held a second public scoping meeting due to revisions to the proposed project. Staff provided a description of the project,

[1] CEQA Section 21083.9 requires that a lead agency call at least one scoping meeting for a project of statewide, regional, or area-wide significance.

identified the environmental topics that would be addressed in the EIR, and describe the CEQA process for the EIR. The City provided an opportunity for attendees to provide written comments on the scope of the environmental evaluation; however, there were no written comments provided at the second scoping meeting. City staff requested that comments be submitted no later than April 21, 2015.

1.2.3 Draft EIR

This Draft EIR provides a description of the proposed project, environmental setting, project impacts, and mitigation measures for impacts found to be significant as well as an analysis of project alternatives. Significance criteria have been developed for each environmental resource analyzed in this Draft EIR, and are defined for each impact analysis section. Impacts are categorized as follows:

- Significant and unavoidable;
- Potentially significant, but can be mitigated to a less-than-significant level;
- Less than significant; or
- No impact.

CEQA requires that EIRs evaluate ways of avoiding or minimizing identified environmental impacts, where feasible, through the application of mitigation measures or project alternatives.

1.2.4 Public Review

This document is being circulated and made available to local, state and federal agencies, and to interested organizations and individuals who may wish to review and comment on the Draft EIR. Publication of this Draft EIR marks the beginning of the public review period. Written comments should be sent to:

Matthew Bassi, Planning Director
City of Wildomar
Community Development Department
23873 Clinton Keith Road, Suite 201
Wildomar, CA 92595
mbassi@cityofwildomar.org

1.2.5 Final EIR

Written and oral comments received during the public review period in response to the Draft EIR will be addressed in a Response to Comments document which, together with the Draft EIR, will constitute the Final EIR. The City will then consider certification of the Final EIR (*CEQA Guidelines* Section 15090). If the EIR is certified, the City may then consider adoption of the proposed project. Prior to approving the proposed project, the City must make written findings with respect to each significant and unavoidable environmental impact identified in the EIR in accordance with Section 15091 of the *CEQA Guidelines*.

1.2.6 Mitigation Monitoring and Reporting Plan

CEQA requires lead agencies to *adopt a reporting and mitigation monitoring program for the changes to the project which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment* (CEQA Section 21081.6, *CEQA Guidelines* Section 15097). The mitigation monitoring program will be available to the public at the same time as the Final EIR.

1.3 Approach to this EIR

This EIR evaluates impacts that could result from implementation of the proposed project as compared to existing conditions. CEQA requires that before a decision can be made to approve a project with potentially significant environmental impacts, an EIR must be prepared that fully describes the environmental impacts of the project and identifies feasible mitigation for significant impacts. The EIR is a public information document for use by governmental agencies and the public to identify and evaluate potential environmental consequences of a proposed project, to recommend mitigation measures to lessen or eliminate adverse impacts, and to examine feasible alternatives to the project. The information contained in the EIR is reviewed and considered by the governing agency prior to the ultimate decision to approve, disapprove, or modify the proposed project.

CEQA requires that a lead agency shall neither approve nor implement a project as proposed unless the significant environmental impacts of that project have been reduced to a less-than-significant level, essentially "eliminating, avoiding, or substantially lessening" the expected impact. As with the underlying environmental documents, if the lead agency approves the project despite residual significant adverse impacts that cannot be mitigated to less than significant, the agency must state the reasons for its action in writing.

Section 15093 of the *CEQA Guidelines* requires the lead agency to adopt a Statement of Overriding Considerations if the lead agency determines impacts are significant and approves the project. As required by Section 15093 of the *CEQA Guidelines*, a Statement of Overriding Considerations shall be adopted by a lead agency if the agency finds that the benefits of a project outweigh several significant, unavoidable adverse impacts and decides to approve a project even though these impacts cannot be mitigated to less than significant.

1.4 Organization of this Draft EIR

This Draft EIR has been organized into the following sections:

ES Executive Summary. This chapter summarizes the contents of the Draft EIR.

1. **Introduction.** This chapter discusses the CEQA process and the purpose of the Draft EIR.
2. **Project Description.** This chapter provides an overview of the proposed project, describes the need for and objectives of the proposed project, and provides details on the characteristics of the proposed project.

3. **Environmental Setting, Impacts and Mitigation Measures.** This chapter describes the environmental setting and identifies impacts of the proposed project for each of the following environmental resource areas: aesthetics; air quality; biological resources, cultural resources, geology and soils, greenhouse gas/climate change; hazards and hazardous materials; hydrology and water quality; land use and planning; noise; population and housing; public services; recreation; traffic and circulation; and utilities. Measures to mitigate the impacts of the proposed project are presented for each resource area.
4. **Cumulative Impacts.** This chapter describes the potential impacts of the proposed project when considered together with other related projects in the project area.
5. **Other CEQA Considerations.** This chapter presents an overview of the impacts of the project in the sense that it may foster economic or population growth, or additional housing, either indirectly or directly. This chapter also analyzes the extent to which the project's primary and secondary effects would commit resources to uses that future generations will probably be unable to reverse.
6. **Alternatives Analysis.** This chapter presents an overview of the alternatives development process and describes the alternatives to the proposed project that were considered.
7. **Acronyms.** This chapter provides a description of the abbreviations used in this Draft EIR.
8. **List of Preparers.** This chapter provides a list of individuals who contributed to the preparation of this Draft EIR.

CHAPTER 2
Project Description

2.1 Introduction

The Westpark Promenade Project includes the development of 191 single family attached condominiums, a 118,354 square foot (sf) commercial retail center (one big box and two multi-tenant buildings including two (2) 8,000 sf restaurant pads) on a 27.6-acre site in the City of Wildomar. The proposed project will require the following approvals from the City: 1) a general plan amendment to change the land use designation from Commercial Office (CO) to Commercial Retail (CR) on 14.12 acres, and Very High Density Residential (VHDR) on 13.48 acres; 2) a zoning change from CPS (Scenic Highway Commercial) to R-3 (General Residential Zone) on 13.48 acres; 3) a tentative parcel map (TPM No. 36612) to subdivide the 27.6 acre site into three (3) parcels; 4) a tentative tract map (TTM No. 36781) to subdivide parcel 2 of TPM No. 36612 into one lot for condominium purposes; and 5) a tentative tract map (TTM No. 36782) to subdivide parcel 3 of TPM No. 36612 into one lot for condominium purposes.

2.2 Project Location and Site Characteristics

The City of Wildomar

The City of Wildomar (City) encompasses a land area of approximately 24 square miles, and is located in southwestern Riverside County. The City is adjacent to the Cities of Lake Elsinore to the north, the City of Menifee to the east and the City of Murrieta to the south, and unincorporated Riverside County to the west (**Figure 2-1**). The City is served by two major freeways, Interstate 15 (I-15) which bisects the City in a northwest to southeast direction and Interstate 215 (I-215) which is located approximately two miles east of the City.

Like most cities in the southwestern Riverside County, Wildomar is primarily a residential community with concentrated areas of rural and single-family residential neighborhoods with rural mountainous and open space areas. The construction of the I-15 highway brought suburban-type growth to Wildomar, which led to a mixture of suburban and rural land uses.

Project Location

The project site is located in the southern portion of the City of Wildomar, on the east side of I-15 freeway, south of Depasquale Road and north of Clinton Keith & Catt Road (see **Figure 2-2**).The project site is bounded on the west by the I-15 freeway, the north by Depasquale Road and an existing single family residential neighborhood to the north of Depasquale Road, the east by an

existing single-family residential neighborhood, and the south by a vacant lot and the USA gas station along Catt Road.

Site Characteristics

The 27.6-acre project site is vacant and undeveloped, but has been disturbed by human activities over the last several decades. According to historical information available on the project site, the property was used for agricultural purposes and was initially developed in 1985 with a wood frame structure and was primarily used for residential purposes. The structure has been occupied by multiple tenants since its construction (Earth-Strata Inc., 2013). A majority of the site is covered with disturbed grassland communities and contains a few trees in the northwest portion and along the eastern boundary, which is associated with a drainage swale. The project site averages 1,334 feet above mean sea level (amsl) with the topography varying from approximately level to slightly undulating with a drainage flowing from the northeast to the southwest.

The project site is located immediately on the east side of the I-15 freeway; there is no Caltrans ROW on the site and no ROW dedication is needed with this project. The current ROW contains three concrete headwalls that capture flows from three existing drainages located on the project site. One of the drainages accept offsite surface water flows, extends from the northern property line, and then extends to the northernmost concrete headwall. The second drainage accedpts offsite surface water flows, extends from the northeastern portion of the project site, and extends to the second northernmost concrete headwall. The third drainage is minor and extends from within the southeastern portion of the project site. The concrete headwalls are the entrances to culverts that divert surface water flows from the project site to the west side of I-15.

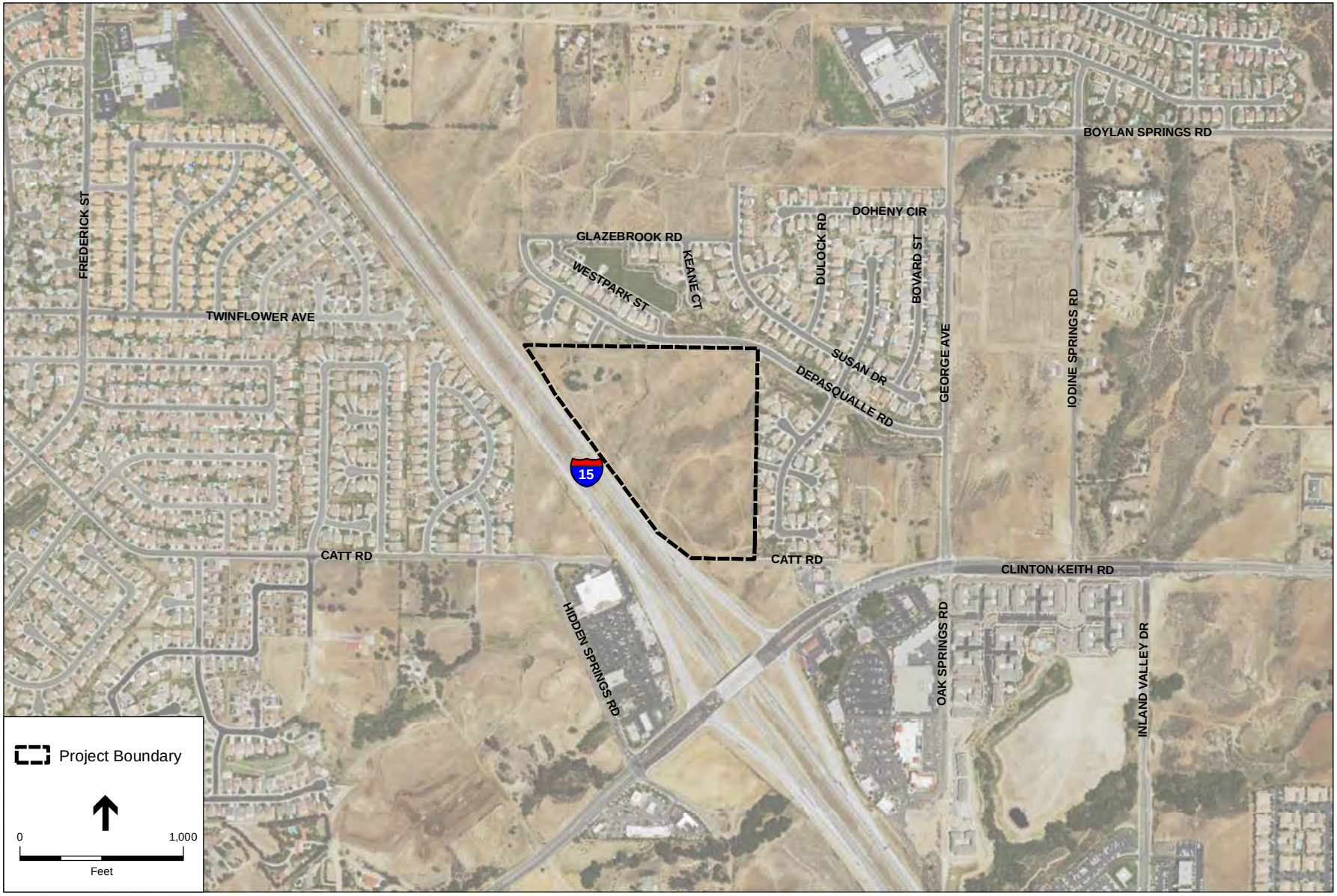
The project site is located in a seismically active region. Southern California is dominated by northwest-trending faults associated with the San Andreas Fault system, known active faults within this system include the Newport-Inglewood, Whittier-Elsinore, San Jacinto and San Andreas Faults. There is a mapped fault north of the project site, which has been determined to be the Glen Ivy branch of the Elsinore fault zone and is active. The Glen Ivy fault is probably the most important fault to the site from a seismic shaking standpoint.

SOURCE: Riverside County GIS.

City of Wildomar - Westpark Promenade . 130266

Figure 2-1

Regional Location



SOURCE: ESRI

City of Wildomar - Westpark Promenade . 130266

Figure 2-2

Project Location

2.3 Project Objectives

Section 15124(b) of the CEQA Guidelines states that the project description shall contain "a statement of the objectives sought by the proposed project." Section 15124(b) further states that "the statement of objectives should include the underlying purpose of the project." The underlying purpose of the proposed project is to create an integrated mixed-use center within the Wildomar community by providing an array of shopping and dining choices and residential development, in order to enhance the City as a walkable community with options to live, work, and shop.

As set forth by the CEQA Guidelines, the list of objectives that the project applicant and the City of Wildomar seek to achieve for the proposed project is provided below. Several of the proposed project objectives would support many of the goals, objectives, and policies set forth in the General Plan which guide land use in the proposed project area.

The City of Wildomar and the project applicant have developed the following objectives of the proposed project:

- To provide a mixed-use project that emphasizes pedestrian accessibility between the very high density residential component and the commercial component.
- To provide a mixed use community that contains residential and commercial elements in an integrated design that is both complimentary to each other as well as complimentary to existing development in the project area.
- To provide a mix of housing opportunities affordable to residents of Wildomar.
- To provide Very High density housing to increase the diversity of housing stock in the City consistent with the City's Land Use Element and Housing Element.
- To create a walkable community for visitors, employees and residents through the provision of new pedestrian and biking paths.
- To encourage sustainable development through the use of materials that promote sustainability and minimize the project's carbon footprint.
- To increase the variety of retail services in the City of Wildomar, including new restaurant uses.
- To provide development that helps diversify and increase revenue sources and employment opportunities within the City.

2.4 Project Components

The project applicant proposes to develop a two-phase mixed-use residential and commercial project. The project site consists of three parcels as shown on the project site plan (**Figure 2-3**). The first parcel encompasses 14.12 acres and would be developed with two 8,000 sf restaurant pads, a 17,354 sf multiple tenant commercial retail building, an 85,000 sf major retail building, and 797 surface parking spaces. The second and third parcels would be developed with 191

multiple family attached townhomes totaling 13.48 acres with 485 residential and guest parking spaces and related site and landscape improvements. Table 2-1 provides a detailed description of the improvements proposed for each parcel.

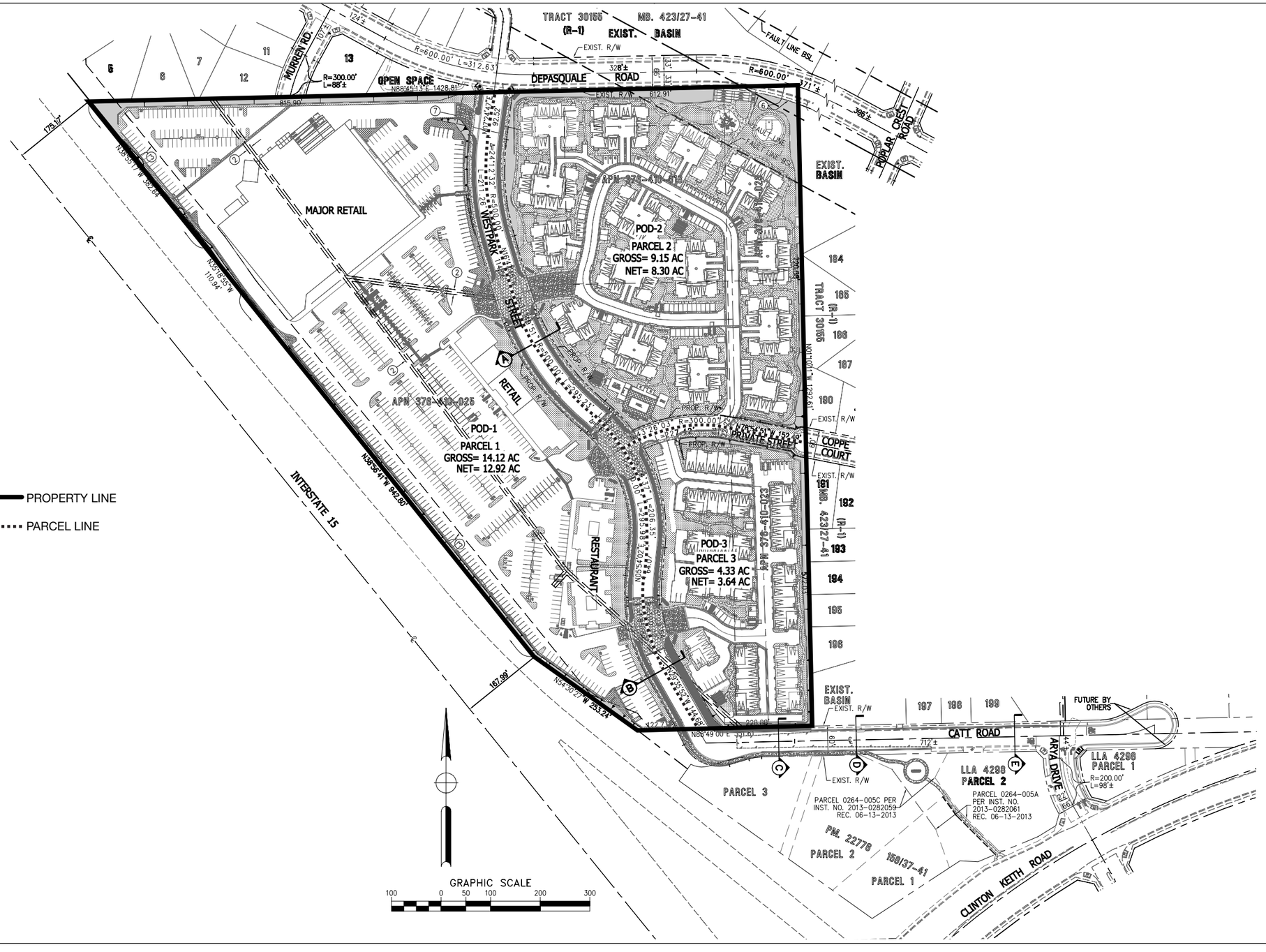
TABLE 2-1
WESTPARK PROMENADE PROPOSED LAND USES

Parcel/Land Use	Gross Acres (ac) or Square Footage (sf)	Dwelling Units (du)	Maximum Building Height	Proposed Surface Parking Spaces
Parcel 1	14.12 ac			
Restaurant 1	8,000 sf	NA	21'-8"	95
Restaurant 2	8,000 sf	NA	21'-8"	95
Retail	17,354 sf	NA	38'-0"	96
Major Retail (Big-Box)	85,000 sf	NA	38'-0"	701
Parcel 2	9.15 ac			
Multiple Family Attached Townhomes	246,547 sf	124	38'-1"	320
Parcel 3	4.33 ac			
Multiple Family Attached Townhomes	113,384 sf	67	37'-1"	165
Total	**27.6 ac**	**191**	**NA**	**1,472**
	118,354 sf restaurant/retail			
	359,931 sf residential			

The project is anticipated to generate a total of 13,574 daily vehicle trips that includes 1,110 daily vehicle trips from the townhome component, 2,034 daily vehicle trips from the restaurant components, and 10,430 daily vehicle trips from the retail/major retail component.

The restaurant and retail uses would be located on the westernmost 14.12-acre parcel. **Figures 2-4 and 2-5** provides conceptual rendering of the proposed elevations of the restaurant pads. As shown, the heights of the restaurants would be 21'-8". **Figures 2-6 and 2-7** provide a conceptual rendering of the proposed elevations of the retail building and major retail building, respectively. As shown, the heights of these two commercial buildings would be a maximum of 38'-0". Preparation of the site would include land clearing, grading, and the installation of utilities, sewers, streets and sidewalks. The sewer, storm drain, gas, telephone, electric, and cable would be underground and extended from Catt Road and Depasquale Road to the project site.

In the eastern portion of the project site, the applicant is proposing the addition of two residential areas on 13.48-acres. **Figures 2-8 and 2-9** provide conceptual renderings of the proposed elevations of the multiple family residential structures. As shown, the maximum height of these residential structures would be 38'-1". Preparation of the site would include land clearing, grading, and the installation of utilities, sewers, streets and sidewalks. Improvements would include creation of foundations and building pads for the proposed lots. The residential component would include some recreational facilities including a half basketball court and a tot-lot.



SOURCE: City of Wildomar

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Figure 2-3

Project Site Plan

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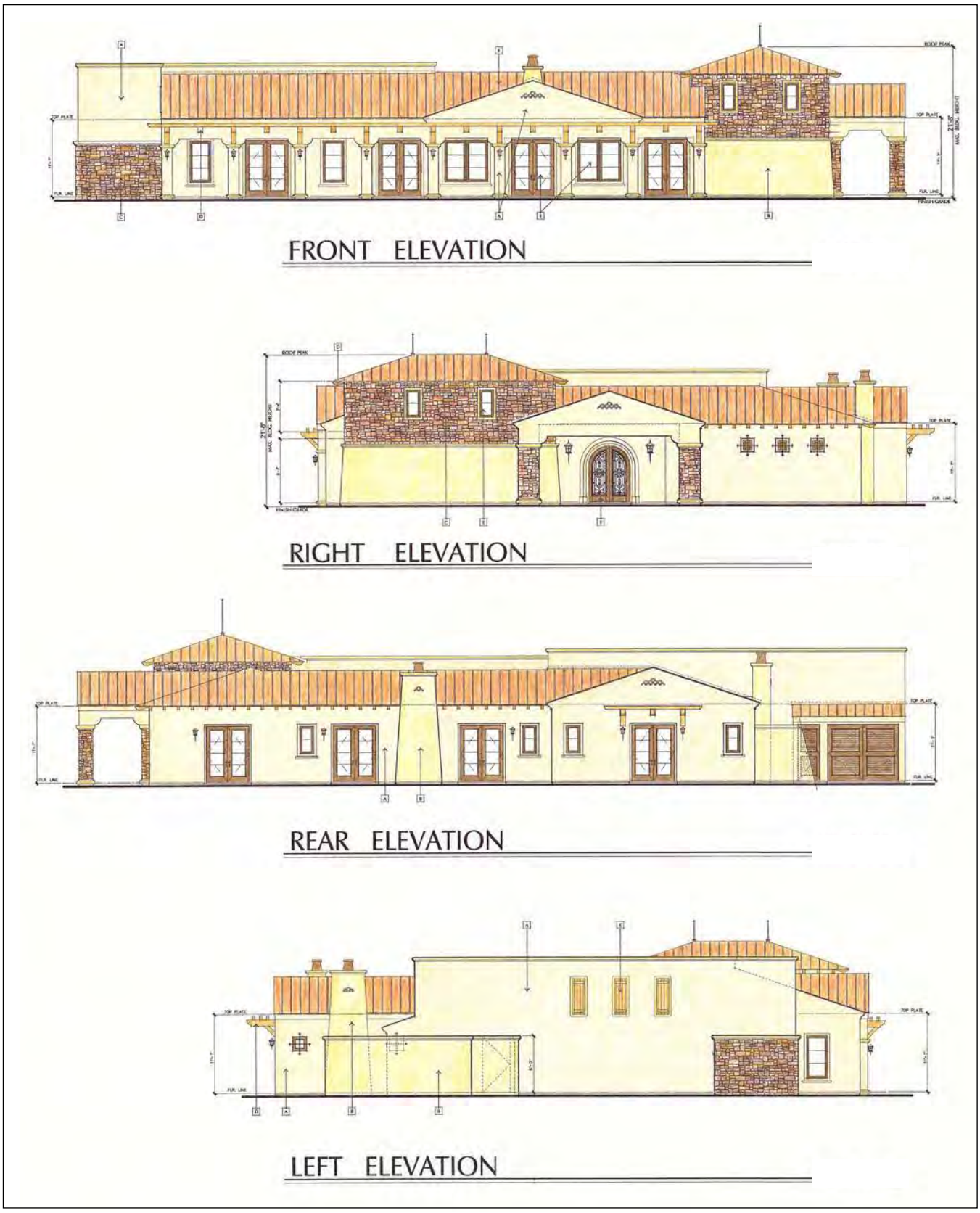

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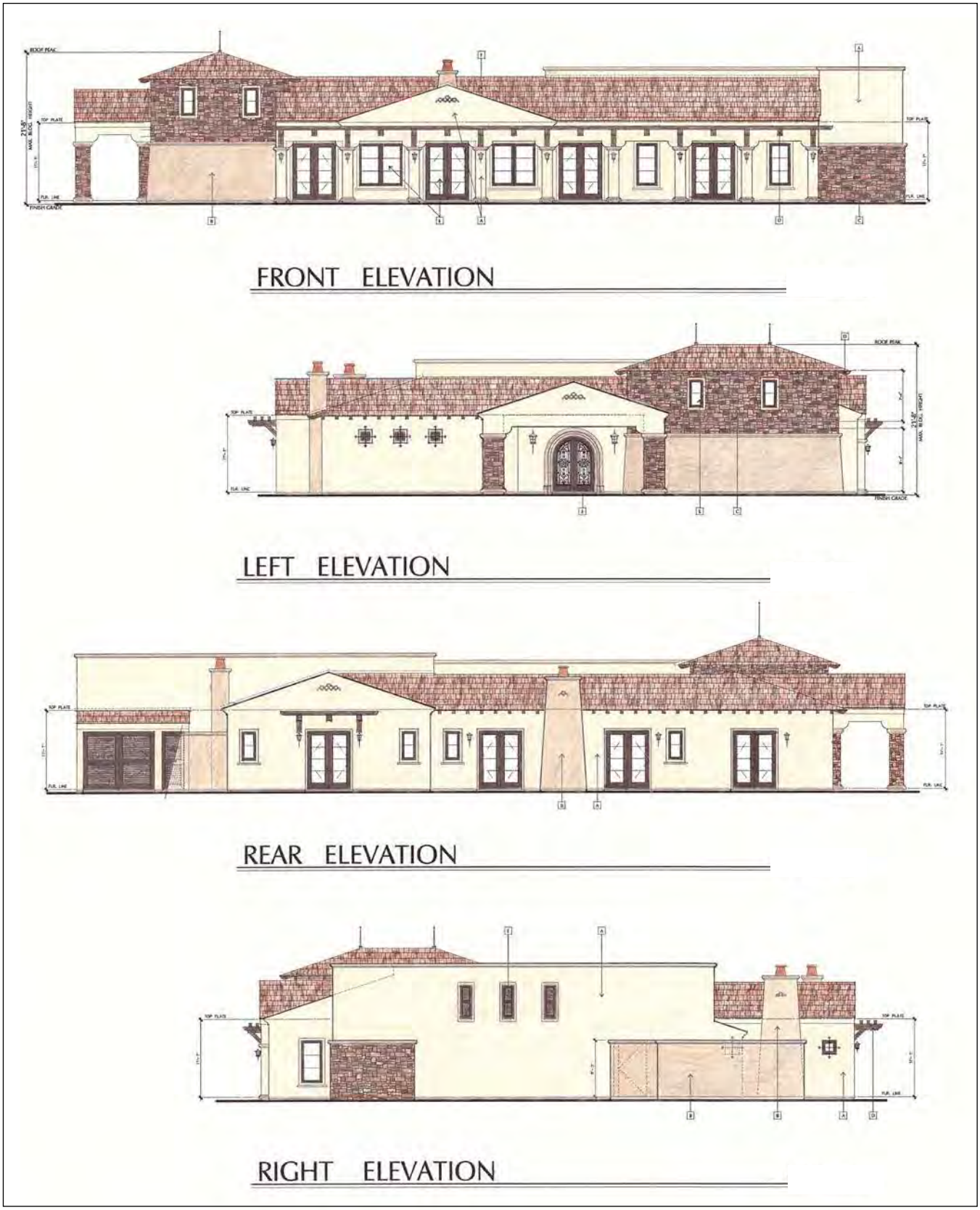
SOURCE: ADKVAS Group

Figure 2-4
Proposed Restaurant Building 1 Elevations



City of Wildomar - Westpark Promenade . 130266

SOURCE: ADKVAS Group

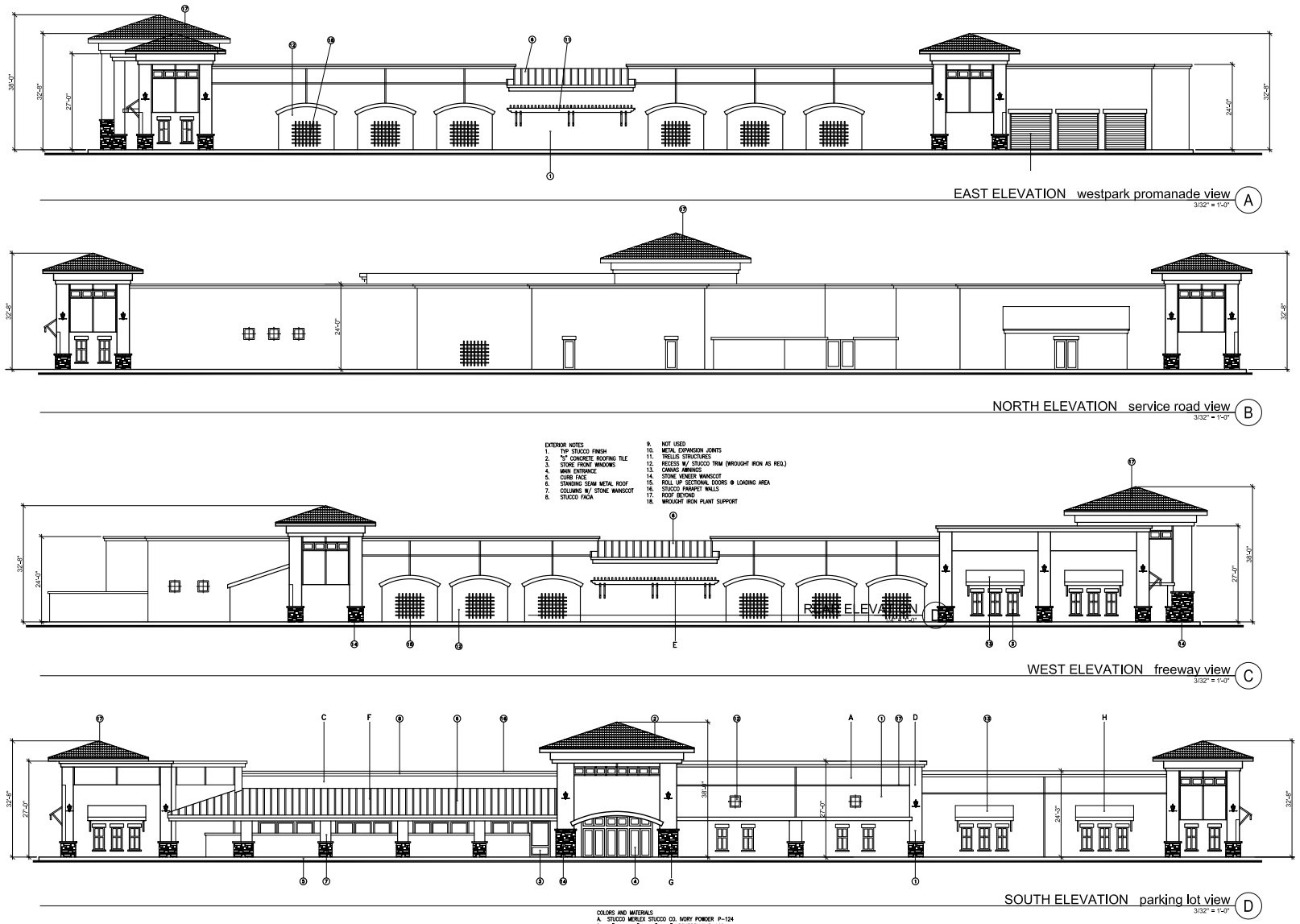
Figure 2-5
Proposed Restaurant Building 2 Elevations

SOURCE: Adkvas Group

City of Wildomar - Westpark Promenade . 130266

Figure 2-6

Retail Building Elevations



SOURCE: Allenback Architecture

City of Wildomar - Westpark Promenade . 130266

Figure 2-7

Major Retail Building Elvations

FRONT ELEVATION

LEFT ELEVATION

LEFT

FRONT

COURT YARD ELEVATIONS

City of Wildomar - Westpark Promenade . 130266

SOURCE: ADKVAS Group

Figure 2-8

Proposed Multiple Family Residential Building 1A Elevations

FRONT ELEVATION

LEFT ELEVATION

RIGHT ELEVATION

REAR ELEVATION

City of Wildomar - Westpark Promenade . 130266

SOURCE: ADKVAS Group

Figure 2-9

Proposed Multiple Family Residential Building 2A Elevations

2.4.1 Landscape and Drainage

Landscaping

The proposed project includes native and drought-tolerant landscaping throughout the project site (**Figure 2-10)**. Landscaping would consist of project entry theme trees (i.e., date palm or Mexican fan palm) at the northern and southern entrances along Westpark Street as well as selective entrances along Westpark Street. The project landscaping also includes evergreen perimeter trees (i.e., blackwood, majestic beauty Shamel ash, and Afgan pine) along the perimeter of the project site as well as portion of Westpark Street. The residential, retail, and recreational areas include various types of trees, shrubs and groundcover. The project also includes enhanced stamped concrete as well as project monuments at project entries, 6-foot high masonry walls with pilasters along the northern, eastern and southern property lines. Along the western property line adjacent to the Caltrans I-15 right-of-way, 6-foot tubular steel fence with pilasters are proposed to allow motorist views of the project site.

Drainage

The proposed project would include the construction of various drainage facilities throughout the project site **(Figure 2-11)**. The project would extend an existing 54-inch storm drain located at the existing Murrieta Valley/Depasquale Road south along the proposed Westpark Street to convey the off-site flows to the northernmost concrete headwall located in the Caltrans I-15 right-of-way (ROW). The headwall is the entrance into an existing concrete culvert that extends under and to the west side of I-15. The project site would contain two other storm drains, one of which would tie-in to and accept drainage from the existing unnamed storm drain to the east of the project site and would run along a continuation of Copper Court and through the intersection of Copper Court and Westpark Street, eventually discharging to the existing second northernmost headwall within the Caltrans I-15 right-of-way. This second headwall is the entrance to a second concrete culver that extends under and to the west side of I-15. The third storm drain line would collect stormwater from the southern portion of the project site and would cross Westpark Street, discharging to the southernmost concrete headwall within the Caltrans I-15 right-of-way. This southernmost headwall is the entrance to a third concrete culvert that extends under and to the west side of I-15. Construction of these new storm drains would be adequately sized to capture and convey the anticipated amount of run-on and runoff generated onsite compliant with City drainage control requirements.

The proposed drainage plan also includes structural best management practices (BMPs) to remove pollutants from stormwater. Catch basins are proposed on the project site and would be fitted with inserts designed to capture large floatables and debris, as well as providing some filtration of hydrocarbons. Additional BMPs include bio-retention, sand infiltration, and water quality trench facilities that are located adjacent to proposed storm drain lines. In addition, the project would include detention vault facilities to allow trash and pollutants to settle as well as reduce peak concentration storm flows from exiting the project site.

2.4.2 Access, Parking and Circulation

Primary vehicular access to the project site would be provided by the proposed entry drive located along the southern boundary of Catt Road (Westpark Street) and a northern entry at the intersection of Westpark Street and Depasquale Road. The entry drive would be have a 44-foot ROW and would traverse the project site in a north/south direction. A secondary access to the residential parcels would be provided along Copper Court (see Figure 2.3), which would connect to Westpark Street in an east/west manner. This street would also have a total 44-foot ROW. In addition, both internal and public sidewalks would be developed throughout the site. The public sidewalk system will be connected to the private sidewalk system within each residential area. All sidewalks would be connected beyond the project boundaries to help create a more walkable and connected pedestrian environment.

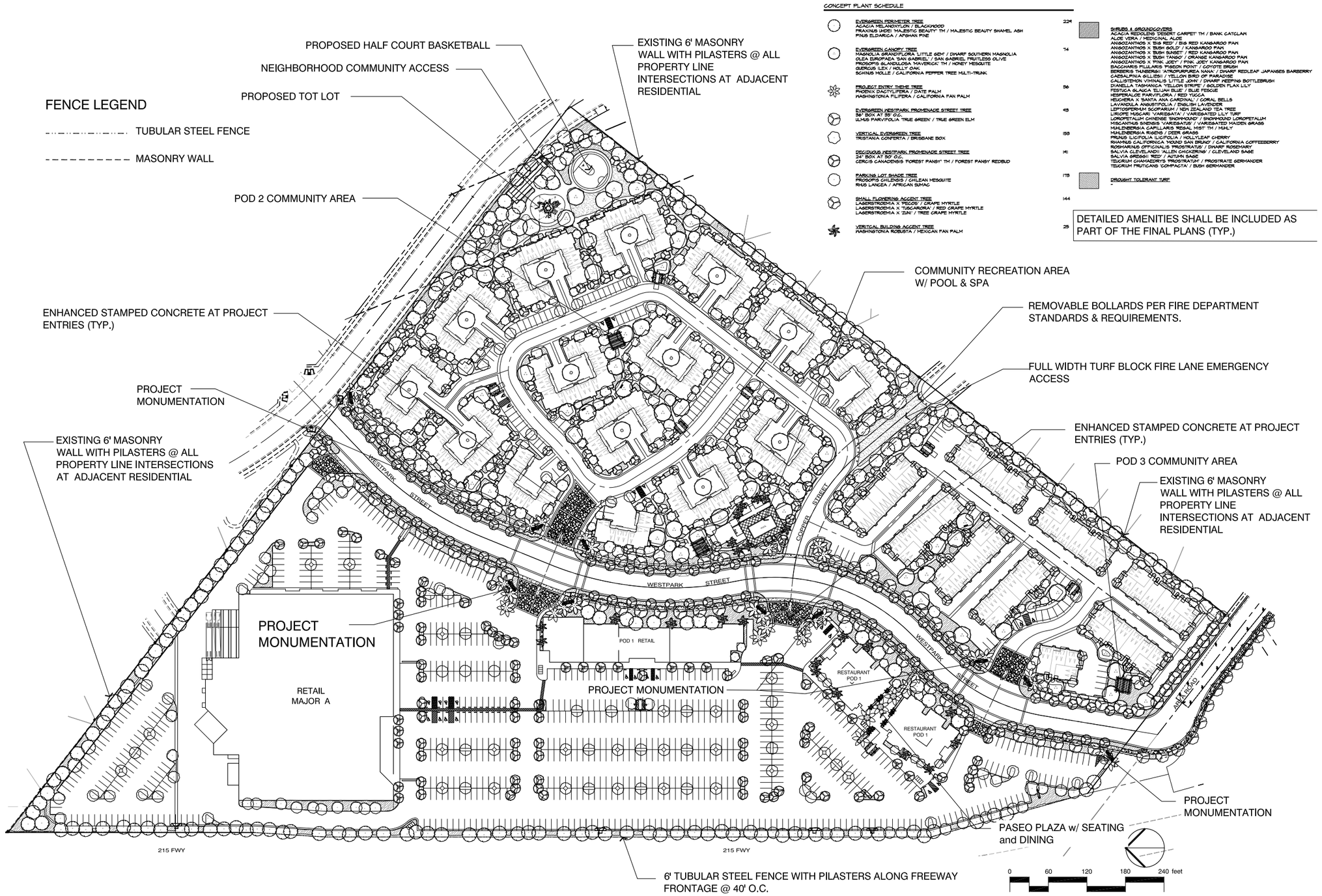
The project includes two offsite roadway improvements. The project would install a median along Arya Road to prohibit left turns into the existing USA gas station off of Arya Road. A left turn pocket off of Catt Road would also be constructed to allow vehicles to turn into the USA gas station. These improvements will ensure adequate access into and out of the existing USA gas station.

Approximately 1,284 parking spaces would be provided as part of the project, which would be in compliance with the City's requirements for commercial office and multi-family residences. The proposed project would provide a total of approximately 797 spaces for the commercial retail center and restaurant parcel and 487 parking spaces for the larger high density residential parcel. The smaller high-density residential parcel would include 165 parking spaces.

Emergency vehicle access would be provided via Copper Court; however the access would be gated to limit vehicles at this point to emergency vehicles only. Pedestrian access would be encouraged at this location.

2.4.3 Infrastructure

Development of the proposed project would include the provision of drainage, sewage disposal, water, solid waste, electricity, natural gas, and telecommunications on the project site. The infrastructure for the project would tie into the existing infrastructure lines that would be extended from Catt Road and Depasquale Road.



SOURCE: ADKVAS Group

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Figure 2-10

Proposed Landscape Plan

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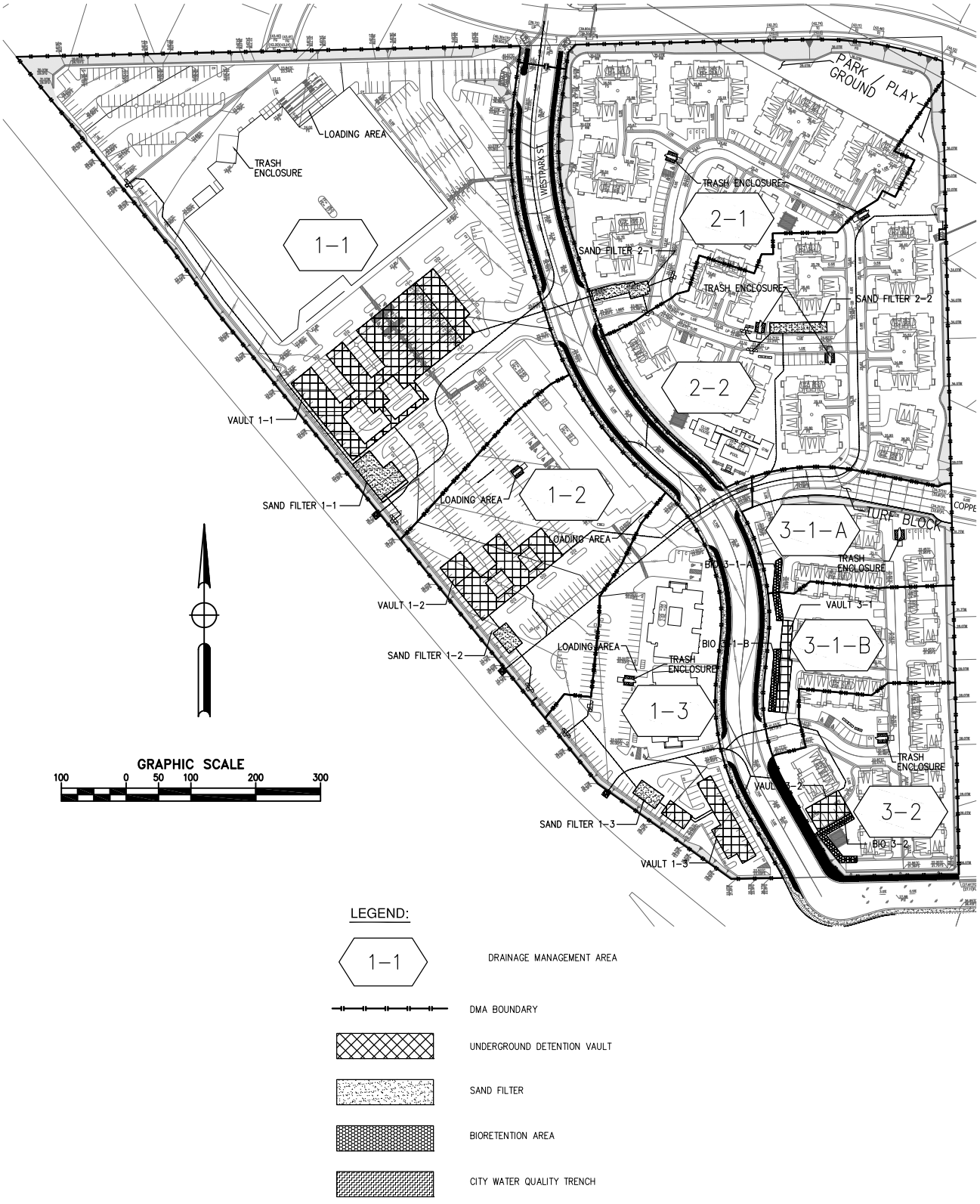

SOURCE: City of Wildomar

City of Wildomar - Westpark Promenade . 130266

Figure 2-11

Proposed Drainage Infrastructure Plan

2.4.4 Greenhouse Gas Reduction Project Design Features

The following design features of the project are proposed to reduce greenhouse gas emissions primarily during operation of the proposed project. One greenhouse gas reduction design feature is provided for construction of the commercial uses.

Proposed Residential Development Features

The following design features are proposed within the residential areas of the proposed project.

Building Envelope

- Enhance insulation of proposed structures by more than 15 percent than required under Title 24
- Modestly enhance windows by more than 5 percent than required under Title 24
- Enhance door insulation by more than 15 percent than required under Title 24
- Reduce building envelop leakage by more than 15 percent than required under Title 24
- Reduce heating distribution losses by more than 15 percent than required under Title 24

Indoor Space Efficiencies

- Provide high efficiency HVAC by more than 15 percent than required under Title 24
- Provide high efficiency water heaters by more than 15 percent than required under Title 24
- Provide daylight for all habitable rooms
- Provide efficient lights by more than 15 percent than required under Title 24
- Provide Energy Star appliances by more than 15 percent than required under Title 24

Miscellaneous Residential Building Efficiencies

- Provide north-south building alignment

Irrigation and Landscaping

- Provide Smart Irrigation Systems
- Provide recycled water for irrigation

Potable Water

- Provide high efficiency showerheads by more than 15 percent than required under Title 24
- Provide high efficiency toilets by more than 15 percent than required under Title 24
- Provide high efficiency faucets by more than 15 percent than required under Title 24

Mixed Use Development

- Provide sidewalks on both sides of the majority of the project streets
- Provide pedestrian linkages between residential and commercial uses
- Provide biking linkages between residential and commercial uses
- Provide charging circuits in all garages
- Provide walking or biking access between uses

Miscellaneous Residential Features

- No wood burning fireplaces will be provided
- Provide exterior electrical outlets for landscaping
- Provide green waste composting bins
- Provide dedicated recycling bins separated by type of recyclables
- Recycle at least 75 percent of construction waste

Proposed Commercial Development Features

The following design features are proposed within the commercial areas of the proposed project.

Building Envelope

- Enhance insulation of proposed structures by more than 15 percent than required under Title 24
- Modestly enhance windows by more than 5 percent than required under Title 24
- Enhance door insulation by more than 15 percent than required under Title 24
- Reduce building envelop leakage by more than 15 percent than required under Title 24
- Reduce heating distribution losses by more than 15 percent than required under Title 24

Indoor Space Efficiencies

- Provide high efficiency HVAC by more than 20 percent than required under Title 24
- Provide high efficiency water heaters by more than 20 percent than required under Title 24
- Provide efficient lights by more than 20 percent than required under Title 24
- Provide high efficiency appliances by more than 20 percent than required under Title 24

Renewable Energy

- Use renewable energy for at least 20 percent of all power needs

Water Use Reduction

- Provide water efficient landscaping

- Provide Smart Irrigation Systems that reduce water demand by at least 20 percent
- Provide high efficiency showerheads by more than 15 percent than required under Title 24
- Provide high efficiency toilets by more than 15 percent than required under Title 24
- Provide high efficiency faucets by more than 15 percent than required under Title 24
- Provide high efficiency dishwashers that provide at least 20 percent water savings
- Provide high efficiency laundry equipment that provides at least 30 percent water savings

Trip/Vehicle Miles Travelled Reduction

- Provide a car/vanpool program
- Provide complete sidewalks to the adjacent residential uses
- Provide bike lockers and racks
- Provide preferred parking for carpool or low emission cars

Exhaust Emissions Reduction

- Install electric vehicle charging stations
- Limit commercial vehicles to 5 minutes of idling

Recycling

- Provide dedicated recycling bins separated by type of recyclables

Construction

- Recycle at least 5 percent of demolition debris

2.5 Construction Process and Timeline

Construction of the proposed project would occur over a two year period, anticipated to begin in April 2016 and last until April 2018. The project would be developed in two phases. Construction of the commercial retail component would begin in 2016, and would take a total of approximately 12 months to complete. Lot preparation for the residential component would begin in April 2017. Construction of the residential component is assumed to be completed by April 2018. Construction activity would take place during the daylight hours, with limited weekend construction. The proposed construction activities will comply with the City of Wildomar's Municipal Code because construction would not occur between the hours of 6:00 P.M. and 6:00 A.M during the months of June through September and between the hours of 6:00 P.M. and 7:00 A.M. during the months of October through May. Nighttime construction is not proposed.

The project site would be balanced, thus not requiring the import or export of soil. An estimated 162,000 square feet of paving is required for the proposed project. The project is anticipated to disturb three acres per day during peak construction grading activity. The proposed project would

be graded to an elevation of approximately 1,332 to 1,345 feet, and the parking area would be slightly raised above the residential buildings.

Heavy equipment such as scrapers, dozers, water trucks, flat-bed trucks, stake bed trucks, backhoes, trenchers, scissor lifts, fork lifts, trash bins, concrete trucks, asphalt paving rollers, dump trucks, barber-green pavers, paint sprayers and semi-trucks will be used during construction. Approximately 100 construction workers would be expected to work onsite at any given time. An estimated 2,500 total vehicle trips are expected to and from the site for the transport of construction workers and construction equipment. Haul routes will come off Clinton Keith Road and go west on Catt Road. Construction activities would occur over the entire site, but construction staging would occur on the southwest corner of the project site so as to minimize disturbance to the residential communities surrounding the site.

2.6 Intended Use of the EIR and Project Approvals

This EIR is intended to be used by lead, responsible, and trustee agencies that may have review authority over the project. It is also intended to inform the public of the environmental effects of the proposed project. Actions and approvals required from the City in association with the proposed project include:

- Certification of the Final EIR and adoption of the Mitigation Monitoring and Reporting Plan (MMRP)
- Approval of a General Plan Amendment and Change of Zone
- Approval of a Tentative Parcel Map (TPM 36612)
- Approval of a Tentative Tract Map (TTM 36781)
- Approval of a Tentative Tract Map (TTM 36782)
- Approval of a Plot Plan

Actions and approvals that may be required from other agencies for the proposed project include:

- U.S. Army Corps of Engineers (USACE) – Nationwide Permit for conversion of the concrete drainage channel
- State Water Resources Control Board (SWRCB) – National Pollutant Discharge Elimination System (NPDES) and Storm Water Pollution Prevention Plan (SWPPP)
- Santa Ana Regional Water Quality Control Board (SARWQCB) – Section 401, NPDES and SWPPP
- Streambed Alteration Agreement may be required from the California Department of Fish and Wildlife (CDFW), subject to future agency jurisdictional review.

Additional coordination will be required between the proposed project proponent and the Hartford Park Home Owners Association. Specifically, the project would share the use of the parks that are part of the proposed project and the existing parks in the existing adjacent development.

CHAPTER 3
Project Environmental Impact Analysis

Approach to Project Analysis

Sections 3.1 through 3.15 of this Draft EIR contain discussions of the potential environmental impacts related to the construction and operation of the proposed project. These evaluations address the potential impacts of adding the project to the existing environmental setting and no other development.

Project Baseline

The baseline assumptions, which were established at the time the NOP was issued, per CEQA Guidelines Section 15125 (a), are used for the project impact analysis and includes the project site as an undeveloped 27.6-acre site with no current uses. Surrounding uses include the I-15 freeway immediately to the west, an existing single family residential neighborhood to the north of Despasquale Road, an existing single family neighborhood to the east and a vacant lot to the south.

Format Used for Project Impact Analysis

Each the environmental impact analysis section typically contains the following components:

- **Environmental Setting** identifies and describes the existing onsite physical environmental conditions associated with each of the impact sections.
- **Regulatory Framework** provides an understanding of the regulatory environment associated with the project.
- **Thresholds of Significance** identifies thresholds from Appendix G of the CEQA Guidelines that assist in a determination of whether an impact is significant. Unless specifically identified within each environmental issue section of this document, the thresholds of significance used are those contained in Appendix G of the Guidelines.
- **Impact Assessment** identifies the thresholds of significance and methodology used for the analysis and describes the environmental changes to the existing physical conditions that may occur if the proposed project is implemented. Mitigation measures are provided, if required, and the impact significance remaining after the mitigation measures have been implemented is provided.

3.1 Aesthetics

This section describes the existing visual or aesthetic resources within and surrounding the project area, and analyzes the impacts of the proposed on these resources. The evaluation is based on the proposed project's potential to impact visual character and quality and create light and glare, and compares the existing visual character of the site to that resulting from implementation of the project. Visual or aesthetic resources are generally defined as both the natural and built features of the landscape that contribute to the public's experience and appreciation of the environment. An area's visual character is generally a description of the visual attributes of a particular land use setting. The purpose of defining the visual character of an area is to provide the context within which the visual quality of a particular site or locale is most likely to be perceived by the viewing public. For urban areas, visual character is typically described on the neighborhood level or in terms of areas of common land use, intensity of development, and/or landscaping and urban design features. For natural and open space settings, visual character is most commonly described in terms of areas with common landscape attributes, such as landform, vegetation, or water features.

3.1.1 Environmental Setting

Regional Setting

Regional views within the vicinity of the City of Wildomar (City) are characterized by flat or gently rolling terrain with residential communities, industrial/commercial development, and agricultural land that transition into homes and residential neighborhoods. The Santa Rosa Plateau, located at the southern end of the Santa Ana Mountains, provides a prominent visual backdrop southwest of the City, south of the City are distant views of Palomar Mountain. The primary scenic resources adjacent to the City include the San Mateo Wilderness Area and Cleveland National Forest and associated and hillsides in the western area of the City. However, these scenic resources do not dominate the project area.

Much of the City comprises urbanized areas developed primarily with low-density residential development. Approximately 69.5% of the City's housing stock comprised single-family homes and 4.64% were multi-family units, with the remaining 25.9% mobile homes/other (SCAG, 2015). The project site is located south and west of single-family residential developments. While the City itself contains large residential areas, surrounding areas are more rural and agricultural in nature, with the exception of the cities of Murrieta and Lake Elsinore, to the south and north of the City of Wildomar, respectively. The largest commercial areas in the City are located on both the eastern and western corners at the I-15/Clinton Keith junction. There are small pockets of other commercial developments scattered throughout the City. The City also contains areas of land developed or devoted to open space, recreation, or agricultural uses in the northern and southwest portions of the City.

Project Area

The project area has some topographical relief with small undulating hills. A majority of the site is covered with disturbed grassland communities and contains a few trees in the northwest portion of the site and a few trees along the eastern boundary in association with a drainage swale. There is also a large drainage feature that traverses the project site in a northeast to southwest manner.

Long distance views to the west of the San Mateo Wilderness area and the Cleveland National Forest provide scenic views from within the project site. Although the project site is undeveloped, the areas surrounding the project site can be characterized as developed and suburban, including Interstate 15 (I-15) to the west and the residential land uses to the north and south.

Viewshed

Viewshed corridors specific to a project are generally defined as public viewing areas (e.g., public roadways, parks, and open space areas) that are within proximity of the project site, and that have relative open views of the project area from which alteration of the site would be noticed and the visual quality of the viewshed degraded. The viewsheds associated with the proposed project are mostly characterized by hillside views of the San Mateo Wilderness area and the Cleveland National Forest and Santa Ana Mountains recreational area to the west of the project site.

Light and Glare

The project area is largely built out and, therefore, includes existing sources of light and glare. The nighttime lighting environment surrounding the site mainly consists of passing vehicle headlights and lighting of the I-15 corridor, and residential street lights and building lighting. Beyond the immediate project vicinity is lighting supporting the commercial areas located on the western and eastern sides of the I-15/Clinton Keith junction.

There are no substantial sources of glare from sunlight or artificial light other than from glare reflecting from cars passing on I-15 and in nearby parking lots.

Scenic Highway or Corridors

The proposed project is located adjacent to I-15, which is designated as an "Eligible State Scenic Highway," however it is not officially designated as a State Scenic Highway by the California Department of Transportation (Caltrans, 2015).

The project site is not located in a designated scenic area, and none of the adjacent roads are designated as scenic highways or corridors. The nearest Eligible Scenic Highway is the I-15, which bounds the project area on the west. According to the State Scenic Highways Program, State Route 74 (SR-74) and State Route 243 (SR-243) are designated as State Scenic Highways in Riverside County. These highways intersect approximately 32 miles to the east of the project and are not visible from within the project site or the surrounding areas.

3.1.2 Regulatory Framework

State

State Scenic Highway Program

The State Scenic Highway Program, created by the California Legislature in 1963, was established to preserve and protect scenic highway corridors from change that would diminish the aesthetic value of lands adjacent to highways. Under this program, a highway is designated as a scenic highway when a local jurisdiction adopts a scenic corridor protection program, applies to the California Department of Transportation (Caltrans) for scenic highway approval, and receives notification from Caltrans that the highway has been designated as a scenic highway. Caltrans defines a scenic corridor as "*land generally adjacent to and visible from the highway. A scenic corridor is identified using a motorist's line of vision. A reasonable boundary is selected when the view extends to the distance horizon. Jurisdictional boundaries of the applicants are also considered."*

Local

City of Wildomar General Plan

The City of Wildomar General Plan contains polices that regulate visual resources in the project area. The following General Plan policies for visual resources and aesthetics are relevant to the project.

TABLE 3.1-1
WILDOMAR GENERAL PLAN CONSISTENCY ANALYSIS – AESTHETICS

General Plan Land Use Element Policies	Consistency Determination	Analysis
Policy LU 13.1: Preserve and protect outstanding scenic vistas and visual features for the enjoyment of the traveling public. (AI 32, 79)	Consistent	The existing scenic vistas in the project vicinity are of the San Mateo Wilderness area and the Cleveland National Forest which are located west of the project site and west of I-15. Therefore, public views of the scenic vista from I-15 would not be impacted with the development of the project. Therefore, the project would be consistent with this policy.
Policy LU 13.3: Ensure that the design and appearance of new landscaping, structures, equipment, signs, or grading within Designated and Eligible State and County scenic highway corridors are compatible with the surrounding scenic setting or environment. (AI 3, 32, 39)	Consistent	The proposed project includes structures with a maximum height of about 38 feet that are located at least 50 feet away from the existing property line/Caltrans right-of-way. The proposed landscaping on the project site and along the property line includes evergreen trees that include trucks that are 40 feet apart. These project features are compatible with development in the vicinity of the project site. The landscaping will improve the visual characteristics and aesthetic environment in the project area.
Policy LU 13.4: Maintain at least a 50-foot setback from the edge of the right-of-way for new development adjacent to Designated and Eligible State and County Scenic Highways. (AI 3)	Consistent	The proposed project includes development of commercial and retail buildings on the parcel adjacent to the I-15 which is designated as an Eligible State Scenic Highway. The nearest building to the I-15 right-of-way is the proposed Major Retail which is located 50 feet northeast of the existing I-15 right-of-way. Therefore, the proposed project would be consistent with this policy.

TABLE 3.1-1
WILDOMAR GENERAL PLAN CONSISTENCY ANALYSIS – AESTHETICS

General Plan Land Use Element Policies	Consistency Determination	Analysis
Policy LU 13.5: Require new or relocated electric or communication distribution lines, which would be visible from Designated and Eligible State and County Scenic Highways, to be placed underground. (AI 3, 32)	Consistent	The project includes placing utility lines including electrical and communication lines underground. Therefore, the proposed project would be consistent with this policy.
Policy LU 13.6: Prohibit offsite outdoor advertising displays visible from Designated and Eligible State and County Scenic Highways. (AI 6)	Consistent	The proposed project does not include offsite outdoor advertising displays. Therefore, the proposed project would be consistent with this policy.
Policy LU 13.7: Require that the size, height, and type of on-premise signs visible from Designated and Eligible State and County Scenic Highways be the minimum necessary for identification. The design, materials, color, and location of the signs shall blend with the environment, utilizing natural materials where possible. (AI 3)	Consistent	The proposed project will be required to be in conformance with Section 17.252.040 of the City of Wildomar Municipal Code which provides requirements on the size, height, and type of on-premise signs. In addition, the project will not include outdoor advertising displays because these types of signs are prohibited as discussed in Section 17.252.030 of the City of Wildomar Municipal Code. The project would be consistent with this policy.
Policy LU 13.8: Avoid the blocking of public views by solid walls.	Consistent	The proposed project includes a 6-foot high tubular steel fence with steel tubular pickets at 6-inches on center with intermittent concrete pilasters along the western property line adjacent to I-15. The proposed spacing of the steel tubular pickets allow views from I-15 into the project site. 6-foot high masonry walls are only proposed adjacent to existing and proposed residential areas. The proposed project would be consistent with this policy.

City of Wildomar Light Pollution Ordinance

The City of Wildomar is located within proximity to the Palomar Observatory. To preserve the access to the dark night sky enjoyed by Wildomar residents and residents of surrounding communities as well as to prevent "sky glow" condition, the observatory requires unique nighttime lighting restrictions. This sky glow condition would adversely impact the use of the telescope at the observatory. Generally, observatory sites need to be 30 to 40 miles from the large lighted areas so that the nighttime sky will not be brightened.

Chapter 8.64 of the Wildomar Municipal Code provides requirements for the total light output permitted per acre for the different lighting areas and the fixture shielding requirements for lamp type and lighting area. For residential areas, pursuant to Section 8.64.150 Residential lighting provisions, all outdoor luminaries 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. All unshielded fixtures or lighting sources shall not exceed 3,000 lumens per luminaire. Further, the maximum permitted lumens per acre for residential parcels is 55,000 lumens per acre, with an 11,000 lumen limit on the unshielded component. If at least 75 percent of the installed lumens are from low sodium pressure sodium lighting sources, the total lumens may be increased by 50 percent.

Security lighting is permitted, under this ordinance, only if triggered by motion or sound. The security lighting must include a full cutoff shield to prevent light spillage onto adjacent properties, and up to 5,000 lumens is exempt, with any additional security lighting subject to the provisions of Section 8.64.150 of the Municipal Municipal Code.

3.1.3 Impact Assessment

Thresholds of Significance

Based on Appendix G of the State CEQA Guidelines, impacts related to aesthetic issues may be considered significant if the proposed project would:

- Have a substantial adverse effect on a scenic vista;
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
- Substantially degrade the existing visual character or quality of the site and its surroundings; or
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Methodology

The project would involve adoption and implementation of the Westpark Promenade Final EIR and Mitigation Monitoring and Reporting Plan, General Plan Amendment and Change of Zone, a Tentative Parcel Map and two Tentative Tract Maps. The project would develop a cohesive community area though the creation of a mixed-use commercial and residential area. This would include signage, landscaping, two- and three-story residential buildings with maximum heights of about 38 feet and commercial/retail structures with heights ranging from about 22 feet to 38 feet. The potential aesthetic impacts of the project are evaluated considering such factors as the scale, mass, proportion, orientation, architectural detailing, and landscaping/buffering associated with the design of the project.

Impact 3.1-1: The project would not have a substantial adverse effect on a scenic vista.

A scenic vista is usually a view of a valued resource, such as waterways, the ocean, hills, valleys, or mountains. The City has not identified any important scenic viewsheds in the project area or within direct sight from the proposed project.

There are some slight differences in ground elevation between I-15 and the project site. There is also a drainage that traverses the project site from the northeast corner to the southwest towards I-15. A majority of the site is covered with mostly disturbed grassland. There are a few trees in the northwest portion of the site, and there are also a few trees and some riparian vegetation along the eastern boundary associated with the drainage swale.

The I-15 from Corona south to the San Diego County line has been designated as an Eligible State Scenic Highway. While this portion of the I-15 is eligible to be designated as a state scenic highway, it has not yet been recognized as such (Caltrans, 2015).

The project site would be graded to elevations of about 1,315 feet to 1,338 feet. The commercial area would include elevations ranging from about 1,315 to 1,328 while the residential area would include elevations ranging from 1,320 to 1,338. The northwestern boundary of the project site would be about 18 feet lower in elevation than the adjacent residential lots. The eastern portion of the site would be about 10 to 12 feet lower in elevation compared to the adjacent residential lots. Overall, the elevation of the proposed surface on the project site would be lower than the elevation of the surface grade of the adjacent uses. This grade differential would maintain existing residential views of the Santa Ana Mountains to the west.

Development of the project would not substantially obstruct existing existing residential views of the Santa Ana Mountains due to the project's lower elevation compared to the adjacent residential areas as well as the project's setbacks and orientation that would allow views of the mountains from adjacent residences. Therefore, development within the project area would result in less than significant impacts related to scenic vistas.

Significance Determination: Less than significant.

Impact 3.1-2: The project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

The proposed project is not located within a designated scenic highway corridor. As stated in the Environmental Setting section above, SR-74 and SR-243 are designated as State Scenic Highways in Riverside County. The portions of these highways that are designated are located about 32 miles east of the project area and are not visible from within the project area or surrounding areas. The project is located adjacent to the I-15, which is designated by Caltrans as an Eligible State Scenic Highway; however, it is not officially designated as a State Scenic Highway by Caltrans. Public views of the distant mountains (Cleveland National Forest) from I-15 would not be obscured by development of the proposed project with commercial and residential buildings. Under the project, public views of the site would change from an undeveloped site with some scattered trees to include a built environment with residential and commercial buildings. Therefore, views of the project area for passengers along I-15 would not be substantially altered by the proposed project and impacts would be less than significant.

Significance Determination: Less than significant.

Impact 3.1-3: The project would not substantially degrade the existing visual character or quality of the site and its surroundings.

The project site is currently undeveloped and is covered with disturbed grassland communities and contains a few trees in the northwest portion of the site and a few trees along the eastern boundary in association with a drainage swale. There is also a large drainage feature that traverses the project site in a northeast to southwest manner.

Three visual simulations were created showing views of the project from the southeast, northwest, southwest, as indicated on **Figure 3.1-1** Key Views Map. The following analysis is organized using each of the following figures as a visual guide, starting with **Figure 3.1-2**,shows views from the west of the project site and the subsequent figures (**Figures 3.1-3** and **3.1-4**) continuing counter-clockwise, showing views from the south and north of the project site. Each view point location is first described, compares existing and with project conditions, and finally, analyzes the changes in the visual environment relative to the identified threshold of significance follows:

View 1: From I-15 Looking Southeast

Figure 3.1-2 (View #1 from I-15 looking southeast) shows views of the project site from I-15. Views of the project site in this location include views of the interstate highway in the foreground as well as views of the disturbed grass land on the project site. There is a line of mature trees in the background and the roofline of existing single-family residential developments, which border the eastern boundary of the project site. To the north of the project site, the topography steps up and a property wall associated with the neighboring land use sits along the perimeter of an existing single-family detached development. The site is undeveloped and primarily consists of non-native vegetation in the middle ground.

Under developed project conditions, mature landscaping would be provided along I-15 (and along the entire western perimeter of the site). From this location, the northwestern corner of the major big box retailer can be seen. The development would utilize natural building materials (stucco, masonry and stone veneer). The proposed architectural style would be Early California Mediterranean which is consistent with the applicable design guidelines as described in the City of Wildomar Draft General Plan Community Design Element Update currently under consideration by the City for adoption. This style would blend with the existing development in the project vicinity. The proposed onsite landscaping includes entry theme trees (i.e., date palm or Mexican fan palm) at the northern and southern entrances along Westpark Street as well as selective entrances along Westpark Street. The project landscaping also includes evergreen perimeter trees (i.e., blackwood, majestic beauty Shamel ash, and Afgan pine) along the perimeter of the project site as well as portion of Westpark Street. The residential, retail, and recreational areas include various types of trees, shrubs and groundcover. The proposed landscaping would blend with the natural environment.

View 2: From South of the Project Site Looking Northwest

Figure 3.1-3 (View #2 from the southern end of the project site looking northwest) shows views of the project site from the southern end of the project site, near Arya Road. Views of the project site at this location in the foreground incudes, a dirt road that serves as parking and a turnaround area, several large rocks along the southern boundary of the site designed to prevent people from entering the site, and several aboveground utility lines that border the project site. The site is undeveloped and covered with non-native grassland in the middle-ground. In the background, single-family residential developments border the site to the north, and several mature trees line the northern perimeter of the project site. Views of hills to the north of the site and within the City can be seen in the distance, northeast of the project site.

Under developed project conditions, the existing dirt road would be paved and act as one of two entry ways into the proposed development. Landscaping consisting of mature evergreen street trees, deciduous trees, and small shrubs and groundcover line both sides of the paved road entering the proposed development. To the west, a surface parking lot for the commercial and restaurant patrons and to the east, are several multiple-family attached townhomes that would be constructed as part of the proposed project. The residences include an Early California Mediterranean architectural style similar to the Mission or Spanish Colonial Revival Styles, which carry out the vision that the City has described in the City of Wildomar Draft General Plan Community Design Element Update currently under consideration by the City for adoption. The residences are characterized by smooth stucco finishes that mimic adobe, deeply recessed openings or balconies, clay-tiled roofs with colors that are typically natural earth tones of light brown to white, cream and flesh tones. There is also two car garages and street parking available in front of the residences. Under project conditions, background view of the hills north of the site are impeded by the trees and rooflines associated with the proposed project.

View 3 From North of the Project Site Looking Southwest

Figure 3.1-4 (View #3 from north of the project site looking southwest) shows views of the project site from the northern end, near Despasquale Road. Views to the project site include a paved road and sidewalk in the foreground, as well as a white picket fence and small shrubs and a larger wrought iron fence just beyond that. Four trees line the northern boundary of the project site, and in the middle-ground is the gently rolling undeveloped non-native grasslands. The background shows views of the neighboring commercial uses across the southern boundary of the project site and views of the I-15 to the southwest of the project site. Distant views of the Cleveland National Forest can be seen to the southwest of the project site.

Under developed project conditions, the existing paved road would be extended to enter the project site. East of the project site includes an existing single-family residence and mature trees and shrubs and groundcover would line the paved road leading into the proposed development. In the background, the roofline of a proposed commercial building can be seen over the tree line and would utilize similar natural building materials and colors as the existing single-family residence. To the west, views show the parking lot and the northeastern wall in the distance for the proposed major big box retailer.

The existing visual character of the area would change as a result of the project. The project would introduce commercial and high density residential adjacent to single-family residential, but located near other commercial and high density residential land uses. However, the proposed project would utilize building materials and design in the Early California Mediterranean style, similar to the surrounding single-family residences and commercial uses in the project vicinity to blend in with the existing environment. Therefore, because the project aims to enhance rather than degrade the visual character of the area, impacts would be less than significant.

Significance Determination: Less than significant.

SOURCE: VisionScape Imagery

City of Wildomar - Westpark Promenade . 130266

Figure 3.1-1
Key Views Map

Existing View

Proposed View

SOURCE: VisionScape Imagery

City of Wildomar - Westpark Promenade . 130266

Figure 3.1-2
View #1 From I-15
Looking Southeast

Existing View

Proposed View

SOURCE: VisionScape Imagery

City of Wildomar - Westpark Promenade . 130266

Figure 3.1-3
View #2 From South of the Project Site
Looking Northwest

Existing View

Proposed View

SOURCE: VisionScape Imagery

City of Wildomar - Westpark Promenade . 130266

Figure 3.1-4

View #3 From North of the Project Site
Looking Southwest

Impact 3.1-4: The project would create a new source of light or glare, but the increase in light and glare would not result in a substantial adverse effect on day or nighttime views in the area.

Sources of new and increased nighttime lighting and illumination include, but are not limited to, new residential development, lighting from commercial uses, light associated with vehicular travel (e.g., car headlights), street lighting, parking lot lights, and security-related lighting. Light pollution is regulated by Chapter 8.64 of the Wildomar Municipal Code.

The City's Light Pollution Ordinance establishes limits on the types of fixtures and size of bulbs for aspects of the development. All outdoor luminaires must be located, adequately shielded and directed such that no direct light falls outside the parcel of origin or onto the public right-of-way. Unshielded fixtures or lighting sources shall not exceed 3,000 lumens per luminaire. Further, the maximum permitted lumens per acre for residential parcels is 55,000 lumens per acre, with an 11,000-lumen limited on the unshielded component. Security lighting is permitted if only triggered by motion or sound and must include a cutoff shield to prevent light spill onto adjacent properties. Up to 5,000 lumens are exempt, with any additional security lighting subject to the provisions of the City's ordinance (City of Wildomar, 2013). Compliance with the ordinance will result in a less than significant impact on nighttime light pollution. The incorporation of ornamental landscaping throughout the proposed project would also provide additional shielding from spillover nighttime lighting. While it is not anticipated that the ornamental landscaping would include outdoor lighting, the City's ordinance states that all light fixtures are required to be shielded and installed in a manner such that the shielding is effective and permanent. The proposed project includes 797 parking spaces which would require nighttime illumination. According to the ordinance, all parking lot lighting shall have no light emitted above 90 degrees.

The proposed project would result in an increase in potential lighting sources associated with a new commercial-residential development, including lighting from vehicular traffic, street lighting, parking lot lighting and security lighting. The City's Light Pollution Ordinance would require residential and commercial luminaires to be full cutoff within 25 feet of adjacent residential property lines. Further, light fixtures on the residential side of commercial property adjacent to residential property shall be full cutoff and shall be installed not higher than 14 feet above grade at the property line, measured perpendicular to the lot. Although the project will increase lighting on the project site, compliance with the City's Light Pollution Ordinance would reduce potential lighting impacts to less than significant.

Further, the effect produced by indirect light sources is commonly referred to as "glare". Daytime glare is typically caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glare or reflective materials. Daytime glare generation is common in urban areas and is typically associated with mid- to high-rise buildings with exterior facades that are largely or entirely comprised of highly reflective glass or mirror-like materials from which the sun can reflect, particularly following sunrise and prior to sunset. Daytime glare generation is typically related to sun angles, although glare resulting from reflected sunlight can occur regularly at certain times of the year. Glare can also be produced during evening and nighttime hours by artificial light directed toward a light-sensitive land use. The proposed project would

include 191 multiple-family attached townhomes and 118,354 sf of commercial retail and restaurant uses. Based on visual simulations prepared for the proposed project, the proposed residential units and commercial retail uses would primarily use non-reflective building materials and building windows would be coated with tinting materials to reduce glare to minimize visibility of interior lighting. Consistent with the City of Wildomar Community Design Element of the Draft General Plan, the residential and commercial uses would follow the Mission and Spanish Colonial Revival Styles, which would utilize earth tones, clay-tile roofs, and mimic adobe to blend with the natural landscape and existing developments within the vicinity of the project site. Implementation of this architectural style would reduce potential glare impacts associated with the project to less than significant.

Significance after Mitigation: Less than Significant

References

Caltrans, *Riverside County Scenic Highway Mapping System*, http://www.dot.ca.gov/hq/LandArch/scenic_highways/, accessed May 15, 2015.

City of Wildomar, *Municipal Code Section 8.64 Light Pollution*, http://www.qcode.us/codes/wildomar/view.php?topic=8-8_64&showAll=1&frames=on, 2013, accessed September 22, 2015.

Southern California Association of Governments (SCAG), *Local Profiles Report 2015: City of Wildomar*, http://www.scag.ca.gov/Documents/Wildomar.pdf, 2015, accessed September 22, 2015.

3.2 Air Quality

This section provides an overview of the existing air quality at the proposed project site and surrounding region, a summary of applicable air quality regulations, and analyses of potential short-term and long-term air quality impacts from implementation of the proposed project. Mitigation Measures are recommended as necessary to reduce significant air quality impacts. The primary sources of information used in this analysis are derived from the Air Quality and GHG Impact Analyses (Giroux and Associates, 2015) and the Health Risk Assessment Report (Mirabella, 2015). These reports are included as Appendix B1 and B2, respectively.

3.2.1 Environmental Setting

Climate and Meteorology

The project site is located in the City of Wildomar in the portion of Riverside County that lies within the South Coast Air Basin (Basin). The project area is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The Basin is a 6,600-square-mile coastal plain bounded by the Pacific Ocean to the southwest and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Basin includes the non-desert portions of Los Angeles, Riverside, and San Bernardino counties, and all of Orange County.

The ambient concentrations of air pollutants are determined by the amount of emissions released by sources and the atmosphere's ability to transport and dilute such emissions. Natural factors that affect transport and dilution include terrain, wind, atmospheric stability, and sunlight. Therefore, existing air quality conditions in the area are determined by such natural factors as topography, meteorology, and climate, in addition to the amount of emissions released by existing air pollutant sources.

Atmospheric conditions such as wind speed, wind direction, and air temperature gradients interact with the physical features of the landscape to determine the movement and dispersal of air pollutants. The topography and climate of southern California combine to make the Basin an area of high air pollution potential. The Basin is a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean to the west and high mountains around the rest of the perimeter. The general region lies in the semi-permanent high-pressure zone of the eastern Pacific, resulting in a mild climate tempered by cool sea breezes with light average wind speeds. The usually mild climatological pattern is disrupted occasionally by periods of extremely hot weather, winter storms, or Santa Ana winds. During the summer months, a warm air mass frequently descends over the cool, moist marine layer produced by the interaction between the ocean's surface and the lowest layer of the atmosphere. The warm upper layer forms a cap over the cool marine layer and inhibits the pollutants in the marine layer from dispersing upward. In addition, light winds during the summer further limit ventilation. Furthermore, sunlight triggers the photochemical reactions that produce ozone. The region experiences more days of sunlight than any other major urban area in the nation except Phoenix (SCAQMD, 2013a).

Criteria Air Pollutants

The California Air Resources Board (CARB) and the United States Environmental Protection Agency (EPA) currently focus on the following air pollutants as indicators of ambient air quality: ozone, carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), respirable particulate matter with an aerodynamic diameter of 10 micrometers or less (PM_{10}), fine particulate matter with an aerodynamic diameter of 2.5 micrometers or less ($PM_{2.5}$), and lead. The pollutants are referred to as "criteria air pollutants" since they are the most prevalent air pollutants known to be injurious to human health and extensive health-effects criteria documents are available about their effects on human health and welfare. Standards have been established for each criteria pollutant to meet specific public health and welfare criteria set forth in the federal Clean Air Act (CAA). California has adopted more stringent ambient air quality standards for the criteria air pollutants (referred to as State Ambient Air Quality Standards, or state standards) and has adopted air quality standards for some pollutants for which there is no corresponding national standard.

Ozone

Ozone, the main component of photochemical smog, is primarily a summer and fall pollution problem. Ozone is not emitted directly into the air, but is formed through a complex series of chemical reactions involving other compounds that are directly emitted. These directly emitted pollutants (also known as ozone precursors) include reactive organic gases (ROGs) or volatile organic compounds (VOCs), and oxides of nitrogen (NO_X). While both ROGs and VOCs refer to compounds of carbon, ROG is a term used by CARB and is based on a list of exempted carbon compounds determined by CARB. VOC is a term used by the EPA and is based on EPA's own exempt list. The time period required for ozone formation allows the reacting compounds to spread over a large area, producing regional pollution problems. Ozone concentrations are the cumulative result of regional development patterns rather than the result of a few significant emission sources.

Once ozone is formed, it remains in the atmosphere for one or two days. Ozone is then eliminated through reaction with chemicals on the leaves of plants, attachment to water droplets as they fall to earth ("rainout"), or absorption by water molecules in clouds that later fall to earth with rain ("washout").

Short-term exposure to ozone can irritate the eyes and cause constriction of the airways. In addition to causing shortness of breath, ozone can aggravate existing respiratory diseases such as asthma, bronchitis, and emphysema.

Carbon Monoxide

CO, a colorless and odorless gas, is a relatively non-reactive pollutant that is a product of incomplete combustion and is mostly associated with motor vehicles. When inhaled at high concentrations, CO combines with hemoglobin in the blood and reduces the oxygen-carrying capacity of the blood. This results in reduced oxygen reaching the brain, heart and other body tissues. This condition is especially critical for people with cardiovascular diseases, chronic lung disease, or anemia. CO measurements and modeling were important in the early 1980s when CO

levels were regularly exceeded throughout California. In more recent years, CO measurements and modeling have not been a priority in most California air districts due to the retirement of older polluting vehicles, lower emissions from new vehicles, and improvements in fuels.

Nitrogen Dioxide

NO_2 is a reddish-brown gas that is a by-product of combustion processes. Automobiles and industrial operations are the main sources of NO_2. Combustion devices emit primarily nitric oxide (NO), which reacts through oxidation in the atmosphere to form NO_2. The combined emissions of NO and NO_2 are referred to as NOx, which are reported as equivalent NO_2. Aside from its contribution to ozone formation, NO_2 can increase the risk of acute and chronic respiratory disease and reduce visibility. NO_2 may be visible as a coloring component of a brown cloud on high pollution days, especially in conjunction with high ozone levels.

Sulfur Dioxide

SO_2 is a colorless, extremely irritating gas or liquid. It enters the atmosphere as a pollutant mainly as a result of burning high sulfur-content fuel oils and coal, and from chemical processes occurring at chemical plants and refineries. When SO_2 oxidizes in the atmosphere, it forms sulfur trioxide (SO_3). Collectively, these pollutants are referred to as sulfur oxides (SO_X).

Major sources of SO_2 include power plants, large industrial facilities, diesel vehicles, and oil-burning residential heaters. Emissions of SO_2 aggravate lung diseases, especially bronchitis. It also constricts the breathing passages, especially in people with asthma and people involved in moderate to heavy exercise. SO_2 potentially causes wheezing, shortness of breath, and coughing. Long-term SO_2 exposure has been associated with increased risk of mortality from respiratory or cardiovascular disease.

Particulate Matter

PM_{10} and $PM_{2.5}$ consist of particulate matter that is 10 microns or less in diameter and 2.5 microns or less in diameter, respectively (a micron is one-millionth of a meter). PM_{10} and $PM_{2.5}$ represent fractions of particulate matter that can be inhaled into the air passages and the lungs and can cause adverse health effects. Acute and chronic health effects associated with high particulate levels include the aggravation of chronic respiratory diseases, heart and lung disease, and coughing, bronchitis and respiratory illnesses in children. Recent mortality studies have shown an association between morbidity and mortality and daily concentrations of particulate matter in the air. CARB has estimated that achieving the ambient air quality standards for PM_{10} could reduce premature mortality rates by 6,500 cases per year (CARB, 2004). Particulate matter can also damage materials and reduce visibility. One common source of $PM_{2.5}$ is diesel exhaust emissions.

PM_{10} consists of particulate matter emitted directly into the air, such as fugitive dust, soot, and smoke from mobile and stationary sources, construction operations, fires, and natural windblown dust; and particulate matter formed in the atmosphere by condensation and/or transformation of SO_2 and ROG. Traffic generates particulate matter emissions through entrainment of dust and dirt particles that settle onto roadways and parking lots. PM_{10} and $PM_{2.5}$ are also emitted by burning

wood in residential wood stoves and fireplaces and open agricultural burning. PM_{10} can remain in the atmosphere for up to seven days before gravitational settling, rainout, and washout remove it.

Lead

Lead is a metal found naturally in the environment and present in some manufactured products. There are a variety of activities that can contribute to lead emissions, which are grouped into two general categories, stationary and mobile sources. On-road mobile sources include light-duty automobiles; light-, medium-, and heavy-duty trucks; and motorcycles.

Emissions of lead have dropped substantially over the past forty years. The reduction before 1990 is largely due to the phase-out of lead as an anti-knock agent in gasoline for on-road automobiles. Substantial emission reductions have also been achieved due to enhanced controls in the metals processing industry. In the Basin, atmospheric lead is generated almost entirely by the combustion of leaded gasoline and contributes less than one percent of the material collected as total suspended particulates.

Toxic Air Contaminants

Concentrations of toxic air contaminants (TACs), or in federal parlance, hazardous air pollutants (HAPs), are also used as indicators of ambient air quality conditions. A TAC is defined as an air pollutant that may cause or contribute to an increase in mortality or in serious illness, or that may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air; however, their high toxicity or health risk may pose a threat to public health even at low concentrations.

According to The California Almanac of Emissions and Air Quality (CARB, 2009), the majority of the estimated health risk from TACs can be attributed to relatively few compounds, the most important being particulate matter from diesel-fueled engines (diesel PM). Diesel PM differs from other TACs in that it is not a single substance, but rather a complex mixture of hundreds of substances. Although diesel PM is emitted by diesel-fueled internal combustion engines, the composition of the emissions varies depending on engine type, operating conditions, fuel composition, lubricating oil, and whether an emission control system is present.

Unlike the other TACs, no ambient monitoring data are available for diesel PM because no routine measurement method currently exists. However, CARB has made preliminary concentration estimates based on a particulate matter exposure method. This method uses the CARB emissions inventory's PM_{10} database, ambient PM_{10} monitoring data, and the results from several studies to estimate concentrations of diesel PM. In addition to diesel PM, the TACs for which data are available that pose the greatest existing ambient risk in California are benzene, 1,3-butadiene, acetaldehyde, carbon tetrachloride, hexavalent chromium, para-dichlorobenzene, formaldehyde, methylene chloride, and perchloroethylene.

Odorous Emissions

Odors are generally regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from psychological (e.g., irritation,

anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache). Offensive odors are unpleasant and can lead to public distress generating citizen complaints to local governments. Although unpleasant, offensive odors rarely cause physical harm. The occurrence and severity of odor impacts depend on the nature, frequency, and intensity of the source, wind speed, direction, and the sensitivity of receptors.

Project Area Air Quality Setting

Existing Air Quality

SCAQMD maintains monitoring stations within district boundaries that monitor air quality and compliance with associated ambient standards. Currently, the nearest monitoring station to the Project site is the Lake Elsinore monitoring Station (506 W. Flint St. Lake Elsinore). This station monitors ambient concentrations of ozone, NO_2, and CO, but does not monitor SO_2 or PM_{10}, or $PM_{2.5}$. The nearest monitoring station that monitors ambient concentrations of PM_{10} is the Perris Station. The closest monitoring station that monitors $PM_{2.5}$ is the Rubidoux Station. Concentrations from the monitoring stations for the most recent four years (2011 – 2014) are shown in **Table 3.2-1**.[1]

Both CARB and USEPA use this type of monitoring data to designate areas according to their attainment status for criteria air pollutants. The purpose of these designations is to identify the areas with air quality problems and thereby initiate planning efforts for improvement. The three basic designation categories are nonattainment, attainment, and unclassified. Unclassified is used in an area that cannot be classified on the basis of available information as meeting or not meeting the standards. In addition, the California designations include a subcategory of nonattainment-transitional, which is given to nonattainment areas that are progressing and nearing attainment. The current attainment status for the Basin is provided in **Table 3.2-2.**

[1] 2014 data has been finalized for most pollutants, but does not include $PM_{2.5}$ at this time.

TABLE 3.2-1
AIR QUALITY DATA SUMMARY (2011 – 2013)[2]

Pollutant	Standard[a]	Monitoring Data by Year			
		2011	2012	2013	2014
Ozone – Lake Elsinore Monitoring Station					
Highest 1 Hour Average (ppm)		0.133	0.111	0.102	0.104
Days over State Standard	0.09 ppm	19	10	6	4
Highest 8 Hour Average (ppm)		0.106	0.089	0.089	0.086
Days over National Standard	0.075 ppm	28	17	12	6
Days over State Standard	0.070 ppm	45	29	25	13
Carbon Monoxide – Lake Elsinore Monitoring Station					
Highest 8 Hour Average (ppm)		0.7	0.7	06	1.4
Days over National Standard	9 ppm	0	0	0	0
Days over State Standard	9.0 ppm	0	0	0	0
Nitrogen Dioxide – Lake Elsinore Monitoring Station					
Highest 1 Hour Average (ppm)		0.0503	0.0483	0.0466	0.0453
Days over National Standard	0.100 ppm	0	0	0	0
Days over State Standard	0.18 ppm	0	0	0	0
Annual Average (ppm)		0.0096	0.0102	0.0084	0.0082
Days over National Standard	0.053 ppm	0	0	0	0
Days over State Standard	0.030 ppm	0	0	0	0
Particulate Matter (PM_{10}) – Perris Monitoring Station					
Highest 24 Hour Average ($\mu g/m^3$)[b]		65	62	70	87
Days over National Standard (measured)[c]	150 $\mu g/m^3$	0	0	0	0
Days over State Standard (measured)[c]	50 $\mu g/m^3$	3	1	10	8
Annual Average ($\mu g/m^3$)[b]	20 $\mu g/m^3$	29.2	26.5	33.6	35.1
Particulate Matter ($PM_{2.5}$) – Rubidox Air Monitoring Station					
Highest 24 Hour Average ($\mu g/m^3$)[b]		60.8	38.1	60.3	*
Days over National Standard (measured)[c]	35 $\mu g/m^3$	4	7	6	*

ppm = parts per million; $\mu g/m^3$ = micrograms per cubic meter.
* = Insufficient data available to determine the value.

[a] Generally, state standards and national standards are not to be exceeded more than once per year.

[b] Concentrations and averages represent federal statistics. State and federal statistics may differ because of different sampling methods.

[c] Measurements are usually collected every six days. Days over the standard represent the measured number of days that the standard has been exceeded.

SOURCE: SCAQMD, 2014, 2013b, 2012, 2011.

[2] Sulfur Dioxide is not monitored within a reasonable distance from the project site and therefore is not included in the above table.

TABLE 3.2-2
SOUTH COAST AIR BASIN ATTAINMENT STATUS

	Attainment Status	
Pollutant	**California Standards**	**Federal Standards**
Ozone	Extreme Nonattainment (1-hr); Nonattainment (8-hr)	No Standard (1-hr); Extreme Nonattainment (8-hr)
CO	Attainment	Attainment (Maintenance)
NO_2	Attainment	Unclassified/Attainment
SO_2	Attainment	Unclassified/Attainment
PM_{10}	Nonattainment	Attainment (Maintenance)
$PM_{2.5}$	Nonattainment	Nonattainment
Lead	Attainment	Attainment

SOURCE: CARB, 2013a; USEPA, 2013.

Sensitive Land Uses

Land uses such as schools, children's daycare centers, hospitals, and convalescent homes are considered to be more sensitive to poor air quality than the general public because the population groups associated with these uses have increased susceptibility to respiratory distress. In addition, residential uses are considered more sensitive to air quality conditions than commercial and industrial uses, because people generally spend longer periods of time at their residences, resulting in greater exposure to ambient air quality conditions. Recreational land uses are considered moderately sensitive to air pollution. Exercise places a high demand on respiratory functions, which can be impaired by air pollution, even though exposure periods during exercise are generally short. In addition, noticeable air pollution can detract from the enjoyment of recreation.

Currently, sensitive uses located in the Project site vicinity include single-family residential uses. Specifically, the nearest residential development is located directly adjacent to the Project site on the north and east. Additionally, the proposed Project itself would also introduce new sensitive residential uses into the project site.

3.2.2 Regulatory Framework

The project site is located in the southwestern portion of Riverside County within the Basin. Air quality in the project area is regulated by EPA, CARB, and SCAQMD.

USEPA

Criteria Air Pollutants

At the federal level, EPA has been charged with implementing national air quality programs. USEPA's air quality mandates are drawn primarily from the federal Clean Air Act (CAA), which

was enacted in 1970. The most recent major amendments to the CAA were made by Congress in 1990.

The CAA requires EPA to establish National Ambient Air Quality Standards (NAAQS). EPA has established primary and secondary NAAQS for the following "criteria air pollutants": ozone, CO, NO_2, SO_2, PM_{10}, $PM_{2.5}$, and lead. **Table 3.2-3** shows the NAAQS for these pollutants.

The CAA also requires each state to prepare an air quality control plan, referred to as a state implementation plan (SIP). The CAA Amendments of 1990 (CAAA) added requirements for states with nonattainment areas to revise their SIPs to incorporate additional control measures to reduce air pollution. The SIP is modified periodically to reflect the latest emissions inventories, planning documents, and rules and regulations of the air basins, as reported by their jurisdictional agencies. EPA is responsible for reviewing all SIPs to determine whether they conform to the mandates of the CAA and its amendments, and to determine whether implementing the SIPs will achieve air quality goals. If EPA determines a SIP to be inadequate, a federal implementation plan that imposes additional control measures may be prepared for the nonattainment area. If an approvable SIP is not submitted or implemented within the mandated time frame, sanctions may be applied to transportation funding and stationary sources of air pollution in the air basin.

EPA also has regulatory and enforcement jurisdiction over emission sources beyond state waters (outer continental shelf), and those that are under the exclusive authority of the federal government, such as aircraft, locomotives, and interstate trucking. EPA's primary role at the state level is to oversee state air quality programs. EPA sets federal vehicle and stationary source emissions standards and provides research and guidance in air pollution programs.

California Air Resources Board

Criteria Air Pollutants

CARB, a department of the California Environmental Protection Agency (Cal/EPA), oversees air quality planning and control throughout California by administering the SIP. Its primary responsibility lies in ensuring implementation of the 1989 amendments to the CCAA, responding to the federal CAA requirements, and regulating emissions from motor vehicles sold in California. It also sets fuel specifications to further reduce vehicular emissions.

The amendments to the CCAA establish CAAQS, and a legal mandate to achieve these standards by the earliest practical date. These standards apply to the same criteria pollutants as the federal CAA, and also include sulfates, visibility reducing particulates, hydrogen sulfide and vinyl chloride. They are also generally more stringent than the federal standards.

TABLE 3.2-3
AMBIENT AIR QUALITY STANDARDS FOR CRITERIA POLLUTANTS

Pollutant	Averaging Time	State Standard	National Standard	Pollutant Health and Atmospheric Effects	Major Pollutant Sources
Ozone	1 hour 8 hours	0.09 ppm 0.07 ppm	--- 0.075 ppm	High concentrations can directly affect lungs, causing irritation. Long-term exposure may cause damage to lung tissue.	Formed when ROG and NO_X react in the presence of sunlight. Major sources include on-road motor vehicles, solvent evaporation, and commercial / industrial mobile equipment.
Carbon Monoxide (CO)	1 hour 8 hours	20 ppm 9.0 ppm	35 ppm 9 ppm	Classified as a chemical asphyxiant, carbon monoxide interferes with the transfer of fresh oxygen to the blood and deprives sensitive tissues of oxygen.	Internal combustion engines, primarily gasoline-powered motor vehicles.
Nitrogen Dioxide (NO_2)	1 hour Annual Arithmetic Mean	0.18 ppm 0.030 ppm	0.100 ppm 0.053 ppm	Irritating to eyes and respiratory tract. Colors atmosphere reddish-brown.	Motor vehicles, petroleum refining operations, industrial sources, aircraft, ships, and railroads.
Sulfur Dioxide (SO_2)	1 hour 3 hours 24 hours Annual Arithmetic Mean	0.25 ppm --- 0.04 ppm ---	75 ppb 0.50 ppm 0.14 ppm 0.03 ppm	Irritates upper respiratory tract; injurious to lung tissue. Can yellow the leaves of plants, destructive to marble, iron, and steel. Limits visibility and reduces sunlight.	Fuel combustion, chemical plants, sulfur recovery plants, and metal processing.
Respirable Particulate Matter (PM_{10})	24 hours Annual Arithmetic Mean	50 µg/m^3 20 µg/m^3	150 µg/m^3 ---	May irritate eyes and respiratory tract, decreases in lung capacity, cancer and increased mortality. Produces haze and limits visibility.	Dust and fume-producing industrial and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
Fine Particulate Matter ($PM_{2.5}$)	24 hours Annual Arithmetic Mean	--- 12 µg/m^3	35 µg/m^3 15 µg/m^3	Increases respiratory disease, lung damage, cancer, and premature death. Reduces visibility and results in surface soiling.	Fuel combustion in motor vehicles, equipment, and industrial sources; residential and agricultural burning; Also, formed from photochemical reactions of other pollutants, including NO_X, sulfur oxides, and organics.
Lead (Pb)	30 Day Average Calendar Quarter Rolling 3-Month Average	1.5 µg/m^3 --- ---	--- 1.5 µg/m^3 0.15 µg/m^3	Disturbs gastrointestinal system, and causes anemia, kidney disease, and neuromuscular and neurological dysfunction (in severe cases).	*Present source:* lead smelters, battery manufacturing and recycling facilities. Past source: combustion of leaded gasoline.
Hydrogen Sulfide	1 hour	0.03 ppm	No National Standard	Nuisance odor (rotten egg smell), headache and breathing difficulties (higher concentrations)	Geothermal power plants, petroleum production and refining
Sulfates (SO_4)	24 hour	25 µg/m^3	No National Standard	Decrease in ventilatory functions; aggravation of asthmatic symptoms; aggravation of cardio-pulmonary disease; vegetation damage; degradation of visibility; property damage.	Industrial processes.
Visibility Reducing Particles	8 hour	Extinction of 0.23/km; visibility of 10 miles or more	No National Standard	Reduces visibility, reduced airport safety, lower real estate value, and discourages tourism.	See $PM_{2.5}$.

NOTE: ppm = parts per million; ppb = parts per billion; µg/m^3 = micrograms per cubic meter.

SOURCE: CARB, 2013b.

CARB is also responsible for regulations pertaining to TACs. The Air Toxics "Hot Spots" Information and Assessment Act was enacted in 1987 as a means to establish a formal air toxics emission inventory risk quantification program. Assembly Bill (AB) 2588, as amended, establishes a process that requires stationary sources to report the type and quantities of certain substances their facilities routinely release.

South Coast Air Quality Management District

Criteria Air Pollutants

SCAQMD attains and maintains air quality conditions in the SCAB through a comprehensive program of planning, regulation, enforcement, technical innovation, and promotion of the understanding of air quality issues. The clean air strategy of SCAQMD includes preparation of plans for attainment of ambient air quality standards, adoption and enforcement of rules and regulations concerning sources of air pollution, and issuance of permits for stationary sources of air pollution. SCAQMD also inspects stationary sources of air pollution and responds to citizen complaints; monitors ambient air quality and meteorological conditions; and implements programs and regulations required by the CAA, CAAA, and CCAA.

Air Quality Management Plan

SCAQMD and the SCAG are responsible for preparing the air quality management plan (AQMP), which addresses federal and state CAA requirements. The AQMP details goals, policies, and programs for improving air quality in the Basin.

The 2012 AQMP was adopted by the SCAQMD Governing Board on December 7, 2012. The purpose of the 2012 AQMP for the SCAB is to set forth a comprehensive and integrated program that will lead the region into compliance with the federal 24-hour $PM_{2.5}$ air quality standard, and to provide an update to the SCAB's commitment towards meeting the federal 8-hour ozone standards (SCAQMD, 2013a). The AQMP also serves to satisfy USEPA requirements for a new attainment demonstration of the revoked 1-hour ozone standard, as well as a vehicle miles travelled (VMT) emissions offset demonstration. Specifically, the AQMP serves as the official SIP submittal for the federal 2006 24-hour $PM_{2.5}$ standard. In addition, the AQMP updates specific new control measures and commitments for emissions reductions to implement the attainment strategy for the 8-hour ozone SIP. The 2012 AQMP sets forth programs which require integrated planning efforts and the cooperation of all levels of government: local, regional, state, and federal.

SCAQMD Rules and Regulations

All projects are subject to SCAQMD rules and regulations in effect at the time of construction. Specific rules applicable to the construction anticipated under the proposed Project would include the following:

Rule 401 – Visible Emissions. A person shall not discharge into the atmosphere from any single source of emission whatsoever any air contaminant for a period or periods aggregating more than

three minutes in any 1 hour that is as dark or darker in shade as that designated No. 1 on the Ringelmann Chart, as published by the United States Bureau of Mines.

Rule 402 – Nuisance. A person shall not discharge from any source whatsoever such quantities of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or that endanger the comfort, repose, health, or safety of any such persons or the public, or that cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule do 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 is intended to reduce the amount of particulate matter entrained in the ambient air as a result of anthropogenic (human-made) fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions. Rule 403 applies to any activity or human-made condition capable of generating fugitive dust.

Rule 1113 – Architectural Coatings. No person shall apply or solicit the application of any architectural coating within the SCAQMD with VOC content in excess of the values specified in a table incorporated in the Rule.

Toxic Air Contaminants

At the local level, air pollution control or management districts may adopt and enforce CARB control measures. Under SCAQMD Regulation XIV (Toxics and Other Non-Criteria Pollutants), and in particular Rule 1401 (New Source Review), all sources that possess the potential to emit TACs are required to obtain permits from SCAQMD. Permits may be granted to these operations if they are constructed and operated in accordance with applicable regulations, including new source review standards and air toxics control measures. SCAQMD limits emissions and public exposure to TACs through a number of programs. SCAQMD prioritizes TAC-emitting stationary sources based on the quantity and toxicity of the TAC emissions and the proximity of the facilities to sensitive receptors.

The Air Toxics Control Plan (March 2000, revised March 26, 2004) is a planning document designed to examine the overall direction of SCAQMD's air toxics control program. It includes development and implementation of strategic initiatives to monitor and control air toxics emissions. Control strategies that are deemed viable and are within SCAQMD's jurisdiction will each be brought to the SCAQMD Board for further consideration through the normal public review process. Strategies that are to be implemented by other agencies will be developed in a cooperative effort, and the progress will be reported back to the Board periodically.

In September 2008, the SCAQMD completed the Multiple Air Toxics Exposure Study III (MATES III). MATES III is a monitoring and evaluation study conducted in the Basin and is a follow up to previous air toxics studies. The study consists of several elements including a monitoring program, an updated emissions inventory of toxic air contaminants, and a modeling effort to characterize risk across the Basin.

In May of 2015 the MATES IV Report was published. This is a follow-up of the previous air toxics studies in the SCAB. Like the MATES III study, this study focuses on carcinogenic risk from exposure to air toxics but does not estimate mortality or other health effects from particulate exposure. In addition, the MATES IV study includes measurements of ultrafine particle concentrations. MATES IV shows that the region around the project site area has an estimated carcinogenic risk of up to 141 in a million (Mirabella, 2015). These model estimates were based on data collected at monitoring sites within the Basin.

City of Wildomar General Plan

When the City of Wildomar incorporated in 2008, the City adopted the County of Riverside General Plan (including the Elsinore Area Plan) and began using that document as the Wildomar General Plan. In 2013, the City decided to create an updated General Plan that would be tailored to Wildomar and better address local issues. The City is still in the process of preparing an update to the General Plan. Therefore, the following policy discussion refers to those policies laid out in the current Wildomar General Plan which reflect the County of Riverside General Plan (including the Elsinore Area Plan). Air pollutants are not limited to jurisdictional boundaries. Local land use patterns, emission sources, and airflow patterns throughout southern California contribute to the air quality of the City of Wildomar and Riverside County. While the City can enact policies that limit emissions within its boundaries, it is necessary to support efforts to decrease region-wide pollution emissions as surrounding jurisdictions significantly impact the City's air quality. The following policies are designed for the City to establish a regional basis for improving air quality:

Policies:

AQ 1.1 Promote and participate with regional and local agencies, both public and private, to protect and improve air quality.

AQ 1.2 Support the Southern California Association of Government's (SCAG) Regional Growth Management Plan by developing intergovernmental agreements with appropriate governmental entities such as the Western Riverside Council of Governments (WRCOG), the Coachella Valley Association of Governments (CVAG), sanitation districts, water districts, and those subregional entities identified in the Regional Growth Management Plan.

AQ 1.3 Participate in the development and update of those regional air quality management plans required under federal and state law, and meet all standards established for clean air in these plans.

AQ 1.4 Coordinate with the SCAQMD and MDAQMD to ensure that all elements of air quality plans regarding reduction of air pollutant emissions are being enforced.

AQ 1.5 Establish and implement air quality, land use and circulation measures that improve not only the County's environment but the entire region's.

AQ 1.6 Establish a level playing field by working with local jurisdictions to simultaneously adopt policies similar to those in this Air Quality Element.

AQ 1.7 Support legislation which promotes cleaner industry, clean fuel vehicles and more efficient burning engines and fuels

AQ 1.8 Support the introduction of federal, state or regional enabling legislation to permit the County to promote inventive air quality programs, which otherwise could not be implemented.

AQ 1.9 Encourage, publicly recognize and reward innovative approaches that improve air quality.

AQ 1.10 Work with regional and local agencies to evaluate the feasibility of implementing a system of charges (e.g., pollution charges, user fees, congestion pricing and toll roads) that requires individuals who undertake polluting activities to bear the economic cost of their actions where possible.

AQ 1.11 Involve environmental groups, the business community, special interests, and the general public in the formulation and implementation of programs that effectively reduce airborne pollutants.

The City's Air Quality Element identifies sensitive receptors as those segments of the population most susceptible to poor air quality (i.e. children, elderly and the sick) and to certain at-risk sensitive land uses such as schools, hospitals, parks, or residential communities. The intent of the following policies is to reduce the negative impacts of poor air quality on the City's sensitive receptors. In addition, there are policies that would reduce vehicle miles travelled and thus reduce mobile emissions. Following are the air quality policies that are relevant to the proposed project.

TABLE 3.2-4
WILDOMAR GENERAL PLAN CONSISTENCY ANALYSIS – AIR QUALITY

General Plan Air Quality Element Policies	Consistency Determination	Analysis
Policy AQ 2.1: The [City] land use planning efforts shall assure that sensitive receptors are separated and protected from polluting point sources to the greatest extent possible.	Consistent	A health risk assessment was prepared for the project and determined that the future residents of the proposed residential uses and future employees of the proposed commercial and retail uses would be exposed to toxic air contaminants from vehicles travelling along I-15; however, based on a detailed evaluation the cancer and non-cancer risks associated with the toxic air contaminants for residents and workers would not exceed the SCAQMD's thresholds. Therefore, the proposed project would be consistent with this policy.

TABLE 3.2-4
WILDOMAR GENERAL PLAN CONSISTENCY ANALYSIS – AIR QUALITY

General Plan Air Quality Element Policies	Consistency Determination	Analysis
Policy AQ 2.2: Require site plan designs to protect people and land uses sensitive to air pollution through the use of barriers and/or distance from emissions sources when possible.	Consistent	The proposed residential uses are proposed to be set back so that existing toxic air contaminant thresholds are no exceeded. Therefore, the project is consistent with this policy.
Policy AQ 2.3: Encourage the use of pollution control measures such as landscaping, vegetation and other materials, which trap particulate matter or control pollution.	Consistent	The proposed project includes landscaping and vegetation that will assist in trapping particular matter during the operation of the project. The incorporation of these features into the project would be consistent with this policy.
Policy AQ 2.4: Consider creating a program to plant urban trees on an Area Plan basis that removes pollutants from the air, provides shade and decreases the negative impacts of heat on the air.	Consistent	The proposed project includes trees as part of the landscape plan. Trees can assist in the removal of air pollutants. The incorporation of trees into the project would result in a project that would be consistent with this policy.
Policy AQ 3.1: Allow the market place, as much as possible, to determine the most economical approach to relieve congestion and cut emissions.	Consistent	The implementation of the proposed project would result in five intersections in the project vicinity to operate at LOS F prior to the incorporation of traffic improvements. Mitigation measures TRA-1 and TRA-2 (see Section 3.14, Transportation and Traffic) would reduce congestion, thereby reduce the number of idling vehicles and the localized release of pollutants at these five intersections.
Policy AQ 3.2: Seek new cooperative relationships between employers and employees to reduce vehicle miles traveled.	Consistent	To reduce vehicle miles travelled, the project includes the implementation of employee vanpools and ride share as identified in Section 2, Project Description. Therefore, the project would be consistent with this policy.
Policy AQ 3.3: Encourage large employers and commercial/industrial complexes to create Transportation Management Associations.	Consistent	The City of Wildomar will determine if the project is considered to contain large employers or is considered a large commercial complex that would require the creation of Transportation Management Associations. The project's consistency with this policy will be determined by the City.
Policy AQ 3.4: Encourage employee rideshares and transit incentives for employers with more than 25 employees at a single location.	Consistent	Ridesharing is identified in Section 2, Project Description. Therefore, the project would be consistent with this policy.

3.2.3 Impact Assessment

Thresholds of Significance

Based on the state CEQA Guidelines, a project would have a significant adverse effect on air quality resources if it would:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation;

- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors);
- Expose sensitive receptors to substantial pollutant concentrations; or
- Create objectionable odors affecting a substantial number of people.

The City of Wildomar has not developed specific air quality thresholds for air quality impacts. However, as stated in Appendix G of the CEQA Guidelines, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the above determinations. As such, the significance thresholds and analysis methodologies in SCAQMD's CEQA Air Quality Handbook are used in evaluating project impacts. SCAQMD has established daily mass thresholds for regional pollutant emissions, which are shown in **Table 3.2-5**.

Aside from regional air quality impacts, projects in the Basin are also required to analyze local air quality impacts. SCAQMD has developed localized significance thresholds (LSTs) that represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standards, and thus would not cause or contribute to localized air quality impacts. LSTs

TABLE 3.2-5
SCAQMD REGIONAL AIR QUALITY SIGNIFICANCE THRESHOLDS

	Mass Daily Thresholds (lbs/day)	
Pollutant	**Construction**	**Operations**
Oxides of Nitrogen (NO_X)	100	55
Reactive Organic Gases (ROG)	75	55
Respirable Particulate Matter (PM_{10})	150	150
Fine Particulate Matter ($PM_{2.5}$)	55	55
Oxides of Sulfur (SO_X)	150	150
Carbon Monoxide (CO)	550	550
TACs (including carcinogens and non-carcinogens	Maximum Incremental Cancer Risk ≥ 10 in 1 million Cancer Burden > 0.5 excess cancer cases (in areas ≥ 1 in 1 million) Chronic & Acute Hazard Index ≥ 1.0 (project increment)	

[a] As the project would not involve the development of any major lead emissions sources, lead emissions would not be analyzed further in this report.

SOURCE: SCAQMD, 2015.

are developed based on the ambient concentrations of that pollutant for each of the 38 source receptor areas (SRAs) in the Basin. The localized thresholds, which are found in the mass rate look-up tables in SCAQMD's Final Localized Significance Threshold Methodology document, were developed for use on projects that are less than or equal to five acres in size or have a disturbance of less than or equal to five acres daily. The construction LSTs for the proposed project were based on a three-acre site because construction activities associated with the project was determined to disturbed three acres during peak construction grading activities each day. The operational LSTs for the project were based on a five-acre site in SRA 25 (Lake Elsinore), which are shown in **Table 3.2-6**. Although the project site encompasses 27.6 acres, the use of a five-acre site to establish localized significance thresholds is considered a worst-case threshold to evaluate the project's localized air quality impacts.

TABLE 3.2-6
SCAQMD LOCALIZED SIGNIFICANCE THRESHOLDS

Pollutant Monitored Within SRA 25 – Lake Elsinore	Allowable emissions (pounds/day) as a function of receptor distance of 25 meters (82 feet) from site boundary			
	CO	NOx	PM_{10}	$PM_{2.5}$
Construction (3-acre site)	1,388	280	10	6
Operation (5-acre site)	1965	371	4	2

[a] The localized thresholds listed for NOx in this table take into consideration the gradual conversion of NO to NO_2.The analysis of localized air quality impacts associated with NOx emissions focuses on NO_2 levels as they are associated with adverse health effects.

SOURCE: Giroux and Associates, 2015 (Construction); SCAQMD, 2009 (Operation).

It should be noted that with regards to NOx emissions, the two principal species of NOx are NO and NO_2, with the vast majority (95 percent) of the NOx emissions being comprised of NO. However, because adverse health effects are associated with NO_2, not NO, the analysis of localized air quality impacts associated with NOx emissions is focused on NO_2 levels. For combustion sources, SCAQMD assumes that the conversion of NO to NO_2 is complete at a distance of 5,000 meters from the source.

CO Hotspots

For the purposes of this analysis, intersections where LOS at an intersection is worsened to F from D or better with the incorporation of mitigation, would require refined analysis to determine if the project specific CO emissions exceed the regulatory thresholds of 20 ppm for a one-hour average or 9 ppm for an eight-hour average. Where impacts do not cause the LOS at intersections to worsen to E or F with the incorporation of mitigation, these intersections are considered to be less than significant.

Methodology

Air pollutant emissions associated with the project would result from operations of the proposed townhomes, commercial retail center and restaurant pads at the project site and from traffic volumes generated by this new use. Construction activities would also generate air pollutant emissions at the project site and on roadways resulting from construction-related traffic. The increase in emissions generated by these activities and other secondary sources have been estimated and compared to the applicable thresholds of significance recommended by SCAQMD. The following analysis is summarized from the *Air Quality and GHG Impact Analysis Westpark Promenade Wildomar, California* completed for the proposed project by Giroux and Associates (Giroux and Associates, 2015).

Construction Impacts

Short-term construction-generated emissions of criteria air pollutants and ozone precursors associated with the project were modeled using the California Emissions Estimator Model (CalEEMod), Version 2013.2.2, as recommended by SCAQMD. Modeling was based on project-specific data provided by the applicant, where available. Where project-specific information was not available, reasonable assumptions based on other similar projects and default model settings were used to estimate criteria air pollutant and ozone precursor emissions. Construction emissions include all emissions associated with the construction equipment, worker trips, and supply truck deliveries. Modeling Assumptions and output files are provided in the project specific air quality and GHG analysis included as Appendix B-1 of this Draft EIR.

Construction emissions are considered short term and temporary, but have the potential to represent a significant impact with respect to air quality. Particulate matter (i.e., PM_{10} and $PM_{2.5}$) are among the pollutants of greatest localized concern with respect to construction activities. Particulate emissions from construction activities can lead to adverse health effects and nuisance concerns, such as reduced visibility and soiling of exposed surfaces. Particulate emissions can result from a variety of construction activities, including excavation, grading, demolition, vehicle travel on paved and unpaved surfaces, and vehicle and equipment exhaust. Construction emissions of PM can vary greatly depending on the level of activity, the specific operations taking place, the number and types of equipment operated, local soil conditions, weather conditions, and the amount of earth disturbance. The following measures are assumed to be incorporated into the project as part of SCAQMD Rule 403 compliance:

- Apply soil stabilizers or moisten inactive areas.
- Prepare a high wind dust control plan.
- Address previously disturbed areas if subsequent construction is delayed.
- Water exposed surfaces as needed to avoid visible dust leaving the construction site (typically 3 times/day).
- Cover all stock piles with tarps at the end of each day or as needed.
- Provide water spray during loading and unloading of earthen materials.
- Minimize in-out traffic from construction zone

- Cover all trucks hauling dirt, sand, or loose material and require all trucks to maintain at least two feet of freeboard
- Sweep streets daily if visible soil material is carried out from the construction site.

Emissions of ozone precursors ROG and NOx are primarily generated from mobile sources and vary as a function of vehicle trips per day associated with debris hauling, delivery of construction materials, vendor trips, and worker commute trips, and the types and number of heavy-duty, off-road equipment used and the intensity and frequency of their operation. A large portion of construction-related ROG emissions also result from the application of architectural coatings and vary depending on the amount of coatings applied each day. The proposed project is assumed to comply with the following California Code of Regulations to reduce ROG and NOx emissions:

- Enforce 5-minute idling limits for both on-road trucks and off-road equipment per the California Air Resources Board, Title 13, Chapter 10, Section 2485, Division 3 of the California Code of Regulations which imposes a requirement that heavy duty trucks shall not idle for greater than five minutes at any location.

In addition, to determine whether or not construction activities associated with the project would create significant adverse localized air quality impacts on nearby sensitive receptors, the worst-case daily emissions contribution from the project were compared to SCAQMD's LSTs. The LSTs developed by SCAQMD are based on the pounds of emissions per day that can be generated by a project without causing or contributing to adverse localized air quality impacts, and only applies to the following criteria pollutants: CO, NOx, PM_{10}, and $PM_{2.5}$. The analysis of localized air quality impacts focuses on the on-site activities of a project, and does not include emissions that are generated offsite such as from on-road haul or delivery truck trips (SCAQMD, 2003a).

For the purpose of analyzing localized air quality impacts, SCAQMD has developed LSTs for three project site sizes: one-acre, two-acre and five-acres. The LSTs established for each of the aforementioned site acreages represent the amount of pollutant emissions that would not exceed the most stringent applicable federal or state ambient air quality standards. The SCAQMD has issued guidance on applying CalEEMod to LSTs. LST pollutant screening level concentration data is currently published for 1, 2 and 5 acre sites for varying distances. 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, the maximum daily disturbed-acreage for comparison to LSTs is determined based on project specific construction activities and equipment used. According to the project specific construction activities, the project is anticipated to disturb three acres per day during peak construction grading activity. Therefore, the project construction emissions are compared to LSTs as identified for a three acre site. This is determined by interpolating emissions levels between the emissions provided for a two and five acre site.

Since SCAQMD only provides LSTs at receptor distances of 82, 164, 328, 656, and 1,640 feet from the emissions source, and the nearest receptor is adjacent to the project site, the LSTs for a receptor distance of 82 feet from the project site was used to evaluate the potential localized air

quality impacts, as per the SCAQMD's methodology. While the nearest receptor locations are closer than 82 feet, the methodology for determining significance based on the LST tables indicates that projects with receptors closer than 82 feet should use the 82-foot LSTs. This is because the look-up tables used for this analysis are screening levels and are designed to be conservatively higher emission estimates than one would expect if detailed modeling was done for every project.

Under conditions where the project's on-site construction emissions would, even with incorporation of mitigation, exceed the LSTs for a three-acre site, air dispersion modeling of the project's construction emissions would be required to evaluate the potential localized air quality impacts of the project on the closest offsite sensitive receptors, in accordance with SCAQMD's recommendation. However, under conditions where it is determined that the project's peak daily construction emissions would not exceed the LSTs for a three-acre site, then it can be concluded that the project's construction emissions would not result in any adverse localized air quality impacts on off-site sensitive receptors.

Operational Impacts

Long-term (i.e., operational) regional emissions of criteria air pollutants and precursors associated with the project, including mobile- and area-source emissions, were also quantified using the CalEEMod computer model. Area-source emissions, which are widely distributed and made of many small emissions sources (e.g., building heating and cooling units, landscaping equipment, consumer products, painting operations, etc.), were modeled according to the size and type of land use proposed. Mass mobile-source emissions were modeled based on the daily vehicle trips that would result from the project. Project trip generation rates were obtained from the project's traffic impact analysis (Trames Solutions Inc., 2015). The resulting long-term operational emissions were then compared with the applicable SCAQMD thresholds for determination of significance. Modeling Assumptions and output files are provided in the project specific air quality and GHG analysis included as Appendix B-1 of this Draft EIR.

Wood burning fireplaces may not be installed in new construction unless natural gas service is unavailable within reasonable distance. Such service is assumed to be available within the proposed project. Therefore, this measure is a matter of compliance with SCAQMD Rule 445 and not discretionary mitigation. Although CalEEMod considers this a discretionary mitigation measure, it is considered to be a standard operating condition.

In addition to the regional air quality impacts, the project's localized air quality impacts during operation are also analyzed by extracting the on-site operational emissions from the CalEEMod model run for the project and evaluating those emissions against SCAQMD's applicable operational LSTs. The methodology for determining the appropriate LST acreage table and receptor distance to use with the analysis is the same as discussed above for construction emissions. Although the project is greater than 5 acres in size, emissions from the project were compared to the 5-acre LST thresholds to provide a screening-level analysis. Where the project's localized operational emissions exceed the 5-acre LSTs, dispersion modeling of the emissions would be required to evaluate the potential localized air quality impacts of the project on the

nearest off-site sensitive receptors. Where localized operational emissions do not exceed the 5-acre LSTs, the project is considered to be less than significant.

CO Hotspots

Qualitative screening procedures and guidelines contained in the Transportation Project-Level Carbon Monoxide Protocol (the Protocol) are used to determine whether a project poses the potential for a CO hotspot (UCD ITS, 1997). According to the Protocol, projects may worsen air quality if they increase the percentage of vehicles in cold start modes by two percent or more; significantly increase traffic volumes (by five percent or more) over existing volumes; or worsen traffic flow, defined for signalized intersections as increasing average delay at intersections operating at level of service (LOS) E or F or causing an intersection that would operate at LOS D or better without the project, to operate at LOS E or F. If these screening conditions are not met and the project does not incorporate special conditions (i.e., it is not located in a street canyon, the project traffic does not have a higher percentage of heavy duty trucks or cold-start vehicles in high-volume areas; there are no nearby stationary sources of CO; and the ambient levels of CO do not exceed thresholds) then the project would result in a less than significant impact. If these conditions are met, then a refined analysis would be required to determine the potential impacts of the project.

Toxic Air Contaminants

TAC generators located within the Basin are associated with diesel-fueled vehicles and specific types of facilities such as dry cleaners, gas stations, distribution centers, and ports. The project consists of commercial retail and residential land uses that would not include any of the aforementioned TAC emitter facilities nor would it be anticipated to include diesel-powered generators or emergency backup generators. Therefore, it is not anticipated that off-site receptors would be impacted by TAC emissions resulting from project's operations. Therefore, this analysis discusses impacts from TACs on a qualitative basis.

However, the proposed project introduces sensitive receptors within 300 feet of the I-15 freeway. Therefore, a detailed health risk assessment was conducted to determine the potential impacts to new residents (see Appendix B-2). This assessment used methods approved by the USEPA, CARB, SCAQMD, and the OEHHA to derive the impact estimates. It should be noted that use was made of the new California OEHHA cancer risk guidance to estimate cancer risks. However, this guidance has not been officially adopted by the SCAQMD. Therefore, cancer risk estimates were approximated using the OEHHA guidance, OEHHA guidance with a modification to incorporate mean daily breathing rates, and the currently recommended cancer risk guidance that is based on a 70-year exposure duration. The following models, guidelines and data sources were used to perform the health risk. These are described in detail in the Health Risk Assessment included in Appendix B-2 to this Draft EIR:

- The USEPA AMS/EPA Regulatory Model (AERMOD) air dispersion model which is used to estimate pollutant impacts at nearby receptor locations.

- The CARB EMFAC2014 mobile emission source model, which is used to calculate exhaust and idling emissions from the mobile sources such as automobiles and diesel trucks.
- The California Office of Environmental Health Hazard Assessment (OEHHA) Tier I risk assessment guidance used to estimate potential cancer risks from TAC emissions.
- The California Department of Transportation vehicle and traffic count databases for the California freeway system.

Impact 3.2-1: The project would not conflict with or obstruct implementation of the applicable air quality plan.

The project is located within the South Coast Air Basin, which is under the jurisdiction of the SCAQMD. As such, SCAQMD's 2012 AQMP is the applicable air quality plan for the project. Projects that are consistent with the regional population, housing, and employment forecasts identified by SCAG are considered to be consistent with the AQMP growth projections, since the forecast assumptions by SCAG forms the basis of the land use and transportation control portions of the AQMP. Additionally, because SCAG's regional growth forecasts are based upon, among other things, land uses designated in general plans, a project that is consistent with the growth forecasts and/or land uses designated in a general plan would also be consistent with the SCAG's regional forecast projections, and thus also with the AQMP growth projections.

According to the SCAG's draft 2016 RTP/SCS, the population of Wildomar is expected to increase from 31,500 in 2008 to 42,100 in 2020 and finally to 53,700 by 2035 (SCAG, 2012). The project would generate a net population increase of approximately 593 new residents, which would constitute approximately three percent of the population growth expected in the city between 2008 and 2035. Thus, the population associated with the proposed residential uses would be within the anticipated population growth for the City and would not exceed the projections on which the AQMP based its forecast.

In addition, the project would generate new employment populations in the area. The project is anticipated to introduce approximately 238 new employees to the area (as detailed in Section 3.11, Population and Housing). Development for Wildomar has been anticipated in the regional air quality plan and predicted a growth of 2,500 jobs in the project area between 2008 and 2020 (Giroux and Associates, 2015). The SCAG anticipates a growth of 2,500 jobs within Wildomar between 2008 and 2020 (SCAG, 2012). This is approximately 10 percent of the projected job increase in Wildomar by 2020 according to both the AQMP and SCAG. Because the project's growth is within the current employment projections in the AQMP, the project is not anticipated to result in a population growth beyond what was already anticipated in the AQMP to accommodate the City's employment increases. Additionally, the current land use designation is commercial office. By reducing office employment and increasing retail, it is anticipated that the projected employment growth for the project would be less than was anticipated in the AQMP based on the commercial office land use designation. Therefore, the project would not result in a new population of employees that would result in growth inducement beyond that already projected for the City.

While the project would result in a general plan amendment to convert land uses to very high density residential and commercial retail, the project would remain consistent with the growth projections as identified by SCAG and the AQMP. Because the proposed project is anticipated to be consistent with SCAG's regional forecast projections it is, in turn, consistent with the growth projections accounted for in SCAQMD's AQMP. Therefore, the project would not conflict with, or obstruct, implementation of the AQMP, and this impact would be less than significant.

Significance after Mitigation: Less than significant.

Impact 3.2-2: The project would violate an air quality standard or contribute substantially to an existing or projected air quality violation.

Construction Emissions

Construction activities associated with the project would generate pollutant emissions from the following construction activities: (1) grading; (2) construction workers traveling to and from project site; (3) delivery and hauling of construction supplies to, and debris from, the project site; (4) fuel combustion by on-site construction equipment; (5) building construction; and paving. These construction activities would temporarily create emissions of dust, fumes, equipment exhaust, and other air contaminants. The amount of emissions generated on a daily basis would vary, depending on the intensity and types of construction activities occurring simultaneously at the time.

It is mandatory for all construction projects in the SCAB to comply with SCAQMD Rule 403 for controlling fugitive dust. Incorporating Rule 403 into the project would reduce regional PM_{10} and $PM_{2.5}$ emissions from construction activities. Specific Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the proposed project site, covering all trucks hauling soil with a fabric cover and maintaining a freeboard height of 12 inches, and maintaining effective cover over exposed areas. Compliance with Rule 403 was accounted for in the construction emissions modeling.

The modeled worst case daily construction emissions are listed in **Table 3.2-7**.

TABLE 3.2-7
PROPOSED REGIONAL CONSTRUCTION EMISSIONS

	Estimated Maximum Daily Emissions (lbs/day)					
	ROG	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
2016	6.6	74.9	51.7	0.1	7.4	4.8
2017	5.3	37.4	48.3	0.1	7.2	3.2
2018	66.2	33.3	45.3	0.1	6.9	3.0
Total w/ overlap (Construction, paving and painting)	66.2	33.3	45.3	0.1	6.9	3.0
Regional Significance Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Significant Impact?	No	No	No	No	No	No

NOTE: Total with overlap is calculated to represent a worst case scenario with multiple construction phases overlapping.

Source: Giroux and Associates, 2015

As shown in Table 3.2-7, the maximum daily construction emissions generated by the project would not exceed SCAQMD's daily significance threshold for any criteria pollutants. Therefore, construction phase emissions would have a less than significant impact related to regional air quality.

Significance Determination: Less than significant.

Operational Emissions

Implementation of the project would result in long-term regional emissions of criteria air pollutants and ozone precursors associated with area sources, such as natural gas consumption, landscaping, applications of architectural coatings, and consumer products, in addition to operational mobile emissions. According to the traffic impact analysis prepared for the project, development of the project would result in an increase in 13,574 vehicle trips per day during the week.

Modeled operations emissions are presented in **Table 3.2-8**. As shown, the project would result in long-term regional emissions of criteria pollutants that would exceed the SCAQMD's applicable thresholds for NOx. Vehicular travel related to project development could cause the SCAQMD's recommended NOx threshold levels to be exceeded by approximately 40%. Therefore, the project's operational emissions would constitute a significant impact.

TABLE 3.2-8
PROPOSED PROJECT UNMITIGATED OPERATIONAL EMISSIONS

	Estimated Emissions (lbs/day)[a]					
Emissions Source	**ROG**	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Area Sources	18.4	0.2	16.0	0.0	0.3	0.3
Energy Sources	0.3	2.6	1.8	0.0	0.2	0.2
Mobile Sources	35.6	74.5	279.4	0.7	47.4	13.4
Total Emissions	**54.3**	**77.3**	**297.2**	**0.7**	**47.9**	**13.9**
Regional Significance Threshold	*55*	*55*	*550*	*150*	*100*	*55*
Significant Impact?	No	**Yes**	No	No	No	No

[a]The estimated emissions are from the mitigated operational emissions table in Appendix B-1 because the CalEEMod 2013.22 Output for unmitigated emissions assumes that natural gas service is unavailable and wood burning fireplaces would be installed in the proposed residential units. However, SCAQMD Rule 445 states that wood burning fireplaces may be installed if natural gas service is not available. Because natural gas service is available, the emissions have considered the required use of natural gas fireplace, and therefore, the emissions identified in the CalEEMod 2013.22 Output for mitigated emissions is appropriate.

SOURCE: Giroux and Associates, 2015.

Mitigation Measures:

Implementation of the following mitigation measures will reduce NOx emissions during operational activities.

AQ-1: The applicant, in coordination with the City, shall cooperate with local transit agencies to determine bus routing in the project area that can accommodate bus stop(s) at the project access points. The project shall provide bus passenger benches and shelters at any approved locations.

AQ-2: The project applicant shall provide preferred parking for low-emitting and fuel efficient vehicles. The number and location of preferred parking spaces must be identified by the project proponent and be approved by the City of Wildomar prior to issuance of building permits.

AQ-3: The project applicant shall provide secure bicycle racks. The number and location of bicycle racks must be identified by the project proponent and be approved by the City of Wildomar prior to issuance of building permits.

Mitigation measure AQ-1 was modeled in CalEEMod in an effort to reduce impacts and the results are summarized in **Table 3.2-9** Reductions from mitigation measures AQ-1 through AQ-3 cannot be quantified at this time, and therefore, emissions shown in Table 3.2-9, below, will remain the same as shown in Table 3.2-8. Even with the incorporation of mitigation measures, the regional NO_x impact would remain significant.

TABLE 3.2-9
PROPOSED PROJECT MITIGATED OPERATIONAL EMISSIONS

	Estimated Emissions (lbs/day)					
Emissions Source	**ROG**	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Area Sources	18.4*	0.2	16.0	0.0	0.3	0.3
Energy Sources	0.3	2.6	1.8	0.0	0.2	0.2
Mobile Sources	35.6	74.5	279.4	0.7	47.4	13.4
Total Emissions	**54.3**	**77.3**	**296.8**	**0.7**	**47.9**	**13.9**
Regional Significance Threshold	*55*	*55*	*550*	*150*	*100*	*55*
Significant Impact?	No	**Yes**	No	No	No	No

*assumes use of natural gas hearths for residential use

SOURCE: Giroux and Associates, 2015

Significance Determination: Significant and unavoidable.

Impact 3.2-3: The project would not expose sensitive receptors to substantial pollutant concentrations.

Localized Operational Air Quality Impacts – CO Hotspots

Twenty-two local intersections (including 4 project driveways) were analyzed as part of the traffic study that was prepared for the proposed project (Trames Solutions, Inc., 2015). As detailed in the traffic study (included as Appendix J to this report) and in Section 3.14 of this Draft EIR, under the existing plus ambient plus project conditions, five intersections would operate at an LOS of F without the incorporation of traffic improvement measures, as shown in **Table 3.14-12** in Section 3.14, Transportation and Traffic**.** With the incorporation of traffic mitigation measures TRA-1 and TRA-2, the LOS for these intersections would be improved to LOS D or better. Mitigation measures TRA-1 and TRA-2 would reduce congestion on the roadways and at the intersections, thereby reducing the number of idling vehicles and the localized release of pollutants at these five intersections.

According to the SCAQMD methodology, projects that worsen traffic flow, by increasing average delay at intersections operating at level of service (LOS) E or F or causing an intersection that would operate at LOS D or better without the project, to operate at LOS E or F with the project could potentially result in a CO hotspot. Because all of the intersections are mitigated to a LOS D or better, the project specific traffic would not result in CO impacts to localized receptors. Therefore, no additional mitigation would be required, and the impact would be less than significant.

Localized Construction Air Quality Impacts – Criteria Air Pollutants

The daily on-site construction emissions generated by the project were evaluated against SCAQMD's LSTs which were interpolated between a 2- and 5-acre site to determine whether the emissions would cause or contribute to adverse localized air quality impacts. The nearest offsite

sensitive receptors are the existing residences adjacent to the project site to the east and north. As discussed previously, because the mass rate look-up tables provided by SCAQMD only provides LSTs at receptor distances of 82, 164, 328, 656, and 1,640 feet, the LSTs for a receptor distance of 82 feet are used to evaluate the potential localized air quality impacts associated with the project's peak day construction emissions, as per SCAQMD methodology. **Table 3.2-10** identifies the daily unmitigated, localized onsite emissions that are estimated to occur during the project's worst-case construction scenario.

As shown in Table 3.2-10, the daily unmitigated emissions generated onsite by the project's worst-case construction scenario would not exceed the applicable SCAQMD LSTs for a three-acre site in SRA 25. Therefore, localized air quality impacts associated with the project during construction would be less than significant.

TABLE 3.2-10
PROPOSED PROJECT UNMITIGATED LOCALIZED DAILY CONSTRUCTION EMISSIONS

LST 3.0 acres/25 meters	Estimated Maximum Daily On-Site Emissions (lbs/day)			
Lake Elsinore	**CO**	**NO_X**	**PM_{10}[a]**	**$PM_{2.5}$[a]**
Grading	49	75	7	5
Construction	19	29	2	2
Paving	14	17	1	1
Architectural Coatings	2	2	<1	<1
Localized Significance Threshold[b]	**280**	**1,388**	**10**	**6**
Significant Impact?	No	No	No	No

[a] Emissions account for implementation of dust control measures as required by SCAQMD Rule 403—Fugitive Dust.
[b] LST values were interpolated between a 2 and 5 acre site

SOURCE: Giroux and Associates, 2015; Appendix B

Project construction would result in short-term emissions of diesel PM, a TAC. Diesel PM poses a carcinogenic health risk that is measured using an exposure period of 70 years. The exhaust of off-road heavy-duty diesel equipment would emit diesel PM during demolition, site preparation (e.g., clearing); site grading and excavation; paving; installation of utilities, materials transport and handling; building construction; and other miscellaneous activities. SCAQMD has not adopted a methodology for analyzing such impacts and has not recommended that health risk assessments be completed for construction-related emissions of TACs.

The dose to which receptors are exposed is the primary factor used to determine health risk (i.e., the potential exposure to TACs to be compared to applicable standards). Dose is a function of the concentration of a substance or substances in the environment and the duration of exposure to the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for the maximally exposed individual. Thus, the risks estimated

for a maximally exposed individual are higher if a fixed exposure occurs over a longer period of time. Health risk analyses are typically assessed over a 9-, 30-, or 70-year timeframe and not over a temporary construction period due to the lack of health risk associated with short-term exposure. The effect of equipment exhaust exposure is further minimized by prevailing daytime winds which blow mainly north to south, generally parallel to the I-15. Dust or exhaust transport from the construction area is unlikely to affect homes to the north and east.

Localized Operational Air Quality Impacts – Criteria Air Pollutants

During project operations, the daily amount of localized pollutant emissions generated onsite by the project would not be substantial. The proposed project's on-site operational emissions are shown in **Table 3.2-11**. As shown, the project's total operational-related emissions generated onsite would not exceed SCAQMD's screening operational LSTs. Thus, no dispersion modeling is required and localized air quality impacts during project operations would be less than significant.

TABLE 3.2-11
PROPOSED PROJECT LOCALIZED OPERATIONAL EMISSIONS

	Estimated Emissions (lbs/day)			
	CO	**NO_X**	**PM_{10}**	**$PM_{2.5}$**
Daily Operational Emissions	17.7	2.6	0.5	0.5
Localized Significance Threshold	1,965	371	4	2
Significant Impact?	No	No	No	No

SOURCE: ESA, 2015; SCAQMD, 2009

Typical sources of acutely and chronically hazardous TACs include industrial manufacturing processes, automotive repair facilities, and dry cleaning facilities. The project would not include any of these potential sources, although minimal emissions may result from the use of consumer products. Additionally, it is not anticipated that an emergency back-up generator would be part of the project development. However, if a generator was implemented, it would typically only be used during emergencies and may be turned on periodically for maintenance and inspection purposes. Further, emergency back-up generators are subject to SCAQMD regulatory requirements which limit the allowable emissions to a level below that which would result in an impact. As such, the periodic operation of the backup generator at the project site would not expose surrounding sensitive receptors to substantial pollutant or TAC emissions.

A separate Health Risk Assessment Report was prepared and examines the potential health risk impacts to the residents and workers at the Westpark Promenade from exposures to emissions from the I-15 freeway (Appendix B-2). Specifically, the report examines toxic air contaminants (TACs) from vehicle traffic on the I-15 freeway, located approximately 300 feet west of the proposed project to the closest residences. The health risk assessment supports the following conclusions related to the health risk impacts of TAC emissions from the I-15 freeway. As

shown, neither the cancer or non-cancer risks for residents or workers would exceed the SCAQMD's thresholds, therefore the impacts would be less than significant.

- The maximum predicted cancer risk at the proposed project's sensitive/residential receptors based on the new OEHHA guidance with the inclusion of a future long term increase of the I-15 freeway traffic of 1.125 percent per year is estimated to be 9.6 in one million which does not exceed the SCAQMD cancer risk significance threshold of 10 in one million. The maximum predicted cancer risk without the future long-term increase of the I-15 freeway traffic is estimated at 8.9 in one million.
- The maximum predicted cancer risk at the proposed project's sensitive/residential receptors based on the currently approved SCAQMD guidance with a 70-year exposure duration including future I-15 freeway traffic growth is estimated to be 2.6 in one million, which does not exceed the SCAQMD cancer risk significance threshold of 10 in one million.
- The maximum predicted cancer risk for the proposed project's worker receptors based on the new OEHHA guidance with the inclusion of a future increase of the I-15 freeway traffic of 1.125 percent per year is estimated to be 0.8 in one million which does not exceed the SCAQMD cancer risk significance threshold of 10 in one million.
- The maximum predicted acute and chronic non-cancer hazard indices would be 0.01 and 0.003 respectively at ground level. These would not exceed the SCAQMD non-cancer risk hazard index threshold of 1 at any receptor location.

In addition to potential TACs from vehicle traffic along I-15, the project includes a loading and unloading area for the Major Retail building proposed in the northern portion of the project site. The loading and unloading area includes four bays and will be periodically used. TAC emissions are anticipated to be generated; however, due to the low volume of loading and unloading activity compared to truck traffic travelling along I-15, the project would be result in substantially less TACs than the SCAQMD cancer risk significance threshold which is 10 in one million for maximum incremental increase. This incremental increase is above the existing ambient level of TAC emissions which is estimated at 8.9 in one million.

Significance Determination: Less than significant.

Impact 3.2-4: The project would not create objectionable odors affecting a substantial number of people.

Substantial odor-generating sources include land uses such as agricultural activities, feedlots, wastewater treatment facilities, landfills or various heavy industrial uses. The project does not propose any such uses or activities that would result in potentially significant operational source odor impacts. Potential sources of operational odors generated by the project would include restaurant food cooking, disposal of miscellaneous commercial refuse, and disposal of restaurant food wastes. Odors from restaurant grilling/charbroiling activities would be limited to the restaurant environs and would dissipate rapidly. Moreover, SCAQMD Rule 402 acts to prevent occurrences of odor nuisances. Consistent with City requirements, all project generated refuse

would be stored in covered containers and removed at regular intervals in compliance with solid waste regulations. Therefore, impacts would be less than significant.

Significance Determination: Less than significant.

Impact 3.2-5: The project would result in a cumulatively considerable net increase of criteria pollutants for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).

The proposed project is located within the SCAB, which is considered the cumulative study area for air quality. Because the SCAB is currently classified as a state nonattainment area for ozone, PM_{10}, and $PM_{2.5}$, cumulative development consisting of the proposed project along with other reasonably foreseeable future projects in the SCAB as a whole could violate an air quality standard or contribute to an existing or projected air quality violation.

The SCAQMD recommends how to address cumulative impacts from air pollution in the *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution* (SCAQMD, 2003b). In this report the SCAQMD states (Page D-3):

> *"…the AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR. The only case where the significance thresholds for project specific and cumulative impacts differ is the Hazard Index (HI) significance threshold for toxic air contaminant (TAC) emissions. The project specific (project increment) significance threshold is HI > 1.0 while the cumulative (facility-wide) is HI > 3.0. It should be noted that the HI is only one of three TAC emission significance thresholds considered (when applicable) in a CEQA analysis. The other two are the maximum individual cancer risk (MICR) and the cancer burden, both of which use the same significance thresholds (MICR of 10 in 1 million and cancer burden of 0.5) for project specific and cumulative impacts.*
>
> *Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant."*

As shown in Table 3.2-7, the project's construction emissions would not exceed SCAQMD's daily thresholds during construction. Thus, because the proposed project's construction-period impact would be less than significant, the proposed project would result in a less than significant cumulative impact, when considered with other past, present and reasonably foreseeable projects.

Operational emissions associated with the proposed project, as shown in Tables 3.2-8 and 3.2-9 would exceed the SCAQMD's thresholds of significance for NOx even with the implementation

of Mitigation Measures AQ-1 and AQ-3. The proposed project would result in a cumulatively considerable net increase in nonattainment pollutants during operations, specifically for the ozone precursor NOx. Therefore, cumulative impacts associated with operational emissions would remain significant.

Twenty-two local intersections (including 4 project driveways) were analyzed as part of the traffic study that was prepared for the proposed project (Trames Solutions, Inc., 2015). As detailed in the traffic study (included as Appendix J to the Draft EIR) and in Section 3.14 of this EIR, under the existing plus ambient plus project plus cumulative conditions (2017), no intersections would operate at LOS F, (See Table 3.14-15, in the transportation and traffic section of this EIR). In addition, horizon year (2035) plus project conditions were analyzed. As shown in Table 3.14-18 in the transportation and traffic section of this EIR, eight intersections would operate at LOS E or worse without the incorporation of mitigation. With the incorporation of traffic mitigation measure TRA-5, the LOS for these intersections would be improve to an LOS D or better.

As discussed previously, projects that worsen traffic flow, by increasing average delay at intersections operating at level of service (LOS) E or F or causing an intersection that would operate at LOS D or better without the project, to operate at LOS E or F could potentially result in a CO hotspot. Because all of the intersections are mitigated to LOS D or better, the project specific traffic would not result in CO impacts to localized receptors. Therefore, the impact would be less than significant.

Mitigation Measures:

Mitigation Measures AQ-1 through AQ-3 and TRA-1, TRA-2, and TRA-5 in Section 3.14 of this EIR. Mitigation measures TRA-1, TRA-2, and TRA-5 would reduce congestion at intersections thereby reducing the number of idling vehicles. The reduction in vehicle idling time reduces the localized release of pollutants at these intersections, and therefore reduces potential impacts to nearby sensitive receptors.

Significance after Mitigation: Significant and unavoidable for cumulatively considerable regional operational criteria pollutants (i.e., NOx emissions). Less than significant for construction related regional air pollutants and localized construction and operational pollutants.

References

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3.3 Biological Resources

This section describes and evaluates potential impacts to biological resources that could result from implementation of the project. Existing biological conditions within the project site, applicable policies, ordinances, and regulations, potential environmental impacts, and mitigation measures, where appropriate, are described. The project is within the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) which allows local jurisdictions to authorize take of plant and wildlife species and habitats that are considered threatened, endangered, and rare; and which are otherwise regulated by the California Department of Fish and Wildlife (CDFW) and/or US Fish and Wildlife Service (USFWS). Projects proposed within the Western Riverside County MSHCP with unavoidable impacts to riparian/riverine areas or vernal pools must complete a Determination of Biological Equivalent or Superior Preservation (DBESP) which analyze the impacts to those resources on the project site and provides mitigation to offset those impacts. The project is also located within the Habitat Conservation Plan (HCP) for the federally-endangered Stephen's kangaroo rat (SKR) (*Dipodomys stephensi*), which establishes USFWS-approved mitigation for impacts to the species within its core habitat areas. In addition, the project site includes two drainages that have been determined to be within the jurisdiction of U.S. Army Corps of Engineers (USACE), Regional Water Quality Control Board (RWQCB) and CDFW. The primary sources of information used in this analysis are derived from a General Biological Resources Assessment of the project site prepared in September 2014, a Determination of Biological Equivalent or Superior Preservation (DBESP) for Riparian/Riverine Habitat prepared in January 2015, and a Jurisdictional Waters Delineation prepared in November 2015. All three reports were prepared by RCA Associates, LLC and are included in **Appendices C-1, C-2** and **C-3,** respectively.

3.3.1 Environmental Setting

The project site is located in the southern portion of the City of Wildomar, east of Interstate 15 (I-15), approximately five miles southeast of Lake Elsinore. The project site is generally flat with elevations ranging from 399 to 410 meters (1,310 to 1,345 feet) above mean sea level. Most of the project site has been significantly disturbed and supports a disturbed grassland community. A few trees are located in the northwest portion of the project site and along the eastern site boundary. Surrounding areas are primarily developed with residential uses (with scattered open spaces), and the I-15 abuts the western boundary of the project site.

Vegetation Communities

Disturbed Grassland

Most of the project site supports a disturbed grassland community. Common perennial plant species found throughout the site include elderberry (*Sambucus mexicana*) and buckwheat (*Eriogonum* sp.); and common annual plant species on the project site include snakeweed (*Gutierrezia sorothrae*), fiddleneck (*Amsinckia tessellata*), plantain (*Plantago erecta*), croton (*Croton californica*), and coyote melon (*Cucurbita foetidissima*). A few olive trees (*Olea europea*) occur in the northwest portion of the project site. A small mesic area is found on the

eastern edge of the project site that includes perennials such as narrowleaf goldenbush (*Haplopappus linearifolius*), lotus (*Lotus pershianus*), Pacific willow (*Salix lasiandra*), cattail (*Typha latifolia*), mugwort (*Artemisia douglasiana*), broom baccharis (*Baccharis sarothroides*), brickelbush (*Brickella californica*), and salt cedar (*Tamarix rammissima*). Annuals found in the mesic area include phacelia (*Phacelia distans*), pearly everlasting (*Gnaphalium californicum*), and centaurem (*Centaurea squarrosa*).

Sensitive Natural Communities

Natural communities considered sensitive by the California Department of Fish and Wildlife (CDFW) were not observed during surveys conducted by RCA Associates, LLC in February and May, 2013; therefore, they are presumed to be absent from the project site.

Common Wildlife

The project site supports a limited diversity of wildlife species, largely due to the existing disturbed habitat conditions. Mammal species identified during the biological field surveys include California ground squirrels (*Spermophilus beecheyi*) and cottontail rabbits (*Sylvilagus auduboni*). Other species that may inhabit the site in limited numbers include deer mice (*Peromyscus maniculatus*), pocket gophers (*Thomonys bottae*), and California mice (*P.californicus*). Coyotes (*Canis latrans*) are also common in the region. Avian species observed onsite include American crow (*Corvus brachyrhynchos*), western meadowlark *(Sturnella neglecta*), Anna's hummingbird (*Calypte anna*), California quail (*Callipepla californica*), greater roadrunner (*Geococcyx californianus*), rock dove (*Columbia livia*), western kingbird (*Tyrannus verticalis*), and mourning dove (*Zenaida macroura*). Other birds observed at the project site or in the surrounding area are listed in the General Biological Resources Assessment in Appendix C1. Reptiles observed include side-blotched lizard (*Uta stansburian*), western fence lizard (*Sceloporus occidentalis*), and granite spiny lizards (*Sceloporus orcuttii*). Other common species that may be expected in the area include gopher snake (*Pituophis melanoleucus*) and common garter snake (*Thamnophis sirtalis*). No amphibians were observed during the field surveys, although species common to the region include western toad (*Bufo boreas*) and tree frogs (*Hyla* sp.) that may inhabit the small mesic area along the eastern boundary of the project site.

Special-Status Species

A list of 51 special-status plant species and 37 special-status animal species that have the potential to occur within the vicinity of the Project was compiled based on data in the California Natural Diversity Database (CNDDB) (CNDDB, 2013). **Tables 3.3-1** and **3.3-2** provide a list of special-status species and habitats that have been documented within a five-mile search of the project site. Conclusions regarding habitat suitability and species potential of occurrence on the project site are based on the General Biological Resources Assessment prepared by RCA Associates, LLC and information in the CNDDB.

Special-Status Plants

Based on review of the CNDDB, a total of 50 special-status plant species were recorded within a five-mile radius of the project site, and were evaluated for their potential to occur on the project

site based on elevations and the type and quality of soils and habitats present (Table 3.3-1). According to the General Biological Resources Assessment, two of the 50 special-status plant species have a low potential to occur on the project site and the remaining 48 special-status plant species have no potential to occur on the project site because suitable habitat is absent from the site.

TABLE 3.3-1
SPECIAL-STATUS PLANT SPECIES POTENTIAL OCCURRENCE WITHIN THE VICINITY OF THE PROJECT SITE

Species	Listing Status MSHCP/USFWS/ CDFW/ CRPR	General Habitat	Potential for Species Occurrence within the Project Site
Special-status plant species that have a potential to occur on the project site.			
California macrophylla Round-leaved filaree	CA/--/--/1B.1	Native valley grasslands and foothill woodlands.	Low Potential. Marginal habitat is present on the project site.
Centromadia pungens ssp. laevis Smooth tarplant	CA/--/--/1B.1	Native grassland.	Low Potential. Marginal habitat is present on the project site.
Special-status plant species that have no potential to occur on the project site.			
Abronia villosa var.aurita Chaparral sand-verbena	-/-/-/1B.1	Open sandy places below 5,000 feet elevation. Coastal sage scrub and Chaparral.	No Potential. Suitable habitat is absent from the project site.
Arctostaphylos rainbowensis	AC/-/-/1B.1	Chaparral in lower elevations.	No Potential. Suitable habitat is absent from the project site.
Rainbow Manzanita			
Brodiaea filifolia Thread-leaved brodiaea	CA/FT/SE/1B.1	Coastal sage scrub, chaparral below 4,500 feet elevation.	No Potential. Suitable habitat is absent from the project site.
Brodiaea orcuttii Orcutt's brodiaea	-/-/-/1B.1	Chaparral, near streams and vernal pools below 5,500 feet elevation.	No Potential. Suitable habitat is absent from the project site.
Calochortus weedii var. *intermedius* Intermediate mariposa-lily	AC/--/--/1B.2	Coastal sage scrub and native grassland communities.	No Potential. Suitable habitat is absent from the project site.
Chorizanthe parryi var. *parryi* Parry's spineflower	AC/--/--/1B.1	Coastal sage scrub communities below 2,500 feet elevation	No Potential. Suitable habitat is absent from the project site.
Chorizanthe polygonoides var. *longispina* Long-spined spineflower	AC/--/--/1B.2	Chaparral plant community.	No Potential. Suitable habitat is absent from the project site.
Clinopodium chandleri San Miguel savory	NE/-/-/1B.1	Mountain chaparral.	No Potential. Suitable habitat is absent from the project site.
Eryngium aristulatum var. parishii San Diego button-celery	-/FE/SE/1B.1	Coastal sage scrub and coastal salt marsh below 3,000 feet elevation.	No Potential. Suitable habitat is absent from the project site.
Horkelia cuneate var. puberula Mesa horkelia	-/-/-/1B.1	Open sandy fields and woods, coastal sage scrub.	No Potential. Suitable habitat is absent from the project site.
Juncus luciensis Santa Lucia dwarf rush	-/-/-/1B.2	Wet meadow below 6,500 feet elevation.	No Potential. Suitable habitat is absent from the project site.

TABLE 3.3-1
SPECIAL-STATUS PLANT SPECIES POTENTIAL OCCURRENCE WITHIN THE VICINITY OF THE PROJECT SITE

Species	Listing Status MSHCP/USFWS/ CDFW/ CRPR	General Habitat	Potential for Species Occurrence within the Project Site
Lasthenia galbrata ssp. Coulteri Coulter's goldfields	CA/-/-/1B.1	Coastal salt marshes, vernal pools and damp alkaline areas	No Potential. Suitable habitat is absent from the project site.
Lepidium virginicum var. *robinsonii* Robinson's pepper-grass	AC/--/--/1B.2	Coastal sage scrub and chaparral communities.	No Potential. Suitable habitat is absent from the project site.
Myosurus minimus ssp. apus Little mousetail	CA/-/-/3.1	Vernal pools and alkaline marshes below 1,500 feet elevation.	No Potential. Suitable habitat is absent from the project site.
Navarretia fossalis Spreading navarretia	NE/FT/--/1B.1	Freshwater marshes and vernal pools.	No Potential. Suitable habitat is absent from the project site.
Navarretia prostrata Prostrate vernal pool navarretia	CA/-/-/1B.1	Vernal pools and moist places below 2,000 feet elevation	No Potential. Suitable habitat is absent from the project site.
Orcuttia californica California Orcutt grass	NE/FE/SE/1B.1	Drying mud flats and grasslands	No Potential. Suitable habitat is absent from the project site.
Pseudognaphilum leucocepephalum White rabbit-tobacco	-/-/-/2.2	Occurs on sandy/gravelly substrate in chaparral, cismontane woodlands, and coastal sage scrub	No Potential. Suitable habitat is absent from the project site.
Scutellaria bolanderi ssp. austromontana Southern mountains skullcap	-/-/-/1B.2	Chaparral, oak woodlands and damp places 3,000 to 4,500 feet elevation	No Potential. Suitable habitat is absent from the project site.
Symphyotrichum defoliatum San Bernardino aster	-/-/-/1B.2	Cismontane woodlands, coastal sage scrub, marshes, and lower montane coniferous forests.	No Potential. Suitable habitat is absent from the project site.
Allium munzii Munz's onion	NE/FE/ST/1B.1	Vernal pool areas 1,000 to 2,000 feet elevation	No Potential. Suitable habitat is absent from the project site.
Atriplex coronata var. notatior San Jacinto Valley crownscale	-/FE/-/1B.1	Alkali flats	No Potential. Suitable habitat is absent from the project site.
Atriplex parishii Parish's brittlescale	CA/-/-/1B.1	Alkali flats	No Potential. Suitable habitat is absent from the project site.
Atriplex serenana var. davidsonii Davidson's saltscale	CA/-/-/1B.2	Alkaline valleys at low elevations, coastal sage scrub communities	No Potential. Suitable habitat is absent from the project site.
Berberis nevinii Nevin's barberry	CA/FE/SE/1B.1	Chaparral, coastal sage scrub, Sandy and gravely places below 2,000 feet elevation.	No Potential. Suitable habitat is absent from the project site.
Ceanothus ophiochilus Vail Lake ceanothus	CA/FT/SE/1B.1	Chaparral and dry slopes below 4,500 feet elevation	No Potential. Suitable habitat is absent from the project site.
Dodecahema leptoceras Slender-horned spineflower	NE/FE/SE/1B.1	Isolated patches of large floodplain habitats	No Potential. Suitable habitat is absent from the project site.

TABLE 3.3-1
SPECIAL-STATUS PLANT SPECIES POTENTIAL OCCURRENCE WITHIN THE VICINITY OF THE PROJECT SITE

Species	Listing Status MSHCP/USFWS/ CDFW/ CRPR	General Habitat	Potential for Species Occurrence within the Project Site
Horkelia cuneate var. puberula Mesa horkelia	-/-/-/1B.1	Mats in moist places below 9,500 feet elevation	No Potential. Suitable habitat is absent from the project site.
Monardella hypoleuca ssp. lanata Felt-leaved mondardella	-/-/-/1B.2	Chaparral and dry slopes below 4,500 feet elevation.	No Potential. Suitable habitat is absent from the project site.
Nolina cismontane Chaparral nolina	-/-/-/1B.2	Chaparral communities and creosote bush scrub	No Potential. Suitable habitat is absent from the project site.
Packera ragwort Gander's ragwort	-/-/SR/1B.2	Chaparral habitat	No Potential. Suitable habitat is absent from the project site.
Tetracoccus dioicus Parry's tetracoccus	-/-/-/1B.2	Dry stony slopes below 2,500 feet elevation and chaparral	No Potential. Suitable habitat is absent from the project site.
Chaenactis glabriuscula var. orcuttiana Orcutt's pincushion	-/-/-/1B.1	Sand dunes near the coast and the costal strand.	No Potential. Suitable habitat is absent from the project site.
Dudleya multicaulis Many-stemmed dudleya	NE/-/-/1B.1	Coastal sage scrub, chaparral and dry stony places below 2,000 feet elevation	No Potential. Suitable habitat is absent from the project site.
Dudleya viscida Sticky dudleya	AC/-/-/1B.2	Coastal sage scrub and rocky slopes below 1,200 feet in elevation.	No Potential. Suitable habitat is absent from the project site.
Geothallus tuberosus Campbell's liverwort	-/-/-/1B.1	Coastal sage scrub and vernal pools.	No Potential. Suitable habitat is absent from the project site.
Horkelia truncate Ramona horkelia	-/-/-/1B.3	Dry slopes 2,000 to 4,000 feet elevation and chaparral.	No Potential. Suitable habitat is absent from the project site.
Mondardella hypoleuca ssp. Lanata Felt-leaved mondardella	-/-/-/1B.2	Chaparral communities.	No Potential. Suitable habitat is absent from the project site.
Ambrosia pumila San Diego ambrosia	-/FE/-/1B.1	Vernal pools in Chaparral and Coastal sage scrub	No Potential. Suitable habitat is absent from the project site.
Astragalus pachypus var. jaegeri *Jaeger*'s milk-vetch	-/-/-/1B.1	Chaparral and creosote bush communities	No Potential. Suitable habitat is absent from the project site.
Schizymenium shevockii Shevock's copper moss	-/-/-/1B.2	Cismontane woodlands	No Potential. Suitable habitat is absent from the project site.
Tortula californica California screw moss	-/-/-/1B.2	Chenopod scrub	No Potential. Suitable habitat is absent from the project site.
Ayenia compacta California ayenia	-/-/-/2.3	Creosote bush scrub	No Potential. Suitable habitat is absent from the project site.
Hesperocyparis forbesii Tecate cypress	-/-/-/1B.1	Chaparral and woodland habitats	No Potential. Suitable habitat is absent from the project site.
Lilium parryi Lemon lily	AC/-/-/1B.2	Springy places and wet banks 4,000 to 9,000 feet in elevation.	No Potential. Suitable habitat is absent from the project site.
Limnanthes alba ssp. parishii Parish's meadowfoam	-/-/SE/1B.2	Moist lake shores and wet places 4,500 to 5,000 feet elevation	No Potential. Suitable habitat is absent from the project site.

TABLE 3.3-1
SPECIAL-STATUS PLANT SPECIES POTENTIAL OCCURRENCE WITHIN THE VICINITY OF THE PROJECT SITE

Species	Listing Status MSHCP/USFWS/ CDFW/ CRPR	General Habitat	Potential for Species Occurrence within the Project Site
Sibaropsis hammittii Hammitt's clay-cress	NE/-/-/1B.2	Chaparral	No Potential. Suitable habitat is absent from the project site.
Sphaerocarpos drewei Bottle liverwort	-/-/-/1B.1	Chaparral and coastal sage scrub	No Potential. Suitable habitat is absent from the project site.

Protection Status Criteria:

Western Riverside County MSHCP
Plants
CA = Criteria Area Plant Species under the MSHCP - additional focused surveys may be required if directed to do so by the Conservation Report Generator *and* suitable habitat exists on-site
NE = Narrow Endemic Plant Species under the MSHCP - additional focused surveys may be required if directed to do so by the Conservation Report Generator and suitable habitat exists on-site
AC = Species Adequately Conserved under the MSHCP (subject to the terms and conditions in the MSHCP [Table 2-2])

Federal Status
FE – federally listed as endangered
FT – federally listed as threatened
FC – Federal candidate for listing
DE - Delisted

State of California
SE – State-listed as endangered
ST – State-listed as threatened
FP – Fully protected species
SC – State Species of Special Concern
WL – Watch List Species
SR – State-listed as rare

California Native Plant Society (CNPS): California Rare Plant Rank (CRPR)
CRPR 1B – plants rare, threatened, or endangered in California, and elsewhere
CRPR 2 – plants are rare, threatened, or endangered in California, but more common elsewhere
CRPR 3 – plants about which more information is needed
CRPR 4 – plants of limited distribution, a watch list
.1 – Seriously threatened in California (over 80% of occurrences threatened / high degree and immediacy of threat)
.2 – Moderately threatened in California (20-80% occurrences threatened / moderate degree and immediacy of threat)
.3 - Not very threatened in California (<20% of occurrences threatened / low degree and immediacy of threat or no current threats known)

The two plant species that have a low potential to occur on the project site include the round-leaved filaree and the smooth tarplant.

Round-leaved filaree – This grass species occurs in cismontane woodland habitats, foothills, and valley grassland habitats on clay soils normally below 3,600 feet. Round-leaved filaree is classified as a CRPR List 1B.1 species and is rare throughout its distribution in Southern California. The round-leaved filaree is a covered species in the MSHCP. The disturbed grassland present on the project site is marginal habitat for the round-leaved filaree. Although focused rare plant surveys were not conducted on the project site due to ongoing drought conditions, this species was not observed during biological reconnaissance surveys performed during the blooming period for this species. Because the species was not observed during the general field surveys, and suitable habitat is marginal and is fragmented by surrounding development, a substantial population of this species is not expected to occur on the project site, and any loss of individual plants of this species would not threaten to eliminate or reduce the viability of a population or restrict the range of the plant species.

Smooth tarplant – This species is typically found in native grasslands in interior dry valleys and foothills, primarily below 1,000 feet elevation. It is a relatively rare species (CRPR List 1B.1) with a few documented populations in the region. Population levels are very low throughout Southern California. The round-leaved filaree is a covered species in the MSHCP. The project site supports a disturbed grassland community which provides marginal habitat for the species. Although focused rare plant surveys were not conducted on the project site due to ongoing drought conditions, this species was not observed during biological reconnaissance surveys performed during the blooming period for this species. Although the species has been observed in the surrounding region, there is a low probability of the plant occurring on the site given the relatively small size of the property and the absence of any documented observations in the immediate area. Because the species was not observed during the general field surveys, and suitable habitat is marginal and is fragmented by surrounding development, a substantial population of this species is not expected to occur on the project site, and any loss of individual plants of this species would not threaten to eliminate or reduce the viability of a population or restrict the range of the plant species.

Special-Status Wildlife

A total of 37 special-status wildlife species were recorded in the CNDDB within a five-mile radius of the project site, and evaluated for their potential to occur based on the type and quality of habitat and recent aerial photographs (**Table 3.3-2**). Environmental conditions within the project site are considered suitable for four special-status wildlife species, and are considered to have a moderate or high potential to occur onsite. Nine special-status wildlife species are considered to have a low potential to occur onsite.

TABLE 3.3-2
SPECIAL-STATUS WILDLIFE SPECIES POTENTIAL OCCURRENCE WITHIN THE VICINITY OF THE PROJECT SITE

Species	Listing Status MSHCP/USFWS/ CDFW	General Habitat	Potential for Species Occurrence within the Project Site
Special-status wildlife species that have a potential to occur on the project site.			
Athene cunicularia Burrowing owl	AS/--/SC	Open grassland areas where the owls utilize abandoned mammal burrows.	High Potential. Suitable burrows present on the project site; however, owls were not observed during the 2013 breeding season surveys.
Dipodomys stephensi Stephens' kangaroo rat	AC/FE/ST	Annual grasslands.	Moderate Potential. Suitable habitat is present onsite. While the project site is isolated from other upland areas by development, the project site is located within the MSHCP fee area for this species.

TABLE 3.3-2
SPECIAL-STATUS WILDLIFE SPECIES POTENTIAL OCCURRENCE WITHIN THE VICINITY OF THE PROJECT SITE

Species	Listing Status MSHCP/USFWS/ CDFW	General Habitat	Potential for Species Occurrence within the Project Site
Lepus californicus bennettii San Diego black-tailed jackrabbit	AC/--/SC	Open and semi-open grasslands.	Moderate Potential. Suitable habitat occurs on the project site and a CNDDB record occurs within one mile.
Phrynosoma coronatum blainvillei Coast (San Diego) horned lizard	AC/--/SC	Open areas with sandy soils where ant colonies are available.	Moderate Potential. Suitable habitat is present in open areas with sandy soils, and in the vicinity of the two drainages.
Spea hammondii Western spadefoot toad	AC/--/SC	Typically associated with alkali flats, washes, and floodplains.	Low Potential. Marginal habitat for dispersal may occur in open, sandy areas and in the vicinity of the two drainages and riparian habitat. However, as there are no known pools for breeding on the project site or vicinity; this species is not expected to occur onsite.
Circus cyaneus Northern Harrier	AC/-/SC	Marshlands, grasslands, and prairies.	Low Potential. Could occasionally forage over the site. Not expected to be a permanent resident on the site.
Neotoma lepida intermedia San Diego desert woodrat	AC/-/SC	Rocky and desert areas.	Low Potential. Could potentially occur on the site, but not observed during field investigations.
Lanius ludovicianus Loggerhead shrike	AC/-/SC	Very widespread habitat where perches can be less conspicuous	Low Potential. May occasionally occur on the site. Not expected to be a permanent resident on the site.
Euphydryas editha quino Quino checkerspot butterfly	AC/FE/SC	Open areas	Low Potential. Not expected to occur to occur on the project site.
Perognathus longimembris brevinasus Los Angeles pocket mouse	-/-/SC	Rocky slopes and desert areas.	Low Potential. Not expected to be on the project site.
Perognathus longimembris internationalis Jacumba pocket mouse	-/-/SC	Sandy deserts near stream beds.	Low Potential. Not expected to occur on the project site.
Rana draytonii California red-legged frog	AS/FT/SC	Ponds or other permanent water with dense vegetation.	Low Potential. Small riparian area onsite not expected to support populations of the species.
Onychomys torridus Ramona Southern grasshopper mouse	-/-/SC	Low deserts, creosote bush, mesquite and yucca.	Low Potential. Not expected to occur on the project site.
Special-status wildlife species that have no potential to occur on the project site.			
Chaetodipis fallax fallax Northwestern San Diego pocket mouse	-/-/SC	Coastal sage scrub and chaparral.	No Potential. Suitable habitat is absent from the project site.

TABLE 3.3-2
SPECIAL-STATUS WILDLIFE SPECIES POTENTIAL OCCURRENCE WITHIN THE VICINITY OF THE PROJECT SITE

Species	Listing Status MSHCP/USFWS/ CDFW	General Habitat	Potential for Species Occurrence within the Project Site
Streptocephalus woottoni Riverside fairy shrimp	WS/FE/--	Vernal pools.	No Potential. Suitable habitat is absent from the project site.
Polioptila californica californica Coastal California gnatcatcher	AC/FT/SC	Coastal sage scrub.	No Potential. Suitable habitat is absent from the project site.
Aspidoscelis hyperythra Orange-throated whiptail	AC/--/SC	Chaparral areas where loose sand and rocky habitats are available.	No Potential. Suitable habitat is absent from the project site.
Chaetodipus californicus femoralis Dulzera pocket mouse	-/-/SC	Rocky slopes and desert areas.	No Potential. Suitable habitat is absent from the project site.
Crotalus ruber Red-diamond rattlesnake	AC/-/SC	Desert areas, dense chaparral, coastal areas	No Potential. Suitable habitat is absent from the project site.
Emys marmorta Western pond turtle	-/-/SC	Ponds and small lakes with abundant vegetation.	No Potential. Suitable habitat is absent from the project site.
Eumops perotis californicus Western mastiff bat	-/-/SC	Rocky cliffs, canyons and structures	No Potential. Suitable habitat is absent from the project site.
Gila orcuuttii Arroyo chub	AC/-/SC	Rivers, streams and ponds.	No Potential. Suitable habitat is absent from the project site.
Taricha torosa Coast Range newt	AC/-/SC	Quiet streams, ponds, lakes and surrounding evergreen areas.	No Potential. Suitable habitat is absent from the project site.
Thamnophis hammondii Two-striped garter snake	-/-/SC	Brackish coastal marshes, ponds, and lakes	No Potential. Suitable habitat is absent from the project site.
Vireo bellii pusillus Least Bell's vireo	WS/FE/SE	Large riparian habitat areas	No Potential. Suitable habitat is absent from the project site.
Branchinecta lynchi Vernal pool fairy shrimp	WS/FT/-	Vernal pools.	No Potential. Suitable habitat is absent from the project site.
Haliaeetus leucocephalus Bald Eagle	AC/FD/SE	Ridges and cliffs usually near lakes and rivers	No Potential. Suitable habitat is absent from the project site.
Coccyzus americanus occidentalis Western yellow-billed cuckoo	WS/FC/SE	Woodlands, forest edges, thickets, orchards and farmlands.	No Potential. Suitable habitat is absent from the project site.
Plesstiondon skiltonianus interparietalis Coronado Island skink	-/-/SC	Forest, open woodlands, and grassy areas.	No Potential. Suitable habitat is absent from the project site.
Charadrius alexandrinus nivosus Western snowy plover	-/FT/SC	Coastal beaches, salt ponds and alkaline lakes.	No Potential. Suitable habitat is absent from the project site.
Salvadora hexalpis virgultea Coast patch-nosed snake	-/-/SC	Open woodland and forested mountain slopes.	No Potential. Suitable habitat is absent from the project site.
Lasiurus xanthinus Western yellow bat	-/-/SC	Rocky cliffs and structures	No Potential. Suitable habitat is absent from the project site.

TABLE 3.3-2
SPECIAL-STATUS WILDLIFE SPECIES POTENTIAL OCCURRENCE WITHIN THE VICINITY OF THE PROJECT SITE

Species	Listing Status MSHCP/USFWS/ CDFW	General Habitat	Potential for Species Occurrence within the Project Site
Antrozous pallidus Pallid bat	-/-/SC	Deserts, daytime roosts in buildings and crevices.	No Potential. Suitable habitat is absent from the project site.
Branchinecta sandiegonensis San Diego Fairy shrimp	-/FE/-/	Vernal pools.	No Potential. Suitable habitat is absent from the project site.
Campylorhynchus brunneicapillus sandiegensis Coastal cactus wren	AC/-/SC	Cactus, mesquite, Palo Verde and other thorny trees.	No Potential. Suitable habitat is absent from the project site.
Nyctinomops femorosaccus Pocket free-tailed bat	-/-/SC	Rock outcrops in deserts.	No Potential. Suitable habitat is absent from the project site.
Ambystoma californiense California tiger salamander	-/FT/ST	Subterranean retreats near ponds in grasslands and open woodlands.	No Potential. Suitable habitat is absent from the project site.

Protection Status Criteria:

Western Riverside County MSHCP
Wildlife
WS = Wetland Species under the MSHCP – additional surveys may be required as part of wetlands mapping per the MSHCP
AS = Additional surveys may be required for these species within locations shown on survey maps as described in *Section 6.3.2* of the MSHCP.
AC = Adequately Conserved Species under the MSHCP (subject to the terms and conditions in the MSHCP [Table 2-2 footnotes 'e' & 'f'])

Federal Status
FE – federally listed as endangered
FT – federally listed as threatened
FC – Federal candidate for listing
DE - Delisted

State of California
SE – State-listed as endangered
ST – State-listed as threatened
FP – Fully protected species
SC – State Species of Special Concern
WL – Watch List Species

Following is a discussion of the four wildlife species considered to have a moderate or high potential to occur onsite.

Burrowing Owl – This species occurs in open grassland areas where it utilizes abandoned mammal burrows. The burrowing owl is classified as a Species of Special Concern by CDFW. Suitable habitat for burrowing owl and numerous suitable burrows were determined to be present during the initial 2013 biological surveys conducted on the project site by RCA Associates, LLC. Therefore, a focused breeding season survey was conducted to determine the presence/absence of the species and/or evidence of owl sign (i.e., whitewash). Focused surveys were performed in accordance with the protocols outlined in the Department of Fish and Game Staff Report on Burrowing Owl Mitigation (2012). The focused survey for owls and burrows was conducted by RCA Associates, LLC on May 17th, June 6th, and June 27th, 2013 by walking transects at 100-foot intervals throughout the project site. The entrances of all fossorial burrows were evaluated during each site visit for the presence of owls and any sign. No owls or owl signs were observed during the focused surveys. Although no owls or owl signs were observed, there is still a high potential

for the burrowing owl to occur on the project site before construction begins because there are suitable burrows on the project site.

Stephen's kangaroo rat – This species typically occurs in grassland communities. The Stephen's kangaroo rat (SKR) is listed as a federal endangered and state threatened species. Several populations of this species have been documented in the area. The Riverside County Habitat Conservation Agency (RCHCA) established a habitat conservation plan (HCP) for this species in western Riverside County for its member agencies which includes the City of Wildomar (RCHCA 2015). The HCP establishes a regional mechanism to achieve specific conservation goals in the RCHCA jurisdiction by preserving the biological diversity and natural open space. The HCP includes seven core reserves for conservation of the SKR and the ecosystem upon which it depends. The core reserves encompass approximately 41,000 acres, including 12,460 acres of SKR occupied habitat. The project site is not located within a core reserve area. There is a moderate potential for SKR to occur on the project site.

San Diego black-tailed jackrabbit – This species occurs in open and semi-open grasslands. It is classified as a Species of Special Concern by CDFW. This species was not seen during any of the field investigation on the project site. There is a moderate potential for this species to be located on the site.

Coast (San Diego) horned lizard – This species occurs in open areas with sandy soils where ant colonies are available. It is listed as a Species of Special Concern by CDFW. There is a moderate potential for this species to be located on the project site.

Jurisdictional Waters

The project site contains two drainage channels that have been identified as meeting the characteristics that define them as a nexus to the nearest Traditional Navigable Water (i.e., Murrieta Creek). Due to the direct connection to Murrieta Creek, these two drainage channels (Channel A and Channel B) meet the criteria to be considered waters of the U.S. and Waters of the State. Therefore, alterations to these channels require a USACE Section 404 permit, RWQCB Section 401 Certification and a CDFW Section 1600 Agreement.

Based on the results of the field investigations conducted as part of the Jurisdictional Waters Delineation, it was determined that Channel "A" bisects the site in a north-south direction eventually connecting to a culvert along the western boundary of the site. This culvert extends under Interstate 15 (I-15) and connects with a drainage swale on the west side of the I-15. Water flowing through the drainage swale flows under Catt Road located west of I-15 and connects with a well-defined channel south of Catt Road which in turn connects with Murrieta Creek about one mile to the west. Channel "A" appears to have been created by water flowing onto the project site from development directly north of the site. A 60-inch culvert is located along the northern boundary of the site and directs water onto the property.

Channel "B" bisects the site in an east-west direction and was created over the last several years due to overflow from a retention pond located directly east of the site. The overflow during

rainstorms has also created a small riparian feature (about 800 square feet) along the eastern boundary of the project site. Channel "B" conveys water in a westerly direction eventually connecting to a culvert which extends under I-15. Water flows from Channel "B" connect with a culvert which extends under Catt Road west ofI-15 and connects with the well-defined channel south of Catt Road.

Channels "A" and "B" along with the small riparian habitat along the eastern boundary of the site encompasses about 16,000 square feet (0.36 acres).

Critical Habitat

The project site is not located within USFWS designated critical habitat area. The nearest designated critical habitat to the project site is located approximately 1,200 feet east of the site; and this critical habitat is for the coastal California gnatcatcher (USFWS, 2014). As discussed above, the project site does not have suitable habitat for the coastal California gnatcatcher.

Habitat Conservation Planning

Western Riverside County MSHCP

The project is located within the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), and lies north of the MSHCP Southwest Area Plan – Subunit 1 (Murrieta Creek). The project site is not located within any Criteria Area and is not subject to a HANS process review; however, the General Biological Resources Assessment was reviewed for consistency with the following issues according to the MSHCP:

- Protected species associated with riparian/riverine areas;
- Protected species associated with vernal pools and vernal pool guidelines;
- Protected narrow endemic plant species; and
- Habitat for burrowing owl.

Riparian/Riverine Areas and Associated Species

The western spadefoot toad (*Spea hammondii*) is the only sensitive riparian/riverine associated species which could potentially inhabit the site. The riparian habitat along the eastern boundary of the project site and Channels A and B provide marginal dispersal habitat for this species; however, as stated above, the potential for this species to occur onsite is considered low since there are no known pools for breeding.

The site does not support habitat considered suitable for various listed wildlife species documented in the general vicinity of the project area (e.g., least Bell's vireo and southwestern willow flycatcher). These species are typically found in large expansive areas of riparian woodlands in undisturbed areas, and the riparian habitat within the project site does not meet this criteria (RCA, 2014).

Vernal Pools and Associated Species

No evidence of vernal pools was identified during biological field surveys, and the soils onsite (sandy alluvial) are not consistent with those known to support vernal pools. In addition, the topography of the site is such that it lacks suitable areas which may pool or pond waters sufficiently to develop vernal pools. Therefore, surveys for western spadefoot toad (which could breed in vernal pools) or sensitive plant species typically associated with vernal pools were deemed not necessary.

Narrow Endemic Plant Species

Narrow endemic plant species are sensitive species which are highly restricted by their habitat requirements or other ecological factors and, therefore, have specific conservation measures that need to be applied if an endemic plant is present or expected to be present. Based on review of existing data, there is one endemic plant species which has been documented within approximately five miles of the project site (Dudek, 2003 and CNDDB, 2013). An historic population of spreading navarretia (*Navarretia fossalis*) was documented approximately two miles northeast of the project site in association with a vernal pool. This particular species is dependent upon marshes and vernal pools; therefore, due to the absence of suitable habitat on the project site, endemic plant surveys were deemed not necessary for this species.

Burrowing Owl

As discussed above, suitable habitat for burrowing owl and numerous suitable burrows were determined to be present during the initial 2013 biological surveys conducted on the project site by RCA Associates, LLC. A focused breeding season survey was conducted to determine the presence/absence of the species and/or evidence of owl sign (i.e., whitewash). No owls or owl signs were observed during the focused survey

Stephen's Kangaroo Rat HCP

The Riverside County Habitat Conservation Agency (RCHCA) established a habitat conservation plan (HCP) for the SKR in western Riverside County for its member agencies which includes the City of Wildomar (RCHCA 2015). The HCP includes seven core reserves for conservation of the SKR and the ecosystem upon which it depends. The core reserves encompass approximately 41,000 acres, including 12,460 acres of SKR occupied habitat. The project site is not located within a core reserve area. Because the project site is located within the City of Wildomar, and the City is a member agency to the RCHCA, a HCP fee for the SKR will be required for development of the project site.

Habitat Fragmentation and Wildlife Movement

Habitat fragmentation occurs when a single, unified habitat area is divided into two or more areas, such that the division isolates the two new areas from each other. Isolation of habitat occurs when wildlife cannot move freely from one portion of a habitat to another habitat or from one habitat type to another. Habitat fragmentation results in a reduction in the amount of habitat available to local wildlife populations. In general, this is followed by a reduction in wildlife populations because the remaining areas are too small to support pre-fragmentation population

levels. If the fragmentation is too great, wildlife populations will not be able to persist, and some or all of the species in a fragmented habitat may disappear. This can occur on a local or regional scale, depending upon the degree and type of fragmentation occurring. Fragmentation is particularly critical for species that occupy already limited habitats, such as coastal sage scrub. If various stands of scrub are too fragmented to provide sufficient continuous cover, or are too isolated from each other for an animal to freely move among various stands, that particular portion of the overall habitat may be lost to use by certain species.

The project site is located in an area that was previously utilized for various agricultural activities over the last 50 years. More recently, the area has undergone a significant amount of development and there are now residential developments immediately north and east of the site. Interstate 15 also borders the property on the west, beyond which are residential and commercial developments. Various commercial businesses are located southeast of the site. Therefore, based on the existing site conditions and the surrounding developed land uses, the project site is not expected to be utilized as a wildlife corridor, as it does not connect two largely undisturbed, contiguous habitats.

3.3.2 Regulatory Framework

Federal

Federal Endangered Species Act

The Federal Endangered Species Act (FESA) was established to protect wildlife species and habitats from extinction and diminishment. The FESA is administered by the USFWS and applies to federally listed species and habitat occupied by the federally listed species. FESA Section 9 forbids acts that directly or indirectly harm listed species. Specifically, Section 9 identified prohibited acts related to endangered species, and all persons, including federal, state, and local governments, from taking listed fish and wildlife species, except as specified under the provisions for exceptions (16 U.S.C. § 1538). The term ‘take’ is defined as to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such activity (16 U.S.C. 1532[18]).

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) of 1918, as amended, (16 USC §§ 703-712) is designed to protect birds that migrate and cross state lines to provide management of migratory birds at a federal level. The MBTA prohibits the kill or transport of native migratory birds, or any part, nest, or egg of such bird unless allowed by another regulation adopted in accordance with the MBTA.

Bald and Golden Eagle Protection Act

The bald eagle and golden eagle are federally protected under the Bald and Golden Eagle Protection Act (16 USC §§ 668–668d). Under the act, it is illegal to take, possess, sell, purchase, barter, offer to sell or purchase or barter, transport, export, or import at any time or in any manner a bald or golden eagle, alive or dead; or any part, nest or egg of these eagles unless authorized by

the Secretary of the Interior. Violations are subject to fines and/or imprisonment for up to one year. Active nest sites are also protected from disturbance during the breeding season.

Section 404 Clean Water Act

Section 404 of the Clean Water Act (CWA) (33 USC § 1344) gives the U.S. Corps of Engineers (USACE) authority to dredge or fill material into waters of the U.S., including wetlands. The term "wetlands" signifies those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Under normal circumstances, the definition of wetlands requires three wetland identification parameters be present: wetland hydrology, hydric soils, and hydrophytic vegetation. Examples of wetlands may include freshwater marsh, seasonal wetlands, and vernal pool complexes that are adjacent to perennial waters of the U.S.

"Other waters of the U.S." refers to those hydric features that are regulated by the CWA but are not defined as wetlands (33 CFR 328.4). Examples of other waters of the U.S. may include rivers, creeks, ponds, and lakes. Swales are typically not considered waters of the U.S.

Section 401 Clean Water Act

Under Section 401 of the CWA (33 USC § 1341), the Regional Water Quality Control Board (RWQCB) must certify that actions receiving authorization under Section 404 of the CWA also meet state water quality standards. The RWQCB also regulates waters of the state under the Porter-Cologne Water Quality Control Act (Porter Cologne Act) (Cal. Water Code §§ 13000 et seq.). The RWQCB requires projects to avoid impacts to wetlands if feasible and requires that projects do not result in a net loss of wetland acreage or a net loss of wetland function and values. The RWQCB typically requires compensatory mitigation for impacts to wetlands and/or waters of the state. The RWQCB also has jurisdiction over waters deemed 'isolated' or not subject to Section 404 jurisdiction under the Solid Waste Agency of Northern Cook County (SWANCC) decision. Dredging, filling, or excavation of isolated waters constitutes a discharge of waste to waters of the state, and prospective dischargers are required to obtain authorization through an Order of Waste Discharge or waiver thereof from the RWQCB and comply with other requirements of Porter-Cologne Act.Executive Order 13112 – Invasive Species.

This executive order directs all federal agencies to refrain from authorizing, funding, or carrying out actions or projects that may spread invasive species. The order further directs federal agencies to prevent the introduction of invasive species, control and monitor existing invasive species populations, restore native species to invaded ecosystems, research and development prevention and control methods for invasive species, and promote public education on invasive species.

Fish and Wildlife Coordination Act of 1958

The Fish and Wildlife Coordination Act (16 USC §§ 661-666c) requires that whenever any body of water is proposed or authorized to be impounded, diverted, or otherwise controlled or modified, the lead federal agency must consult with the USFWS, the state agency responsible for

fish and wildlife management, and the National Marine Fisheries Service. Section 662(b) of the act requires the lead federal agency to consider the recommendations of the USFWS and other agencies. The recommendations may include proposed measures to mitigate or compensate for potential damages to wildlife and fisheries associated with a modification of a waterway.

Executive Order 11990 Protection of Wetlands

Executive Order 11990 requires federal agencies to provide leadership and take action to minimize destruction, loss, or degradation of wetlands and to preserve and enhance the natural qualities of these lands. Federal agencies are required to avoid understanding or providing support for new construction located in wetlands unless (1) no practicable alternative exists and (2) all practical measures have been taken to minimize harm to wetlands.

State

California Endangered Species Act

The California Endangered Species Act (CESA) is similar in many ways to the FESA. CESA is administered by the CDFW. CESA provides a process for CDFW to list species as threatened or endangered in response to a citizen petition or by its own initiative (Fish and Game Code § 2070 et seq.). Section 2080 of CESA prohibits the take of species listed as threatened or endangered pursuant to the Act (Fish and Game Code § 2080). Section 2081 allows CDFW to authorize take prohibited under Section 2080 provided that: (1) the taking is incidental to an otherwise lawful activity; (2) the taking will be minimized and fully mitigated; (3) the applicant ensures adequate funding for minimization and mitigation; and (4) the authorization will not jeopardize the continued existence of listed species (Fish and Game Code § 2081).

Porter-Cologne Water Quality Control Act

Under the Porter-Cologne Water Quality Control Act, waters of the state fall under the jurisdiction of the appropriate RWQCB. Under the act, the RWQCB must prepare and periodically update water quality control basin plans. Each basin plan sets forth water quality standards for surface water and groundwater, as well as actions to control nonpoint and point sources of pollution to achieve and maintain these standards. Projects that affect wetlands or waters must meet waste discharge requirements of the RWQCB, which may be issued in addition to a water quality certification or waiver under Section 401 of the CWA.

California Department of Fish and Game Code

Protection of Nests and Eggs

Section 3503 of the California Fish and Game Code (CFGC) states that it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird. Section 3503.5 specifically states that it is unlawful to take, possess, or destroy any raptors (i.e., species in the orders Falconiformes and Strigiformes), including its nests or eggs. Typical violations of these codes include destruction of active nests resulting from removal of vegetation in which the nests are located. Violation of Section 3503.5 could also include failure of active raptor nests resulting from disturbance of

nesting pairs by nearby project construction. This statute does not provide for the issuance of any type of incidental take permit.

Section 3513 of the CFGC upholds the MBTA by prohibiting any take or possession of birds that are designated by the MBTA as migratory nongame birds except as allowed by federal rules and regulations promulgated pursuant to the MBTA.

Fully Protected Species

Protection of fully protected species is described in Sections 3511, 4700, 5050, and 5515 of the CFGC. These statutes prohibit take or possession of fully protected species. CDFW is unable to authorize incidental take of fully protected species when activities are proposed in areas inhabited by those species.

California Native Plant Protection Act

The Native Plant Protection Act (NPPA) (Cal. Fish and Game Code §§ 1900-1913) was enacted in 1977 and allows the Fish and Game Commission to designate plants as rare or endangered. There are 64 species, subspecies, and varieties of plants that are protected as rare under the NPPA. The NPPA prohibits take of endangered or rare native plants, but includes some exceptions for agricultural and nursery operations; emergencies; and after properly notifying CDFW for vegetation removal from canals, roads, and other sites, changes in land use, and in certain other situations. Individual landowners are required to notify the CDFW at least 10 days in advance of changing land uses to allow the CDFW to salvage any rare or endangered native plant material.

Streambed Alteration Agreement

CDFW regulates activities that would interfere with the natural flow of, or substantially alter, the channel, bed, or bank of a lake, river, or stream. These activities are regulated under the California Fish and Game Code Sections 1600-1616. Requirements to protect the integrity of biological resources and water quality are often conditions of streambed alteration agreements. Requirements may include avoidance or minimization of the use of heavy equipment, limitations on work periods to avoid impacts on wildlife and fisheries resources, and measures to restore degraded sites or compensate for permanent habitat losses.

All diversions, obstructions, or changes to the natural flow or bed, channel, or bank of any river, stream, or lake in California that supports wildlife resources are subject to regulation by CDFW under Section 1602 of the California Fish and Game Code. A stream is defined as a body of water that flows at least periodically or intermittently through a bed or channel that has banks and supports fish or other aquatic life. This definition includes watercourses with a surface or subsurface flow that supports or has supported riparian vegetation. CDFW's jurisdiction within altered or artificial waterways is based on the value of those waterways to fish and wildlife. A CDFW streambed alteration agreement must be obtained for any project that would result in an impact on a river, stream, or lake.

Natural Community Conservation Planning Act

The Natural Community Conservation Planning (NCCP) Act, Sections 2800-2840 of the CFGC, authorized the preparation of NCCPs to protect natural communities and species while allowing a reasonable amount of economic development. The MSHCP, adopted by the County of Riverside on June 17, 2003, serves as a Habitat Conservation Plan (HCP) pursuant to Section 10(a)(1)(B) of the FESA as well as a NCCP under the NCCP Act.

CEQA Guidelines, Section 15380

Although threatened and endangered species are protected by specific federal and state statutes, CEQA Guidelines Section 15380(b) provides that a species not listed on the federal or state list of protected species may be considered rare or endangered if the species can be shown to meet certain specified criteria. These criteria have been modeled after the definition in FESA and the section of the California Fish and Game Code dealing with rare or endangered plants or animals. This section was included in CEQA primarily to deal with situations in which a public agency is reviewing a project that may have a significant effect on, for example, a candidate species that has not been listed by either USFWS or CDFW. Thus, CEQA provides an agency with the ability to protect a species from the potential impacts of a project until the respective government agencies have an opportunity to designate the species as protected, if warranted. CEQA also calls for the protection of other locally or regionally significant resources, including natural communities. Although natural communities do not, at present, have legal protection of any kind, CEQA calls for an assessment of whether any such resources would be affected, and requires findings of significance if there would be substantial losses. California species of special concern (SSC) and natural communities listed by CNDDB as sensitive are considered by CDFW to be significant resources and fall under the CEQA Guidelines for addressing impacts. Local planning documents such as general plans often identify these resources as well.

During CEQA review, public agencies must evaluate and disclose impacts to the 220 plant species protected under CESA and the NPPA, and in most cases must mitigate all significant impacts to these species to less than significant. In addition, during the CEQA process, public agencies must also address plant species that may not be listed under CESA or the NPPA, but that may nevertheless meet the definition of rare or endangered provided in CEQA. CDFW works in collaboration with the CNPS and with botanical experts throughout the state to maintain an Inventory of Rare and Endangered Plants, and the similar Special Vascular Plants, Bryophytes, and Lichens List. Species on these lists may meet the CEQA definition of rare or endangered. As the trustee agency for the wildlife of California, which includes plants, ecological communities and the habitat upon which they depend, CDFW advises public agencies during the CEQA process to help ensure that the actions they approve do not significantly impact such resources. CDFW often advises that plant species with an appropriate California Rare Plant Rank (List 1 and 2) in the Inventory be properly analyzed by the lead agency during project review to ensure compliance with CEQA (CDFW 2014a).

Local

Western Riverside County Multiple Species Habitat Conservation Plan

The Project site lies within the Western Riverside County MSHCP. The MSHCP involves the assembly and management of a 500,000-acre Conservation Area for the conservation of natural habitats and their constituent wildlife populations. The MSHCP was developed to serve as a HCP pursuant to Section 10(a)(1)(B) of the FESA as well as a NCCP under the NCCP Act. It encompasses 1.26 million acres and includes all unincorporated Riverside County land west of the crest of the San Jacinto Mountains to the Orange County line as well as jurisdictional areas of the Cities of Temecula, Murrieta, Lake Elsinore, Canyon Lake, Norco, Corona, Riverside, Moreno Valley, Banning, Beaumont, Calimesa, Perris, Hemet, and San Jacinto. The overarching purpose of the plan is to balance development and economic interests with species and lands conservation goals. The MSHCP permits development of lands and take of species "in exchange for the assembly and management of a coordinated MSHCP Conservation Area" (Riverside County, 2004). As part of the requirement of the MSHCP consistency analysis, an assessment of Riparian/Riverine Areas and Vernal Pools are required. If the analysis finds that Riparian/Riverine Areas and Vernal Pools are located on an analyzed site, a Determination of Biological Equivalent or Superior Preservation (DBESP) Analysis is required. This analysis must include an evaluation of whether a project is biologically equivalent or superior to the baseline condition of functions and values of the Riparian/Riverine Areas and Vernal Pools.

The approval of the MSHCP and the Implementing Agreement (IA) by the USFWS and the CDFW allows signatories of the IA to issue "take" authorizations for the 146 species covered by the MSHCP (termed "covered species"), including state and federally listed species, as well as other identified sensitive species. The "take" authorization includes impacts to the habitats of the covered species. The MSHCP requires any new development to pay fees to support the financing for the MSHCP. The fees are intended to meet mitigation requirements for CEQA, FESA and CESA. The MSHCP is further broken down into core areas and linkages, which are the focus of reserve and preservation actions.

The Project is not located within any of the identified core or special linkage areas, but is located within the MSHCP burrowing owl survey area for which additional survey needs and procedures are required if suitable habitat occurs on a project site.

Habitat Conservation Plan (HCP) for the SKR

The Riverside County Habitat Conservation Agency (RCHCA) established a habitat conservation plan (HCP) for the SKR in western Riverside County for its member agencies which includes the City of Wildomar (RCHCA 2015 The HCP includes seven core reserves for conservation of the SKR and the ecosystem upon which it depends. The core reserves encompass approximately 41,000 acres, including 12,460 acres of SKR occupied habitat. The project site is not located within a core reserve area. Because the project site is located within the City of Wildomar, and the City is a member agency to the RCHCA, an HCP fee (per acre fee) for the SKR will be required for development of the project site.

City of Wildomar General Plan

The General Plan includes the following policies that are applicable to the proposed project to address effects of prospective development on biological resources. The policies specifically address the protection of sensitive vegetation communities, special-status species, native trees, and wetlands. A consistency evaluation is provided in Table 3.3-3.

TABLE 3.3-3
WILDOMAR GENERAL PLAN CONSISTENCY ANALYSIS – BIOLOGICAL RESOURCES

General Plan Multipurpose Open Space Element Policies	Consistency Determination	Analysis
Policy OS 5.5: New development shall preserve and enhance existing native riparian habitat and prevent obstruction of natural watercourse. Incentives shall be utilized to the maximum extent possible. (AI 25, 60)	Consistent	Due to the two onsite drainage channels bisecting the project site, it is not feasible to avoid the channels or the small riparian habitat. The implementation of Mitigation Measure BIO-5 would provide for the offsite restoration and enhancement of habitat at a ratio approved by the resource agencies (USACE, RWQCB and CDFW) on lands owned by the Elsinore Murrietta-Anza Resource Conservation District. The proposed project would be consistent with this policy with the implementation of this mitigation measure.
Policy OS 5.6: Identify and, to the maximum extent possible, conserve remaining upland habitat areas adjacent to wetland and riparian areas that are critical to the feeding, hibernation, or nesting of wildlife species associated with these wetland and riparian areas.	Consistent	The project site contains upland habitat areas adjacent to wetland and riparian areas. The implementation of Mitigation Measure BIO-5 would provide for the offsite restoration and enhancement of habitat at a ratio approved by the resource agencies (USACE, RWQCB and CDFW) on lands owned by the Elsinore Murrietta-Anza Resource Conservation District. The proposed project would be consistent with this policy with the implementation of this mitigation measure.
Policy OS 6.1: During the development review process, ensure compliance with the Clean Water Act's Section 404 in terms of wetland mitigation policies and policies concerning fill material in jurisdictional wetlands. (AI 3)	Consistent	The project site contains jurisdictional wetland areas. The implementation of Mitigation Measure BIO-5 would provide for the offsite restoration and enhancement of habitat at a ratio approved by the resource agencies (USACE, RWQCB and CDFW) on lands owned by the Elsinore Murrietta-Anza Resource Conservation District. The proposed project would be consistent with this policy with the implementation of this mitigation measure.
Policy OS 6.2: Preserve buffer zones around wetlands where feasible and biologically appropriate (AI 61	Consistent	The proposed project includes the removal of the onsite wetlands and buffer zones. However, the project includes the implementation of Mitigation Measure BIO-5 that would provide for the offsite restoration and enhancement of habitat at a ratio approved by the resource agencies (USACE, RWQCB and CDFW) on lands owned by the Elsinore Murrietta-Anza Resource Conservation District. The proposed project would be consistent with this policy with the implementation of this mitigation measure.

TABLE 3.3-3
WILDOMAR GENERAL PLAN CONSISTENCY ANALYSIS – BIOLOGICAL RESOURCES

General Plan Multipurpose Open Space Element Policies	Consistency Determination	Analysis
Policy OS 6.3: Consider wetlands for use as natural water treatment areas that will result in improvement of water quality (AI 56)	Consistent	The proposed project includes the removal of the onsite wetlands. However, the project includes the implementation of Mitigation Measure BIO-5 that would provide for the offsite restoration and enhancement of habitat at a ratio approved by the resource agencies (USACE, RWQCB and CDFW) on lands owned by the Elsinore Murrietta-Anza Resource Conservation District. Through the permitting process of the offsite restoration and enhancement, the project applicant will be required to result in a quality of water to the satisfaction of the RWQCB. The proposed project would be consistent with this policy with the implementation of this mitigation measure.
Policy 9.3: Maintain and conserve superior examples of native trees, natural vegetation, stands of established trees, and other features for ecosystem, aesthetic, and water conservation purposes.	Consistent	The project site contains a few olive trees, but these trees are not considered sensitive and would not represent superior examples of native trees because they are an ornamental tree. Therefore, the proposed removal of these trees would result in a less than significant impact. The project would be consistent with this policy.
Policy OS-9.4: Conserve the oak tree resources in the County. (AI 3, 78)	Consistent	The project site does not include oak trees; therefore, the construction of the project would be consistent with this policy.

3.3.3 Impact Assessment

Thresholds of Significance

Based on Appendix G of the CEQA Guidelines, impacts to biological resources would be considered significant if the proposed project would:

- 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 U.S. Fish and Wildlife Service;
- 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 U.S. Fish and Wildlife Service;
- 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;
- 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;

- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; and
- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Methodology

Future development within the project area would result in a potential direct, indirect, temporary, and permanent impact to biological resources. A direct impact would be a modification, disturbance, or destruction of biological resources that would result from project-related activities, such as the removal of a wetland. An indirect impact would be an impact to protected plant and wildlife species or habitat from project-related development that has the potential to indirectly affect the species or habitat, such as the introduction of invasive plant species or increased noise levels. Temporary impacts would be impacts that are considered to be reversible and temporary in nature, such as noise generated during construction. Permanent impacts are impacts that are considered to be irreversible.

Impact 3.3-1: The project would not have a substantial adverse effect on any special-status, sensitive, or candidate plant species.

According to the General Biological Resources Assessment, there are two special-status plant species that have a low potential to occur on the project site, and the remaining special-status plant species that occur in the vicinity of the project site do not have a potential to be located on the project site because suitable habitat is absent. The two special-status plant species include the round-leaved filaree and the smooth tarplant, and these species are classified as CRPR List 1B.1. These two plant species are covered species in the MSHCP. The City of Wildomar has a standard development condition that requires payment of the MSHCP Mitigation Fee. The payment of the fee would reduce the potential impact on these two plant species. In addition, because these species were not observed during the general field surveys conducted during the respective blooming period for each species, and suitable habitat is marginal and is fragmented by surrounding development, a substantial population of this species is not expected to occur on the project site, and any loss of individual plants of this species would not threaten to eliminate or reduce the viability of a population or restrict the range of the plant species. Therefore, less than significant impacts to special-status, sensitive, or candidate plant species would occur with project implementation.

Significance Determination: Less than significant.

Impact 3.3-2: The project has the potential to impact sensitive wildlife species.

The project could have adverse effects on special-status wildlife species if a protected species were to occupy suitable habitat prior to or during construction. Potential impacts could result in mortality of individuals or interference with reproductive success. As described in Table 3.3-2,

there are four special-status species with a moderate or high potential to occur on the project site –burrowing owl, Stephens' kangaroo rat (SKR), San Diego black-tailed jackrabbit, and coast horned lizard. Direct and indirect impacts to the four above-mentioned wildlife species from project-level development activities (e.g., grading, vegetation removal, excavation and construction, temporary changes to the hydrology, and increased dust and noise levels during construction) could be significant.

Although no burrowing owls or owl signs were observed during the focused breeding surveys, there is still the potential for the burrowing owl to occur on the site before construction begins because there are suitable burrows on the project site. Potential impacts to this species could include loss of foraging, wintering and/or nesting (i.e., burrowing) habitat. Individual owls present during grading and other construction-related activities have the potential to be killed or displaced through burrow collapse and other impacts. Therefore, construction activities associated with the proposed project could result in a significant impact on burrowing owls.

The project site supports annual and perennial species within the disturbed grassland habitat which provides potential foraging and nesting (i.e., burrowing) habitat for the SKR. Grading, vegetation removal, and other construction-related activities within the disturbed grassland habitat could result in potential indirect impacts to SKR. Therefore, the project could result in a substantial impact on the Stephen's kagaroo rat. The City of Wildomar includes a standard development condition for projects located within the SKR Mitigation Fee Area. Applicants are required to show proof of payment of the fee that is submitted to the Riverside County Habitat Conservation Agency. The payment of this mitigation fee would reduce the potential direct impact on the SKR habitat and indirect impact on the SKR to less than significant because the HCP fees are utilized to provide the establishment, expansion, and ongoing management of permanent SKR reserves.

Potential impacts to San Diego black-tailed jackrabbit and coast horned lizard include direct loss of potential habitat as a result of grading and vegetation removal activities. Suitable habitat for these species includes open areas of the disturbed grassland habitat and/or the vicinity of the two drainages of the project site. Therefore, construction activities associated with the project could result in significant impacts to these species. In addition to the four special-status species with a moderate or high potential to occur on the project site, there are nine species of wildlife that have a low potential to occur on the site. These species include the northern harrier, San Diego desert woodrat, loggerhead shrike, Quino checkerspot butterfly, Los Angeles pocket mouse, Jacumba pocket mouse, western spadefoot toad, California red-legged frog, and southern grasshopper mouse.

The Quino checkerspot butterfly and the California red-legged frog are both federally-listed species. These species are not expected to be located on the site due to low quality habitat conditions. In addition, although focused surveys have not been conducted for either species, neither of these species were observed on the project site during biological reconnaissance surveys. Therefore, the project is not expected to impact these species, and no impact would occur.

The remaining seven wildlife species that have a low potential to occur on the project site are not expected to onsite because there is low quality habitat for these species, and they have not been observed on the site during the field surveys. Furthermore, the site is surrounded by existing development; therefore, a substantial population of any of these species is not expected to occur on the project site, and any loss of individual species would not cause the population of these species to drop below self-sustaining levels. Therefore, implementation of the proposed project would result in less than significant impacts to these special-status wildlife species.

Mitigation Measures:

BIO-1: Per the Burrowing Owl Survey Instructions for the MSHCP and MSHCP Species-Specific Objective 6, preconstruction presence/absence surveys for burrowing owl within suitable habitat areas of the project site, shall be conducted within 30 days prior to disturbance. Take of active nests shall be avoided. Passive relocation (use of one-way doors and collapse of burrows) shall 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 500 feet (150 meters) of the project work areas (where possible and appropriate based on habitat). All occupied burrows will be mapped on an aerial photo.

BIO-2: If burrowing owls are identified during the 30-day preconstruction survey, the applicant shall 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 250-foot (75-meter) 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 applicant shall 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 160 feet (50 meters) 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.

BIO-3: A qualified biologist shall conduct a preconstruction clearance (trap and release) survey throughout the project site, including a 500-foot buffer (where access is allowed) for coast horned lizard and San Diego black-tailed jackrabbit. If the species are found onsite during the survey, the animals shall be relocated by a qualified biologist. The relocation areas and survey methods shall be developed in consultation with CDFW.

Significance after Mitigation: Less than significant.

Impact 3.3-3: The project has the potential to impact raptors and migratory birds during nesting activities.

Migratory birds and raptors protected under California Fish and Game Code and/or the MBTA have the potential to occur on or in the vicinity of the Project area based on the presence of suitable habitat and/or recorded historical observations discovered during the literature search. Potential impacts to raptors and migratory birds include direct loss of nesting habitat and potential foraging habitat. Most birds and raptors that may be found foraging and/or using the site as a stopover are not expected to be impacted by project-related construction activities, as they would be expected to move out of the way of workers and heavy machinery. In addition, other open space areas in the region would remain available for foraging and resting, such as Lake Elsinore and the Santa Ana Mountains. Therefore, construction impacts to avian species outside of the general avian nesting season would be less than significant.

Potential nesting habitat on-site includes mature trees and shrubs as well as grassland (in the case of ground-nesting birds such as northern harrier and mourning dove). It is possible that raptors and migratory birds would nest on-site due to the proximity to open space and to the riverine system of Murrieta Creek. Construction activities associated with the proposed project could result in significant impacts to potential nesting habitat..

Mitigation Measures:

BIO-4: Impacts to raptors and migratory birds during nesting activities shall be avoided by implementation of one of the following measures:

- All construction, vegetation disturbance, and ground-disturbing activities shall take place outside of the general avian breeding season (February 1-August 30).
- If construction, vegetation disturbance, or ground disturbing activities are necessary during the breeding season (February 1-August 30), a focused survey for active nests of raptors and migratory birds and sign of nesting behavior shall be conducted by a qualified, City-approved biologist. The survey shall occur no more than 3 days prior to any construction, vegetation disturbance or ground-disturbing activities. If active nest(s) (with eggs or fledglings) are identified within the project site, they shall not be disturbed until the young have hatched and fledged (matured to a state that they can leave the nest on their own), as determined by the City-approved biologist. A 500-foot construction setback from any active nesting location shall be adhered to in order to avoid disturbance of the nest until the young have fledged or the nest has failed, as determined by a qualified biologist. If no active nests are identified, construction may commence.

Significance after Mitigation: Less than significant.

Impact 3.3-4: The project would not impact critical habitat or sensitive natural communities.

Based on a review of the USFWS critical habitat areas, no critical habitat or sensitive habitats are present on the project site, and no evidence of vernal pools was identified during the biological field surveys. Therefore, no impacts to critical habitat or sensitive habitats, including vernal pools, would occur.

Significance Determination: No impact.

Impact 3.3-5: The project has the potential to impact jurisdictional waters including wetlands and riparian habitat.

The project site includes two drainage channels and a small riparian habitat along the eastern boundary of the site that encompasses about 16,000 square feet (0.36 acres) and are considered jurisdictional by the USACE, RWQCB, and CDFW. The project includes the removal of the two drainage channels and the riparian area and placement a 48-inch to 60-inch diameter storm drain pipe where Channel A and Channel B are currently located. The project includes an underground storm drain system that would adequately convey storm water coming from the north and east of the project site to the existing culverts that cross under I-15. The grading of the two drainage channels and the small riparian habitat on the project site is considered a significant impact on jurisdictional areas.

During construction activities, the project has the potential to impact downstream jurisdictional waters; however, the project applicant will be required to comply with the National Pollutant Discharge Elimination Systems (NPDES) Construction General Permit to reduce impacts on the quality of runoff downstream during construction activities. Compliance with the NPDES Permit

would reduce the project's potential impact on downstream jurisdictional waters to less than significant.

During operational activities, peak flow drainage conditions downstream of the project site are proposed to be the same as or less than the peak flow conditions under existing conditions as described in Section 3.7, Hydrology and Water Quality. In addition, the project includes several source control (structural and non-structural) and treatment control BMPs during its operation as required by the NPDES permit for the Municipal Separate Storm Sewer System (MS4) and City of Wildomar Municipal Code. Source control BMPs would prevent the pollution of stormwater runoff by preventing stormwater from coming into contact with potential pollutants such as sediment and chemicals. Structural source control BMPs would include, but would not be limited to, maximization of permeable areas, incorporation of landscaped areas between streets and sidewalks, planting of native/drought tolerant vegetation, storm drain signage, rain shutoff devices on irrigation, and appropriate design of trash receptacle areas. Non-structural source control BMPs would include resident and employee receiving water education, activity restrictions, and street sweeping. Treatment control BMPs would allow for the treatment of runoff that may contain pollutants prior to it exiting the site. Treatment control BMPs would include bio retention and sand infiltration facilities and underground retention facilities with underdrains that would filter runoff and catch basins with inserts that would allow runoff to settle out prior to leaving the site. These facilities would be regularly maintained. Together, these BMPs would reduce the conveyance of potential pollutants to downstream jurisdictional waters, and the potential impact on downstream jurisdictional waters would be less than significant.

Mitigation Measures:

BIO-5: Prior to the issuance of a grading permit, the project applicant shall submit a detailed restoration plan that mitigates for the loss of approximately 0.36 acre of jurisdictional waters at a ratio acceptable and approved by the resource agencies (i.e., USACE, RWQCB and CDFW), but no less than 1:1 ratio. The restoration plan shall also be approved by the resource agencies prior to the issuance of a grading permit. The project applicant intends to restore and enhance riverine/riparian habitat on lands owned by the Elsinore Murrieta-Anza Resource Conservation District (EMARCD) located along Clinton Keith Road in Riverside County, or on other lands owned by EMARCD or another conservation district within the watershed if the land along Clinton Keith Road is not available. The restoration and enhancement of habitat is proposed within drainages located on the EMARCD lands to ensure a net gain of riparian/riverine habitat acreage in the region.

A detailed restoration plan will be prepared that will provide a schedule for site preparation and planting. Performance standards will include: (a) increase the canopy cover of native riverine vegetation within the mitigation area by 25 percent with 80 percent survival of planted species after five years following installation, and (b) increase coverage of herbaceous vegetation within the mitigation areas by 25 percent after five years following installation. The restoration plan will also include a maintenance and monitoring schedule for the proposed mitigation.

Significance after Mitigation: Less than significant.

Impact 3.3-6: **The project would not 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.**

The project site is located in an area that was previously utilized for various agricultural activities. Based on the existing site conditions and the surrounding developed land uses, the proposed project is not expected to have an adverse effect on wildlife movements in the immediate area. The site is isolated from any other undisturbed habitat and no existing wildlife corridors or native wildlife nursery sites will be eliminated or impacted by the proposed development. Therefore, the proposed project would result in no impact on the movement of migratory species, wildlife corridors, or native wildlife nursery sites.

Significance Determination: No impact.

Impact 3.3-7: The project would not conflict with a local tree policy or ordinance.

Based on a review of the City of Wildomar General Plan and discussions with City staff, the City of Wildomar does not have an ordinance that protects trees. Therefore, the proposed project would not conflict with any local policies or ordinances protecting trees. The project would result in no impacts to a local tree policy or ordinance.

Significance Determination: No impact.

Impact 3.3-8: The project could conflict with a habitat conservation plan.

The project site is located within the area of two habitat conservation plan areas: (1) MSHCP and (2) HCP for the Stephen's kangaroo rat. Implementation of the proposed project could result in impacts to the burrowing owl and riparian/riverine habitats, which are covered under the MSHCP and the Stephen's kangaroo rat by impacting its habitat, which is covered under the HCP. Impacts to these species and habitats could result in a conflict with both HCPs. To reduce potential conflicts with the MSHCP, the City of Wildomar has a standard development condition that requires payment of the MSHCP Mitigation Fee. However, the payment of the fee would not reduce the potential impact to less than significant, and therefore, the potential impact on the burrowing owl and riparian/riverine habitats would remain significant. The City of Wildomar also includes a standard development condition for projects located within the SKR Mitigation Fee Area. The payment of this mitigation fee would reduce the potential impact on the SKR habitat to less than significant.

Mitigation Measures:

Implementation of Mitigation Measures BIO-1 and BIO-2 is required.

BIO-6: Prior to the issuance of a grading plan, the project applicant shall provide a plan to the City of Wildomar to demonstrate compliance with the MSHCP Urban/Wildlands Interface Guidelines. This plan shall provide provisions to ensure that indirect impacts to off-site drainage

channels and associated riparian/riverine habitats downstream be minimized to the satisfaction of the City of Wildomar.

Significance after Mitigation: Less than significant.

References

CDFW. 2014a. California Laws Protecting Native Plants. Website available (http://www.dfg.ca.gov/habcon/plant/laws.html). Accessed August 15, 2014.

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RCA Associates, LLC. 2015. Determination of Biological Equivalent or Superior Preservation (DBESP) for Riparian/Riverine Habitat, January 15.

Riverside County Habitat Conservation Agency (RCHCA). 2015. Website: http://www.skrplan.org/index.html. Accessed October 29, 2015.

USFWS. 2014. Critical Habitat Portal. Website available (http://ecos.fws.gov/crithab/). Accessed August 15, 2014.

3.4 Cultural and Paleontological Resources

This section addresses the potential impacts of the proposed project to cultural resources in the project vicinity in accordance with the significance criteria established in Appendix G of the *CEQA Guidelines.* This section is based on the following sources: *Cultural Resources Report Senior Lifestyle Perspectives Project APNs 369-050-040, -041, and -042, Near the Community of Wildomar, County of Riverside, State of California*, prepared by CRM Tech, April 1998 (**Attachment A** in **Appendix D-1**); *Update to Historical/Archaeological Resources Survey Assessor's Parcel Nos. 376-410-013, -022, and -023 (Westpark Project) City of Wildomar, Riverside County, California,* prepared by CRM TECH, July 2013 (**Appendix D-1**); a paleontological database review conducted for the project by the Natural History Museum of Los Angeles County (NHM) (McLeod, 2014), (**Appendix D-2**), and the City of Wildomar consultation letters to the Native American in fulfillment of Senate Bill 18 requirements.

Cultural resources are defined as prehistoric and historic sites, structures, districts, and landscapes, or any other physical evidence associated with human activity considered important to a culture, a subculture, or a community for scientific, traditional, religious or any other reason. Under CEQA, paleontological resources, although not associated with past human activity, are grouped within cultural resources. For the purposes of this analysis, cultural resources may be categorized into four groups: archaeological resources, historic resources, including architectural/engineering resources, contemporary Native American resources, and paleontological resources.

Archaeological resources are places where human activity has measurably altered the earth or left deposits of physical remains. Archaeological resources may be either prehistoric-era (before European contact) or historic-era (after European contact). The majority of such places in California are associated with either Native American or Euro-American occupation of the area. The most frequently encountered prehistoric or historic Native American archaeological sites are village settlements with residential areas and sometimes cemeteries; temporary camps where food and raw materials were collected; smaller, briefly occupied sites where tools were manufactured or repaired; and special-use areas like caves, rock shelters, and rock art sites. Historic-era archeological sites may include foundations or features such as privies, corrals, and trash dumps.

Historic resources include standing structures, infrastructure, and landscapes of historic or aesthetic significance that are generally 50 years of age or older. In California, historic resources considered for protection tend to focus on architectural sites dating from the Spanish Period (1529-1822) through the early years of the Depression (1929-1930), although there has been recent attention paid to World War II (WWII) and Post War era facilities. Earlier historic resources are often associated with archaeological deposits of the same age. Some resources, however, may have achieved significance within the past 50 years if they meet the criteria for exceptional significance.

Contemporary Native American resources, also called ethnographic resources, can include archaeological resources, rock art, and the prominent topographical areas, features, habitats, plants, animals, and minerals that contemporary Native Americans value and consider essential

for the preservation of their traditional values. These locations are sometimes hard to define and traditional culture often prohibits Native Americans from sharing these locations with the public.

Paleontology is a branch of geology that studies the life forms of the past, especially prehistoric life forms, through the study of plant and animal fossils. Paleontological resources represent a limited, non-renewable, and impact-sensitive scientific and educational resource. As defined in this section, paleontological resources are the fossilized remains or traces of multi-cellular invertebrate and vertebrate animals and multi-cellular plants, including their imprints from a previous geologic period. Fossil remains such as bones, teeth, shells, and leaves are found in the geologic deposits (rock formations) where they were originally buried. Paleontological resources include not only the actual fossil remains, but also the collecting localities, and the geologic formations containing those remains.

3.4.1 Environmental Setting

General Setting

The project site is located just east of the Santa Ana Mountains in the geologic province known as the Peninsular Ranges. The Peninsular Ranges province encompasses an area that extends approximately 900 miles from the Transverse Ranges and the Los Angeles Basin south to the southern tip of Baja California. The province varies in width from approximately 30 to 100 miles. In general, the province consists of rugged mountains underlain by volcanic and sedimentary rocks, and igneous rocks of the Southern California Batholith (granitic rocks that constitute the core of many mountain ranges in western North America and underlie large portions of southern California). The Santa Ana Mountains consist primarily of these granitic or crystalline rocks that are overlain by younger sedimentary rocks. The project site is located within the Elsinore Trough, which is a sedimentary basin located between the active Wildomar fault and the older Willard fault, which are branches of the Elsinore fault zone (CHJ, 2003). The movement along these two faults has caused the area between to drop lower, which has filled with a thick sequence of continental sediments over time.

The 27.6-acre site is undeveloped and is primarily covered with disturbed grassland communities and contains a small grove of trees in the northwest portion and along the eastern boundary, which is associated with a drainage swale. Topography within the project site varies from approximately level to slightly undulating with a generally northeast-southwest trending drainage bisecting the northwest quadrant. The project site is bounded by Interstate 15 (I-15) to the east, by Catt Road to the south, and by residential developments to the north and east.

Prehistoric Setting

The chronology of southern California is typically divided into three general time periods: the Early Holocene (11,000 to 8,000 Before Present [B.P.]), the Middle Holocene (8,000 to 4,000 B.P.), and the Late Holocene (4,000 B.P. to A.D. 1769). This chronology is manifested in the archaeological record by particular artifacts and burial practices that indicate specific technologies, economic systems, trade networks, and other aspects of culture.

Early Holocene (11,000 to 8,000 B.P.)

While it is not certain when humans first came to California, their presence in southern California by about 11,000 B.P. has been well documented. At Daisy Cave, on San Miguel Island, cultural remains have been radiocarbon dated to between 11,100 and 10,950 years B.P. (Byrd and Raab, 2007). On the mainland, radiocarbon evidence confirms occupation of the Orange County and San Diego County coast by about 9,000 B.P., primarily in lagoon and river valley locations (Gallegos, 2002). In western Riverside County, few Early Holocene sites are known to exist. One exception is site CA-RIV-2798, which contains deposits dating to as early as 8,580 cal. B.P. (Grenda, 1997). During the Early Holocene, the climate of southern California became warmer and more arid and the human population, residing mainly in coastal or inland desert areas, began exploiting a wider range of plant and animal resources (Byrd and Raab, 2007).

The primary Early Holocene cultural complex in coastal southern California was the San Dieguito Complex, occurring between approximately 10,000 and 8,000 B.P. The people of the San Dieguito Complex inhabited the chaparral zones of southwestern California, exploiting the plant and animal resources of these ecological zones (Warren, 1967). Leaf-shaped and large-stemmed projectile points, scraping tools, and crescentics are typical of San Dieguito Complex material culture.

Middle Holocene (8,000 to 4,000 B.P.)

During the Middle Holocene, there is evidence for the processing of acorns for food and a shift toward a more generalized economy in coastal and inland southern California. The processing of plant foods, particularly acorns, increased, a wider variety of animals were hunted, and trade with neighboring regions intensified (Byrd and Raab 2007).

The Middle Holocene La Jolla Complex (8,000–4,000 B.P.) is essentially a continuation of the San Dieguito Complex. La Jolla groups lived in chaparral zones or along the coast, often migrating between the two. Coastal settlement focused around the bays and estuaries of coastal Orange and San Diego counties. La Jolla peoples produced large, coarse stone tools, but also produced well-made projectile points, and milling slabs. The La Jolla Complex represents a period of population growth and increasing social complexity, and it was also during this time period that the first evidence of the exploitation of marine resources and the grinding of seeds for flour appears, as indicated by the abundance of millingstones in the archaeological record (Byrd and Raab, 2007).

Contemporary with the La Jolla Complex, the Pauma Complex has been defined at coastal and adjacent inland sites in San Diego and Orange counties, as well as in inland Riverside County (Caricco et al., 2003; True, 1958). The Pauma Complex is similar in technology to the La Jolla Complex; however, evidence of coastal subsistence is absent from Pauma Complex sites (Moratto, 1984). The Pauma and La Jolla complexes may either be indicative of separate inland and coastal groups with similar subsistence and technological adaptations, or, alternatively, may represent inland and coastal phases of one group's seasonal rounds. The latter hypothesis is supported by the lack of midden and deeply buried artifacts at Pauma sites, indicating that these sites may have been temporary camps for resource gathering and processing.

Late Holocene (4,000 B.P. to A.D. 1769)

During the Late Holocene, native populations of southern California were becoming less mobile and populations began to gather in small sedentary villages with satellite resource-gathering camps (Byrd and Raab, 2007). Evidence indicates that the overexploitation of larger, high-ranked food resources may have led to a shift in subsistence towards a focus on acquiring greater amounts of smaller resources, such as shellfish and small-seeded plants (Byrd and Raab, 2007).

Around 1,000 B.P., an episode of sustained drought, known as the Medieval Climatic Anomaly (MCA), occurred. While the effects of this environmental change on prehistoric populations are still being debated, it did likely lead to changes in subsistence strategies in order to deal with the substantial stress on resources (Jones and Schwitalla, 2008). In coastal southern California, beginning before the MCA but possibly accelerated by it, conditions became drier and many lagoons were transformed into saltwater marshes. Because of this, populations abandoned coastal mesa and ridge tops to settle nearer to permanent freshwater resources (Gallegos, 2002).

Although the intensity of trade had already been increasing, it reached its zenith in the Late Holocene, with asphaltum (tar), seashells and steatite being traded from southern California to the Great Basin. Major technological changes appeared as well, particularly with the advent of the bow and arrow, which largely replaced the use of the dart and atlatl (Byrd and Raab, 2007). Small projectile points, ceramics, including Tizon brownware pottery, and obsidian from Obsidian Butte (Imperial County), are all representative artifacts of the Late Holocene.

It has been postulated that as early as 3,500 B.P., a Takic-speaking people arrived in coastal Los Angeles and Orange counties, having migrated west from inland desert regions (Kroeber 1925; Warren, 1968; Sutton, 2009). By around 1,500 to 1,000 B.P., Takic language and cultures had spread to the south and inland to the east. These new arrivals, linguistically and culturally different from earlier coastal populations, may have brought new settlement and subsistence systems with them, along with other new cultural elements. This migration has been postulated as being a factor in several of the significant changes in material culture seen in the Late Holocene (such as the use of smaller projectile points and pottery), as well as the introduction of cremation as a burial practice.

The San Luis Rey Complex (divided into San Luis Rey I [AD 1400 to 1750] and San Luis Rey II [AD 1750 to 1850]) represented the Late Period in southwestern Riverside County, northern San Diego County, southern Los Angeles County, and the interior mountains of Orange County (Meighan, 1954; Moratto, 1984). San Luis Rey I village sites contain manos (hand stones), metates (grinding slabs), bedrock mortars, shell artifacts, and triangular arrow points. In addition to these features, San Luis Rey II sites are characterized by the presence of pottery, pictographs, and the cremation of the dead (Moratto, 1984).

San Luis Rey settlement patterns in the upper San Luis Rey River drainage are typified by seasonally occupied lowland villages located in proximity to water sources, and highland villages occupied in the late summer and fall for acorn collection (True and Waugh, 1982). However, settlement patterns within southwestern Riverside County are less well known. The available information, stemming primarily from survey data, indicates that four primary site types existed

within the region during the Late Period: field camps, resource procurement locations, residential bases, and villages (Mason, 1999). Resource procurement locations and field camps, the most common site types, contain a limited assemblage of artifacts and subsistence remains, primarily lithic debitage, some tools, fire-affected rock, and small amounts of animal bones and charred seeds and nuts. This indicates that these types of sites were used primarily for focused activities and short-term occupancy.

Villages and residential bases, on the other hand, show evidence for long-term occupation by large groups of people. Villages were occupied year round, while residential bases were occupied seasonally. Artifacts and features found at both village and residential bases, including large amounts of faunal and botanical remains, numerous high-quality tools, fire-affected rock, and anthrosols, indicate a wide range of activities (Mason, 1999). Bedrock mortars point to the processing of seeds and acorns, and ceremonial activities are evidenced by the presence of pictographs, petroglyphs, and cupules within village sites.

Ethnographic Setting

Luiseño

The Luiseño were named after the Mission San Luis Rey, to which many of them were relocated. The language of the Luiseño people has been identified as belonging to the Cupan group of the Takic subfamily, which is part of the larger Uto-Aztecan language family (Bean and Shipek, 1978). Luiseño territory was bordered by Agua Hedionda Creek on the south and Aliso Creek on the northwest, encompassed most of the drainage of the San Luis Rey River and the Santa Margarita River, and extended east as far as the San Jacinto Mountains. Today this area is located within northern San Diego, southern Orange, and Riverside counties, and would have encompassed a diverse environment including lagoons and marshes, coastal areas, inland river valleys, foothills, and mountains.

The Luiseño subsisted on small game, coastal marine resources, and a wide variety of plant foods such as grass seeds and acorns. Luiseño houses were conical thatched reed, brush, or bark structures. The Luiseño inhabited permanent villages centered around patrilineal clans, with each village headed by a chief, or *not* (Sparkman, 1908). Seasonal camps associated with villages were also used. Each village or clan had an associated territory and hunting, collecting, and fishing areas. Villages were typically located in proximity to a food or water source, or in defensive locations, often near valley bottoms, streams, sheltered coves or canyons, or coastal strands (Bean and Shipek, 1978). It is estimated that there may have been around 50 Luiseño villages with a population of about 200 each at the time of the first Spanish contact (Bean and Shipek, 1978).

Today, there are six federally recognized tribes in California who share Luiseño tribal affiliation, language, and culture, including the La Jolla Band of Luiseño Indians (La Jolla), Rincon Band of Luiseño Indians (Rincon), Pauma Yuima Band of Mission Indians (Pauma), Pechanga Band of Luiseño Indians (Pechanga), Pala Band of Mission Indians (Pala), and Soboba Band of Luiseño Indians (Soboba).

Historical Setting

Spanish Period (1769-1821)

The first European presence in what is now southern California came in 1542, when Juan Rodriguez Cabrillo led an expedition along the coast. Europeans did not return until 1769, when the expedition of Gaspar de Portola traveled overland from San Diego to San Francisco. Juan Bautista de Anza was the first recorded European visitor to the area. He is credited with the discovery of an inland route from Sonora to the northern coast of California in 1774, bringing him through much of what is now known as Riverside County, via the San Jacinto Mountains (Rolle, 2003). With de Anza, the colonization of Alta California began in earnest. With the opening of the overland route, Spanish pueblos were established, evolving into the Spanish system of governance.

In the late 18th century, the Spanish began establishing missions in California and forcibly relocating and converting native peoples (Horne and McDougall, 2003). The purpose of the missions was to encourage, by any means necessary, the assimilation of Native populations to adopt the Spanish custom, language, and religion. The mission strategy relied upon an agricultural economy and as such, locations selected for the construction of a mission depended upon three factors: arable soil for crops, an adequate supply of fresh water, and a large local Indian population for labor (Rolle, 2003). Because of this, no missions were constructed in the immediate vicinity of the current project site, but it has been documented that the San Gabriel Mission utilized the fertile grasslands of the inland valleys as pasture for their cattle (Schmid, 2008).

Mexican Period (1821-1846)

In 1821 Mexico, which included much of present-day California, became independent from Spain, and during the 1820s and 1830s the California missions were secularized. Mission property was supposed to have been held in trust for the Native Californians, but instead was handed over to civil administrators and then into private ownership as land grants. The project site is located within the former Rancho La Laguna Mexican-era land grant (Hudson, 1978). The 20,000-acre land grant, which also included the Lake Elsinore, was acquired by Julian Manriquez in 1844 (Hayes, 1929). After secularization, many former Mission Indians were forced to leave the missions and seek employment as laborers, ranch hands, or domestic servants (Horne and McDougall, 2003).

American Period (1846-Present)

In 1846, the Mexican-American War broke out. Mexican forces were eventually defeated in 1847 and Mexico ceded California to the United States as part of the Treaty of Guadalupe Hildalgo in 1848. California officially became one of the United States in 1850. While the treaty recognized the right of Mexican citizens to retain ownership of land granted to them by Spanish or Mexican authorities, the claimant was required to prove their right to the land before a patent was given. The process was lengthy and generally resulted in the claimant losing at least a portion of their land to attorney's fees and other costs associated with proving ownership (Starr, 2007).

When the discovery of gold in northern California was announced in 1848, a huge influx of people from other parts of North America flooded into California. As a result of the discovery of gold and the mass migration of fortune hunters to both southern and northern California, the population of the region exploded and development of urban areas grew.

In 1851, ownership of Rancho La Laguna passed to Abel Sterns, the largest landholder in southern California at that time. It was later acquired by Agustin Machado in 1858. The rancho's adobe house, located near present-day Grand Avenue in Lake Elsinore, became a stop on the Butterfield Overland Mail Stage Route which operated from 1858 to 1861.

The development of Wildomar began in 1880 with the construction of a rail line linking San Diego to Barstow. Sometime in 1884, a box car was placed near the main rail line in what is now the City of Wildomar. The railcar served as the train depot and was the first building in Wildomar (City of Wildomar, 2014). In December 1885, the town site was laid out and recorded by Donald Graham, William Collier, and Margaret Collier Graham and was recorded with the County of San Diego, which encompassed the community at the time prior to the creation of the County of Riverside. The name "Wildomar" was derived by combining the names of the new town's founders, William Collier, Donald Graham, and Margaret Collier Graham (City of Wildomar, 2014).

Identification of Cultural Resources within the Project Area

To evaluate the project's potential effects on significant cultural resources, CRM Tech conducted an update to the original cultural resources study of the project area, which was prepared in 1998 (Love and Tang, 1998). The updated study included archival research, Native American outreach, and a field survey (Tang, 2013). The methodology and results of the updated study, as well as the original study, are summarized below.

Archival Research

A records search for the project area was conducted by CRM Tech staff on June 11, 2013 at the California Historical Resources Information System (CHRIS) Eastern Information Center (EIC) housed at University of California, Riverside. The records search included a review of all recorded archaeological sites within a 1-mile radius of the project area, as well as a review of cultural resource reports on file (Tang, 2013).

The records search indicated that 72 cultural resources studies have been conducted within a 1-mile radius of the project area. Of these 72 studies, three included portions of the project area. The entire project area has been included in past cultural resources surveys.

The records search indicated that eight cultural resources have been previously recorded within a 1-mile radius of the project area (Tang, 2013). These resources include two prehistoric lithic scatters (P-33-004725 and -017366), historic-period olive trees from an abandoned orchard (P-33-008173), three prehistoric isolates (P-33-010986, -015304, and -015305), one historic-period refuse scatter (P-33-015306), and one historic-period residential complex (P-33-016988). Resource P-33-008173 is located within the northwestern portion of the project area. The

remaining seven resources are not located in the immediate vicinity of the project area (Tang, 2013)

Resource P-33-008173

This resource was originally documented in 1998 as a cluster of olive trees associated with an abandoned orchard dating to the early 1940s (Love, 1998). County Assessor's records indicate the orchard was likely planted in 1942 on land owned by Antoinette Merz (Love, 1998). In the 1950s, construction of Highway 71 bisected the orchard diagonally, with the eastern half still present in the project area until the 1980s when I-15 was constructed (Love and Tang, 1998). In 1998, the resource measured approximately 600 feet east-west by 300 feet north-south and consisted of olive trees planted in a random pattern.

CRM Tech concluded resource P-33-008173 was not eligible for listing in the California Register of Historical Resources (California Register) (Love and Tang, 1998). Research conducted by CRM Tech indicated that the site is not associated with any event or person of recognized significance in California or American history (California Register Criteria 1 and 2), nor does it demonstrate any of the distinctive characteristics of a type, period, region, or method of construction, or represent the work of an important creative individual, or possesses high artistic values (California Register Criterion 3). CRM Tech further concluded that archaeological feature, resource P-33-008173, has not yielded, nor is it likely to yield, any important information of public interest or of research potential (California Register Criterion 4). Therefore, resource P-33-008173 is not considered a historical resource under CEQA. Nor did the resource qualify as a unique archaeological resource under CEQA.

Historic Research

Additional archival research was conducted for the project as part of the original 1998 study and included historic research of the project area (Love and Tang, 1998). The historic research indicates that the area was not developed prior to the 1880s. The first man-made features to appear in the vicinity of the project area include a road from Temecula to Temescal, located approximately 1 mile south and southwest of the project area, and a road to Santa Rosa, located approximately 1.75 miles west of the project area, on an 1880 map of Township 6 South/ Range 4 West (Love and Tang, 1998). An additional dirt road located south of the project area appears on maps dating to the end of 19th century. By the early 1940s, the dirt road was replaced by the precursor to what is presently known as Catt Road, which bounds the southern portion of the project area. By 1892, the project area was listed as belonging to John McFadden and improvements including $50 worth of buildings and $20 worth of trees or vines was noted (Love and Tang, 1998). Riverside County records indicate that an orchard was planted in the northwest corner of the project area in 1942.

Native American Outreach

The California Native American Heritage Commission (NAHC) maintains a confidential Sacred Lands File (SLF) which contains sites of traditional, cultural, or religious value to the Native American community. CRM Tech contacted the NAHC on June 6, 2012 to request a search of the SLF. The NAHC responded in a letter dated July 3, 2012. The letter stated that no Native

American cultural resources are known to be located within the project area (Tang, 2013). The letter also included a list of Native American contacts.

Contact letters to all 12 individuals and groups indicated by the NAHC as having affiliation with the project area were prepared and mailed on July 5, 2012. Although not identified as having affiliation with the project area, letters were also sent to the Santa Rosa Band of Cahuilla Indians, the Ramona Band of Cahuilla Mission Indians, and the Cahuilla Band of Indians in accordance with previous requests from these groups (Tang, 2013).

Due to time constraints, CRM Tech prepared the cultural resources study before the Native American individuals and groups had an opportunity to respond. However, the study stated that any concerns expressed by the contacted parties would be submitted to the City of Wildomar. To date, the City of Wildomar has received two response letters from Anna Hoover, Cultural Analyst for the Pechanga Band of Luiseño Indians (Pechanga) on June 1, 2014 and April 21, 2015, in response to the Notice of Preparation (NOP) and revised NOP for the Draft EIR, respectively. In the letter dated June 1, 2014, Ms. Hoover states that the project is located in a culturally sensitive portion of Pechanga territory and expressed concerns that the project would impact important cultural resources. Both of the letters formally request that the Pechanga be notified and included in the CEQA process for the duration of the project. Ms. Hoover also requested that the Pechanga be included in the distribution list for public notices and the circulation of all documents including environmental review documents and archaeological reports, as well as to be notified of all public hearing and scheduled approvals. No other Native American individuals or groups identified that the project is located in a cultural sensitive portion of their territory, and therefore, the project site is not considered in a traditional use area of any tribe other than the Pechanga.

Cultural Resource Survey

A pedestrian cultural resources survey of the approximate 27.6-acre project site was conducted on June 14, 2013 by CRM Tech, accompanied by a Native American monitor from the Pechanga Band of Luiseño Indians. The Native American monitor joined CRM Tech based on correspondence from CRM Tech prior to the survey. The entire project site was subject to a pedestrian survey consisting of north-south transects spaced at 30-meter (approximately 100 feet) intervals (Tang, 2013). Ground surface visibility was fair to excellent with 70 to 100 percent of the ground surface being visible. Previously recorded resource P-33-008173, the grove of olive trees located in the northwestern portion of the project site, was visually identified during the survey. A portion of the resource was found to have been altered by a slope adjustment associated with the adjacent residential development to the north of the project, and olive trees located in the northern and western portions of the site had been removed (Tang, 2013). An update documenting the changes to the resource was prepared.

Paleontological Resources

A paleontological records search conducted by the NHM on August 29, 2014 indicated that no vertebrate fossil localities have been identified within the proposed project area (McLeod, 2014). However, the records search indicated that the entire project area is mapped as containing the Pauba Formation, has surface exposures of the Pauba Formation, and fossil localities have been documented in the vicinity of the project area within the Pauba Formation. These vertebrate fossil

localities include LACM 5447, 5891, and 5892 located approximately 6.5 miles southeast of the project site. These three localities produced fossil specimens of fossil horse, *Equidae*. Additional specimens of fossil horse have been recovered from localities LACM 5789 and 5893 located approximately nine miles southeast of the project area. Locality LACM 5904, located approximately 8.5 miles southeast of the project site, produced fossil specimens of rabbit, *Lepridae* and pocket gopher, *Thomoys*. The records search stated that any substantial excavations in the project area may encounter significant vertebrate fossils from the Pauba Formation deposits, and recommended paleontological monitoring (McLeod, 2014).

3.4.2 Regulatory Framework

Cultural Resources

Numerous laws and regulations require federal, state, and local agencies to consider the effects a project may have on cultural resources. These laws and regulations stipulate a process for compliance, define the responsibilities of the various agencies proposing the action, and prescribe the relationship among other involved agencies.

Federal

Archaeological resources are protected through the National Historic Preservation Act (NHPA) of 1966, as amended (16 USC 470f), and its implementing regulations, Protection of Historic Properties (36 Code of Federal Regulations [CFR] Part 800), the Archaeological and Historic Preservation Act of 1974, and the Archaeological Resources Protection Act of 1979. Prior to implementing an "undertaking" (e.g., issuing a federal permit), Section 106 of the NHPA requires federal agencies to consider the effects of the undertaking on historic properties and to afford the Advisory Council on Historic Preservation and the State Historic Preservation Officer (SHPO) a reasonable opportunity to comment on any undertaking that would adversely affect properties eligible for listing in the National Register of Historic Places (National Register). As indicated in Section 101(d)(6)(A) of the NHPA, properties of traditional religious and cultural importance to a tribe are eligible for inclusion in the National Register. Under the NHPA, a resource is considered significant if it meets the National Register listing criteria at 36 CFR 60.4.

National Register of Historic Places

The National Register was established by the NHPA "an authoritative guide to be used by federal, State, and local governments, private groups and citizens to identify the Nation's historic resources and to indicate what properties should be considered for protection from destruction or impairment" (CFR 36 Section 60.2). The National Register recognizes both historic-period and prehistoric archaeological properties that are significant at the national, state, and local levels.

To be eligible for listing in the National Register, a resource must be significant in American history, architecture, archaeology, engineering, or culture. Districts, sites, buildings, structures, and objects of potential significance must meet one or more of the following four established criteria (U.S. Department of the Interior, 1995):

A. Are associated with events that have made a significant contribution to the broad patterns of our history;

B. Are associated with the lives of persons significant in our past;

C. Embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

D. Have yielded, or may be likely to yield, information important in prehistory or history.

Unless the property possesses exceptional significance, it must be at least fifty years old to be eligible for National Register listing (U.S. Department of the Interior 1995).

In addition to meeting the criteria of significance, a property must have integrity. Integrity is defined as "the ability of a property to convey its significance" (U.S. Department of the Interior 1995). The National Register recognizes seven qualities that, in various combinations, define integrity. To retain historic integrity a property must possess several, and usually most, of these seven aspects. Thus, the retention of the specific aspects of integrity is paramount for a property to convey its significance. The seven factors that define integrity are location, design, setting, materials, workmanship, feeling, and association.

State

The State implements the NHPA through its statewide comprehensive cultural resources surveys and preservation programs. The Office of Historic Preservation (OHP) implements the policies of the NHPA on a statewide level. The OHP also maintains the California Historical Resources Inventory. The SHPO is an appointed official who implements historic preservation programs within the State's jurisdictions.

California Environmental Quality Act

CEQA is the principal statute governing environmental review of projects occurring in the state and is codified at Public Resource Code (PRC) Section 21000 et seq. CEQA requires lead agencies to determine if a proposed project would have a significant effect on the environment, including significant effects on historical or archaeological resources.

Under CEQA (Section 21084.1), a project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment. The CEQA Guidelines (Section 15064.5) recognize that a historical resource includes: (1) a resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register; (2) a resource included in a local register of historical resources, as defined in PRC Section 5020.1(k) or identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g); and (3) any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California by the lead agency, provided the lead agency's determination is supported by substantial evidence in light of

the whole record. The fact that a resource does not meet the three criteria outlined above does not preclude the lead agency from determining that the resource may be an historical resource as defined in PRC Sections 5020.1(j) or 5024.1.

If a lead agency determines that an archaeological site is a historical resource, the provisions of Section 21084.1 of CEQA and Section 15064.5 of the CEQA Guidelines apply. If a project may cause a substantial adverse change (defined as physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired) in the significance of an historical resource, the lead agency must identify potentially feasible measures to mitigate these effects (CEQA Guidelines Sections 15064.5(b)(1), 15064.5(b)(4)).

If an archaeological site does not meet the criteria for a historical resource contained in the CEQA Guidelines, then the site may be treated in accordance with the provisions of Section 21083, which is a unique archaeological resource. As defined in Section 21083.2 of CEQA a "unique" archaeological resource is an archaeological artifact, object, or site, about which it can be clearly demonstrated that without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- Contains information needed to answer important scientific research questions and there is a demonstrable public interest in that information;
- Has a special and particular quality such as being the oldest of its type or the best available example of its type; or
- Is directly associated with a scientifically recognized important prehistoric or historic event or person.

If an archaeological site meets the criteria for a unique archaeological resource as defined in Section 21083.2, then the site is to be treated in accordance with the provisions of Section 21083.2, which state that if the lead agency determines that a project would have a significant effect on unique archaeological resources, the lead agency may require reasonable efforts be made to permit any or all of these resources to be preserved in place (Section 21083.1(a)). If preservation in place is not feasible, mitigation measures shall be required.

The CEQA Guidelines note that if an archaeological resource is neither a unique archaeological nor a historical resource, the effects of the project on those resources shall not be considered a significant effect on the environment (CEQA Guidelines Section 15064.5(c)(4)).

California Register of Historical Resources

The California Register is "an authoritative listing and guide to be used by State and local agencies, private groups, and citizens in identifying the existing historical resources of the State and to indicate which resources deserve to be protected, to the extent prudent and feasible, from substantial adverse change" (PRC Section 5024.1(a)). The criteria for eligibility for the California Register are based upon National Register criteria (PRC Section 5024.1(b)). Certain resources are determined by the statute to be automatically included in the California Register, including California properties formally determined eligible for, or listed in, the National Register.

To be eligible for the California Register, a prehistoric or historical-period property must be significant at the local, state, and/or federal level under one or more of the following four criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2. Is associated with the lives of persons important in our past;
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
4. Has yielded, or may be likely to yield, information important in prehistory or history.

A resource eligible for the California Register must meet one of the criteria of significance described above, and retain enough of its historic character or appearance (integrity) to be recognizable as a historical resource and to convey the reason for its significance. It is possible that a historic resource may not retain sufficient integrity to meet the criteria for listing in the National Register, but it may still be eligible for listing in the California Register.

Additionally, the California Register consists of resources that are listed automatically and those that must be nominated through an application and public hearing process. The California Register automatically includes the following:

- California properties listed on the National Register and those formally determined eligible for the National Register;
- California Registered Historical Landmarks from No. 770 onward; and
- California Points of Historical Interest that have been evaluated by the OHP and have been recommended to the State Historical Commission for inclusion on the California Register.

Other resources that may be nominated to the California Register include:

- Historical resources with a significance rating of Category 3 through 5 (those properties identified as eligible for listing in the National Register, the California Register, and/or a local jurisdiction register);
- Individual historical resources;
- Historical resources contributing to historic districts; and
- Historical resources designated or listed as local landmarks, or designated under any local ordinance, such as an historic preservation overlay zone.

California Health and Safety Code Section 7050.5

California Health and Safety Code Section 7050.5 requires that in the event human remains are discovered, the County Coroner be contacted to determine the nature of the remains. In the event the remains are determined to be Native American in origin, the Coroner is required to contact the NAHC within 24 hours to relinquish jurisdiction.

California Public Resources Code Section 5097.98

Section 5097.98, as amended by Assembly Bill 2641, provides procedures in the event human remains of Native American origin are discovered during project implementation. Section 5097.98 requires that no further disturbances occur in the immediate vicinity of the discovery, that the discovery is adequately protected according to generally accepted cultural and archaeological standards, and that further activities take into account the possibility of multiple burials. Section 5097.98 further requires the NAHC, upon notification by a County Coroner, designate and notify the Most Likely Descendent (MLD) regarding the discovery of Native American human remains. Once the MLD has been granted access to the site by the landowner and inspected the discovery, the MLD then has 48 hours to provide recommendations to the landowner for the treatment of the human remains and any associated grave goods.

In the event that no descendant is identified, or the descendant fails to make a recommendation for disposition, or if the land owner rejects the recommendation of the descendant, the landowner may, with appropriate dignity, reinter the remains and burial items on the property in a location that will not be subject to further disturbance.

Senate Bill 18

Senate Bill (SB) 18 (Statutes of 2004, Chapter 905), which went into effect January 1, 2005, requires local governments (city and county) to consult with Native American tribes before making certain planning decisions and to provide notice to tribes at certain key points in the planning process. The intent is to "provide California Native American tribes an opportunity to participate in local land use decisions at an early planning stage, for the purpose of protecting, or mitigating impacts to, cultural places" (Governor's Office of Planning and Research, 2005). The City of Wildomar sent consultation letters to the tribes on September 17, 2013 and October 22, 2013 in fulfillment of SB 18 requirements.

The purpose of involving tribes at these early planning stages is to allow consideration of cultural places in the context of broad local land use policy, before individual site-specific, project-level, land use designations are made by a local government. The consultation requirements of SB 18 apply to general plan or specific plan processes proposed on or after March 1, 2005.

According to the *Tribal Consultation Guidelines: Supplement to General Plan Guidelines* (Governor's Office of Planning and Research, 2005), the following are the contact and notification responsibilities of local governments:

- Prior to the adoption or any amendment of a general plan or specific plan, a local government must notify the appropriate tribes (on the contact list maintained by the NAHC) of the opportunity to conduct consultations for the purpose of preserving, or mitigating impacts to, cultural places located on land within the local government's jurisdiction that is affected by the proposed plan adoption or amendment. Tribes have 90 days from the date on which they receive notification to request consultation, unless a shorter timeframe has been agreed to by the tribe (Government Code §65352.3).
- Prior to the adoption or substantial amendment of a general plan or specific plan, a local government must refer the proposed action to those tribes that are on the NAHC contact

list and have traditional lands located within the city or county's jurisdiction. The referral must allow a 45-day comment period (Government Code §65352). Notice must be sent regardless of whether prior consultation has taken place. Such notice does not initiate a new consultation process.

Local government must send a notice of a public hearing, at least 10 days prior to the hearing, to tribes who have filed a written request for such notice (Government Code §65092).

City of Wildomar General Plan

The General Plan includes the following applicable policies that are applicable to the proposed project to address effects of the proposed development on cultural resources. A consistency analysis is provided in Table 3.4-1.

TABLE 3.4-1
WILDOMAR GENERAL PLAN CONSISTENCY ANALYSIS – CULTURAL RESOURCES

General Plan Multipurpose Open Space Element Policies	Consistency Determination	Analysis
Policy OS 19.2: Review all proposed development for the possibility of archaeological sensitivity.	Consistent	An archaeological resources evaluation was conducted for the project site to determine the potential for archaeological resources to be present on the project site. This evaluation is provided this section and Appendix D-1 of the EIR. The completion of this evaluation results in consistency with this policy.
Policy OS 19.4: Require a Native American Statement as part of the environmental review process on development projects with identified cultural resources.	Consistent	As part of the archaeological evaluation, tribal consultation was conducted. In addition, the City conducted consultation in accordance with Senate Bill 18. The completion of these consultations results in compliance with this policy.

Paleontological Resources

Federal

A variety of federal statutes specifically address paleontological resources. They are generally applicable to a project if that project includes federally owned or federally managed lands or involves a federal agency license, permit, approval, or funding. Federal legislative protection for paleontological resources stems from the Antiquities Act of 1906 (PL 59-209; 16 United States Code 431 et. seq.; 34 Stat. 225), which calls for protection of historic landmarks, historic and prehistoric structures, and other objects of historic or scientific interest on federal lands.

State

Paleontological resources are also afforded protection by CEQA. Appendix G (Part V) of the *CEQA Guidelines* provides guidance relative to significant impacts on paleontological resources, stating that a project will normally result in a significant impact on the environment if a project would "Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?" PRC Section 5097.5 specifies that any unauthorized removal of paleontological remains

is a misdemeanor. Further, the California Penal Code Section 622.5 sets the penalties for the damage or removal of paleontological resources.

Professional Standards

The Society for Vertebrate Paleontology (SVP) has established standard guidelines for acceptable professional practices in the conduct of paleontological resource assessments and surveys, monitoring and mitigation, data and fossil recovery, sampling procedures, and specimen preparation, identification, analysis, and curation. Most practicing professional paleontologists in the nation adhere closely to the SVP's assessment, mitigation, and monitoring requirements as specifically provided in its standard guidelines. Most California State regulatory agencies accept the SVP standard guidelines as a measure of professional practice.

City of Wildomar General Plan

The General Plan includes the following policies that are applicable to the proposed project to address effects of the proposed development on paleontological resources. A consistency analysis is provided in Table 3.4-2.

TABLE 3.4-2
WILDOMAR GENERAL PLAN CONSISTENCY ANALYSIS – PALEONTOLOGICAL RESOURCES

General Plan Open Space and Conservation Element Policies	Consistency Determination	Analysis
Policy OS 19.8: Whenever existing information indicates that a site proposed for development may contain biological, paleontological, or other scientific resources, a report shall be filed stating the extent and potential significance of the resources that may exist within the proposed development and appropriate measures through which the impacts of development may be mitigated.	Consistent	A paleontological resources records search was conducted by the Natural History Museum which stated that there are no known resources on the project site; however, there is a potential to encounter significant fossil vertebrate fossils from the Pauba Formation deposit which is located throughout the project site. Mitigation measures are recommended to reduce the potential impact to paleontological resources to less than significant. With the implementation of these mitigation measures, the project would be consistent with this policy.
Policy OS 19.9: This policy requires that when existing information indicates that a site proposed for development may contain paleontological resources, a paleontologist shall monitor site grading activities, with the authority to halt grading to collect uncovered paleontological resources, curate any resources collected with an appropriate repository, and file a report with the Planning Department documenting any paleontological resources that are found during the course of site grading.	Consistent	The project site has the potential to contain paleontological resources. Mitigation Measures CUL-6 through CUL-9 require monitoring, authority to halt grading to collect resources, curate, and prepare a report. With the implementation of these mitigation measures, the proposed project would be consistent with this policy.
Policy OS 19.10: Transmit significant development applications subject to CEQA to the San Bernardino County Museum for review, comment, and/or preparation of recommended conditions of approval with regard to paleontological resources.	Consistent	The project site has the potential to contain significant paleontological resources. As part of the paleontological resources evaluation, the Natural History Museum was contacted to obtain site information as well as recommendations for mitigation during construction activities. With the implementation of the recommended paleontological mitigation measures, the project would be consistent with this policy.

3.4.3 Impacts Assessment

Thresholds of Significance

For the purposes of this EIR and consistent with Appendix G of the *CEQA Guidelines*, the proposed project is considered to have a significant impact if it would result in any of the following:

- A substantial adverse change in the significance of a historical resource that is either listed or eligible for listing in the National Register, the California Register, or a local register of historic resources;
- A substantial adverse change in the significance of a unique archaeological resource;
- Disturbance or destruction of a unique paleontological resource or site or unique geologic feature; or
- Disturbance of any human remains, including those interred outside of formal cemeteries.

Methodology

CEQA provides that a project may cause a significant environmental effect where the project could result in a substantial adverse change in the significance of a historical resource (PRC, Section 21084.1). *CEQA Guidelines* Section 15064.5 defines a "substantial adverse change" in the significance of a historical resource to mean physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be "materially impaired" (*CEQA Guidelines*, Section 15064.5[b][1]). Actions that would materially impair the significance of a historical resource are any actions that would demolish or adversely alter those physical characteristics of a historical resource that convey its historical significance and qualify it for inclusion in the California Register or in a local register or survey that meet the requirements of PRC Sections 5020.1(k) and 5024.1(g).

Impact 3.4-1: The project may cause a substantial adverse change in the significance of a historical or archaeological resource, as defined in CEQA Guidelines Section 15064.5.

One resource (P-33-008173 – olive grove), was identified within the project site; however, this resource was previously found not eligible for the California Register, and therefore, it is not a historical resource under CEQA, nor does it qualify as a unique archaeological resource under CEQA. As such, the project would not impact known historical or unique archaeological resources. The cultural resources study prepared for the project indicates that the project area was used for agricultural purposes as early as 1892 and concluded that there is potential for subsurface historic-period archaeological deposits associated with these agricultural operations in the project area. Asa result of the studies conducted by CRM Tech, the resource, P-33-008173, was identified within the project site. CRM Tech concluded that the resource is not considered a historical resource under CEQA, nor does it qualify as a unique archaeological resource under CEQA. Since the project includes ground disturbance that will range from four to 15 feet in depth, there is a potential that the project may impact unknown subsurface archaeological

resources that could qualify as historical or unique archaeological resources. This potential impact to unknown archaeological resources is considered significant.

Mitigation Measures:

CUL-1: An archaeological monitor shall be present during all earthmoving activities within the project site. The monitor shall work under the direct supervision of a qualified archaeologist (defined as a cultural resources professional who meets the Secretary of the Interior's Professional Qualifications Standards for archaeology [U.S. Department of the Interior, 2008]). The monitor shall be empowered to temporarily halt or redirect construction work in the vicinity of any find until the qualified archaeologist can evaluate it. In the event of a new find, excavation and treatment of the resource shall be in accordance with Mitigation Measures CUL-3 through CUL-5.

CUL-2: At least 30 days prior to the issuance of a grading permit, the project applicant shall contact the Pechanga to notify them of grading, excavation, and the monitoring program and to coordinate with the City of Wildomar and the Pechanga to develop a Cultural Resources Treatment and Monitoring Agreement. The agreement shall include, but not be limited to, outlining provisions and requirements for addressing the treatment of cultural resources; project grading and development scheduling; terms of compensation for the monitors; treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site; and establishing on-site monitoring provisions and/or requirements for professional tribalmonitors during all ground-disturbing activities. A copy of this signed agreement shall be provided to the Planning Director and Building Official prior to the issuance of the first grading permit.

CUL-3: 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 archaeologist (retained by the applicant) and the Pechanga. Any unanticipated cultural resources that are discovered shall be evaluated and a final report prepared by the qualified archaeologist. The report shall include a list of the resources discovered, documentation of each site/locality, and interpretation of the 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, the Pechanga, and/or Soboba determines the resources to be historical or unique, avoidance and/or mitigation shall be required pursuant to and consistent with CEQA Guidelines Section 15064.5 and 15126.4, Public Resources Code Section 21083.2, and the Cultural Resources Treatment and Monitoring Agreement required by Mitigation Measure CUL-2.

CUL-4: All cultural resources, 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, collected during the grading monitoring program and from any previous archaeological 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 thatmeets the standards set forth in 36 Code of Federal Regulations (CFR) Part 79 for federal repositories.

CUL-5: All sacred sites, should they be encountered within the project site, shall be avoided and preserved as the preferred mitigation, if feasible as determined by a qualified professional in consultation with the Pechanga. To the extent that a sacred site cannot be feasibly preserved in place or left in an undisturbed state, mitigation measures shall be required pursuant to and consistent with Public Resources Code Section 21083.2 and CEQA Guidelines Sections 15064.5 and 15126.4.

Significance after Mitigation: Less than significant.

Impact 3.4-2: Implementation of the proposed project may adversely affect paleontological resources.

The records search conducted by NHM staff indicated that no fossil localities have been previously identified within the project site. However, there are surface exposures of the Pauba Formation on the project site, which is known to contain significant vertebrate fossils. The depth of ground disturbance within the project site is proposed to range between four and 15 in depth and has the potential to impact the Pauba Formation. This potential effect on the Pauba Formation could result in significant impacts to unknown paleontological resources.

Mitigation Measures:

CUL-6: The project applicant shall retain a qualified paleontologist (in accordance with the Society of Vertebrate Paleontologists) to monitor all initial ground-disturbing activities in native soils or sediments. If the paleontologist, upon observing initial earthwork, determines there is low potential for discovery, no further action shall be required and the paleontologist shall submit a memo to the City confirming findings of low potential.

If the qualified paleontologist, upon observing initial earthwork, determines there is a moderate to high potential for discovery, a qualified paleontologist or paleontological monitor (retained by the applicant) shall monitor all mass grading and excavation activities. Monitoring will be conducted in areas of grading or excavation in undisturbed formation sediments, as well as where over-excavation of surficial alluvial sediments will encounter these formations in the subsurface. Paleontological monitors shall be equipped to salvage fossils as they are unearthed to avoid construction delays and to remove samples of sediment that are likely to contain the remains of small fossil invertebrates and vertebrates. The monitor must be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens in a timely manner. Monitoring may be reduced if the potentially fossilferous units are not present in the subsurface, or if present, are determined on exposure and examination by qualified paleontological personnel to have low potential to contain fossil resources.

Should any paleontological resources (i.e., fossils) be uncovered during project construction activities, all work within a 100-foot radius of the discovery site shall be halted or diverted to other areas on the site and the City shall be immediately notified. The qualified paleontologist shall evaluate the finds and recommend appropriate next steps to ensure that the resource is not substantially adversely impacted, including but not limited to avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures. Further,

ground disturbance shall not resume within a 100-foot radius of the discovery site until an agreement has been reached between the project applicant, the qualified paleontologist, and the City as to the appropriate preservation or mitigation measures to ensure that the resource is not substantially adversely impacted.

CUL 7: Any recovered paleontological specimens shall be identified to the lowest taxonomic level possible and prepared for permanent preservation. Screen-washing of sediments to recover small invertebrates and vertebrates shall occur if necessary.

CUL 8: Identification and curation of specimens into a professional, accredited public museum repository with a commitment to archival conservation and permanent retrievable storage shall occur at an institutional repository approved by the City of Wildomar. The paleontological program shall include a written repository agreement prior to the initiation of mitigation activities.

CUL-9: A final monitoring and mitigation report of findings and significance shall be prepared, including lists of all fossils recovered and necessary maps and graphics to accurately record their original location. The report, when submitted to an accepted by the City of Wildomar, shall signify satisfactory completion of the project program to mitigation impacts to any potential nonrenewable paleontological resources (i.e., fossils) that might have been lost or otherwise adversely affected without such a program in place.

Significance after mitigation: Less than significant.

Impact 3.4-3: Implementation of the proposed project would not adversely impact human remains.

No known human remains exist within the project site. However, since the proposed project would involve ground-disturbing activities, it is possible, although unlikely, that such actions could unearth, expose, or disturb previously unknown human remains. As discussed in the Regulatory Framework section above, the treatment of human remains is governed by PRC Section 5097.98 and Health and Safety Code Section 7050.5. Accordingly, the Riverside County Coroner must be notified in the event human remains are encountered. If the County Coroner determines that the remains are Native American, the NAHC will be notified in accordance with Health and Safety Code Section 7050.5, subdivision (c), and PRC Section 5097.98 (as amended by AB 2641). The NAHC will designate an MLD for the remains per PRC Section 5097.98. Impacts to human remains would be less than significant.

Significance Determination: Less than significant.

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3.5 Geology, Soils, and Seismicity

This section provides an evaluation of the potential for the project to result in geology, soils, and seismic impacts. This section is based in part on the "*Preliminary Geotechnical Interpretive Report,"* prepared by Earth- Strata on August 6, 2013, and is included as Appendix E to this EIR.

3.5.1 Environmental Setting

Regional Geology

The project area is located within the geologic province known as the Peninsular Ranges province just east of the Santa Ana Mountains. The Peninsular Ranges province encompasses an area that is 30 to 100 miles wide and extends approximately 900 miles from the Los Angeles Basin down to the southern tip of Baja California. In general, the province is characterized by rugged mountains underlain by volcanic and igneous rocks of the Southern California Batholith (granitic rocks that constitute the core of many mountain ranges in western North America and underlie large portions of southern California) and sediment filled elongated valleys. The Santa Ana Mountains consist primarily of these granitic or crystalline intrusive rocks that are overlain by younger sedimentary rocks. The Peninsular Ranges Province is traversed by a group of subparallel active faults and fault zones trending roughly northwest to southeast including the Elsinore, San Jacinto, Newport-Inglewood, Whittier and San Andreas faults. [1]

The regional active faults represent the dominant structural geologic features that are reflected in the northwest trend of topographical features within the province. The Santa Ana Mountains are located on the west side of the Elsinore Fault while the Perris Block is located to the east of the fault. The Perris Block is bounded to the east by the San Jacinto Fault. The northern perimeter of the Los Angeles basin forms part of a northerly dipping blind thrust fault at the boundary between the Peninsular Ranges Province and the Transverse Range Province (Earth-Strata, 2013).

Site Geology and Soils

The project site is located within a sedimentary basin east of the Elsinore fault that is interrupted by various active strands of the fault zone. The soils on the site are primarily comprised of topsoil and older alluvial materials. Specifically, the site is comprised of:

- Quaternary Alluvium (map symbol Qal): Quaternary[2] alluvium was encountered to a maximum depth of 5 feet. These alluvial deposits consist predominately of interlayered light brown to brown, fine to coarse grained clayey sand, and occasional sandy silt. These

[1] An "active" fault is defined by the State of California as a fault that has had surface displacement within Holocene time (approximately the last 11,000 years). A "potentially active" fault is defined as a fault that has shown evidence of surface displacement during the Quaternary (last 1.6 million years), unless direct geologic evidence demonstrates inactivity for all of the Holocene or longer. This definition does not, of course, mean that faults lacking evidence of surface displacement are necessarily inactive. "Sufficiently active" is also used to describe a fault if there is some evidence that Holocene displacement occurred on one or more of its segments or branches (Hart, 1997).

[2] Quaternary refers to the approximate age of the deposits as within the last 1.6 million years.

deposits were generally noted to be in a slightly moist to moist, loose to medium dense state.

- Quaternary Pauba Formation (map symbol Qpfs): Pauba Formation bedrock was generally encountered below the alluvial materials to the full depth of our exploration. These materials primarily consisted of brown, fine to coarse grained sandstone with varying amounts of silt and clay, and interbedded claystone/siltstone. These materials were generally noted to be slightly moist to moist, moderately soft to hard and poorly bedded. Typically, the upper 1 to 3 feet of this unit is slightly more weathered and not as hard with occasional lenses of less firm rock (Earth-Strata, 2013).

Seismicity

Surface Fault Rupture

Seismically induced ground rupture is defined as the physical displacement of surface deposits in response to an earthquake's seismic waves. The magnitude, sense, and nature of fault rupture can vary for different faults or even along different strands of the same fault. The potential for surface fault rupture is considered to be highest along active fault traces but could occur anywhere within an identified fault zone unless accurately defined by fault trenching studies. An active fault is defined by the State of California as having surface displacement within the past 11,000 years also known as the Holocene geologic time period. The closest active fault, according to the State, is the Elsinore Fault, located approximately 1.9 miles from the project site.

However, fault trenching studies were conducted for the development located immediately east of the project site in order to determine the location and how recent the displacement for the Glen Ivy fault. The Glen Ivy Fault is located just off the northeast corner of the project site as shown in **Figure 3.5-1**. The Glen Ivy Fault is not recognized by the state as an active fault under the Alquist-Priolo Earthquake Fault Zoning Act but was further evaluated as part of the planning for the neighboring development. A total of seven trenches were conducted at that site for a total length of just over 1,500 feet (Rasmussen, 2003). The fault was identified and determined to have caused displacement within the last 11,000 years. Therefore, according to the County, this fault is considered active in anticipation of eventual reclassification by the State. As a result, the fault trace of the Glen Ivy fault does not pass through the project site but the fault zone associated with it does.

Groundshaking

Richter magnitude (M) is a measure of the size of an earthquake as recorded by a seismograph, a standard instrument that records groundshaking at the location of the instrument. The reported Richter magnitude for an earthquake represents the highest amplitude measured by the seismograph at a distance of 100 kilometers from the epicenter. Richter magnitudes vary logarithmically with each whole number step representing a tenfold increase in the amplitude of

SOURCE: FEMA; Riverside County GIS.

City of Wildomar - Westpark Promenade . 130266

Figure 3.5-1
Major Faults

the recorded seismic waves. Earthquake magnitudes are also measured by their Moment Magnitude (Mw), which is related to the physical characteristics of a fault including the rigidity of the rock, the size of fault rupture, and movement or displacement across a fault (CGS, 2002).

Ground movement during an earthquake can vary depending on the overall magnitude, distance to the fault, focus of earthquake energy, and type of geologic material. The composition of underlying soils, even those relatively distant from faults, can intensify groundshaking. For this reason, earthquake intensities are also measured in terms of their observed effects at a given locality. The intensities of an earthquake will vary over the region of a fault and generally decrease with distance from the epicenter of the earthquake.

The San Jacinto fault is located approximately 20 miles northeast of the site and is thought to be the most active of the regional faults. The Newport-Inglewood fault segment is located offshore approximately 30 miles southwest of the site. The largest fault in California, the San Andreas Fault, is located approximately 40 miles northeast of the site and is capable of producing a M8.3 or larger earthquake. While the potential damage from a M8.3 earthquake on the San Andreas Fault would likely produce the greatest damage nearer to the epicenter, some effects could be experienced at the project site. In addition, as noted above, the Elsinore Fault Zone is located within two miles of the project site.

Landslides and Slope Failure

Landslides or slope failures are dependent on various factors including the slope characteristics and geology as well as the amount of rainfall, manmade alterations through excavation, or seismic activities. A slope failure is a mass of rock, soil, and debris displaced down slope by sliding, flowing, or falling. Steep slopes and downslope creep of surface materials characterize landslide-susceptible areas. Debris flows consist of a loose mass of rocks and other granular material that, if present on a steep slope and saturated, can move down slope.

The rate of rock and soil movements can vary from a slow creep over many years to sudden mass movements. Landslides occur throughout the state of California but the density of incidents increases in zones of active faulting. Seismic inducement can accelerate otherwise slower processes triggering landslides and slope failure over wide areas. With or without seismic inducement, slope failure is most commonly found in slopes that exceed a 1.5:1 (horizontal: vertical) incline. The project site is relatively flat with a total elevation differential of approximately 50 feet over the entire site (Earth-Strata, 2013). During the preliminary geotechnical investigation no landslide debris or ancient landslides were discovered at the site (Earth-Strata, 2013).

Liquefaction

Liquefaction is a transformation of soil from a solid to a liquefied state during which saturated soil temporarily loses strength resulting from the buildup of excess pore water pressure, especially during earthquake-induced cyclic loading. Soil susceptible to liquefaction includes loose to medium dense sand and gravel, low-plasticity silt, and some low-plasticity clay deposits.

The loss of bearing pressure can occur beneath a structure when the underlying soil loses strength and liquefies. When this occurs, the structure can settle, tip, or even become buoyant and "float" upwards. Liquefaction and associated failures could damage foundations, roads, underground cables and pipelines, and disrupt utility service.

The three factors determining whether a site is likely to be subject to liquefaction include seismic shaking, type and consistency of earth materials, and groundwater level. According to the preliminary geotechnical investigation, the potential for earthquake induced liquefaction beneath the project site is considered very low to remote based on observed site characteristics (Earth-Strata, 2013).

Settlement and Subsidence

Settlement can occur from immediate settlement, consolidation, shrinkage of expansive soil, and liquefaction. Immediate settlement occurs when a load from a structure or placement of new fill material is applied, causing distortion in the underlying materials. This settlement occurs quickly and is typically complete after placement of the final load. Soils tend to settle at different rates and by varying amounts depending on the load weight or changes in properties over an area, which is referred to as differential settlement.

Subsidence is a form of settlement that can be caused by natural (tectonic movement) or through human extraction activities such as the removal of groundwater, oil, or gas. The portion of the City of Wildomar that is located generally west of Interstate 15 (I-15) is susceptible to subsidence. Subsidence can also occur due to placement of new structures or improvements on inadequately prepared surface soils.

According to Earth-Strata, the soils underneath the project site would be susceptible to a maximum settlement of approximately ¾ of an inch. Differential settlement is expected to be about ½ inch over a horizontal distance of approximately 20 feet. It is anticipated that the majority of the settlement would occur during construction or shortly after the initial application of loading (Earth-Strata, 2013).

Expansive Soils

Expansive soils possess a shrink-swell characteristic that can result in structural damage over a long period of time.[3] Expansive soils are largely comprised of silicate clays, which expand in volume when water is absorbed and shrink when dried. Highly expansive soils can cause damage to foundations and roads over time. The soil units identified within the project area generally have a very low to low shrink-swell potential (Earth-Strata, 2013).

[3] "Shrink-swell" is the cyclical expansion and contraction that occurs in fine-grained clay sediments from wetting and drying. Structures located on soils with this characteristic may be damaged over a long period of time, usually as the result of inadequate foundation engineering.

3.5.2 Regulatory Framework

State

Alquist-Priolo Earthquake Fault Zoning Act

Alquist-Priolo Earthquake Fault Zoning Act (formerly the Alquist-Priolo Special Studies Zone Act) of 1972 (revised in 1994) is the State law that addresses hazards from earthquake fault zones. The purpose of this law is to mitigate the hazard of surface fault rupture by regulating development near active faults. As required by the Act, the State has delineated Earthquake Fault Zones (formerly Special Studies Zones) along known active faults in California (CGS, 2015). The nearest Alquist Priolo Earthquake Fault to the project area is the Wildomar branch of the Elsinore Fault.

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act of 1990 was developed to protect the public from the effects of strong ground-shaking, liquefaction, landslides, or other ground failure, and from other hazards caused by earthquakes. This act requires the State Geologist to delineate various seismic hazard zones and requires cities, counties, and other local permitting agencies to regulate certain development projects within these zones. Before a development permit may be granted for a site within a Seismic Hazard Zone, a geotechnical investigation of the site must be conducted and appropriate mitigation measures incorporated into the project design. The entire project area is located within a Seismic Hazard Zone for liquefaction, as designated by the California Geological Survey (CGS). Therefore, evaluation and mitigation of potential liquefaction hazards must be conducted in accordance with the CGS, Special Publication 117A, adopted March 13, 1997, and revised in 2008, by the CGS pursuant to the Seismic Hazards Mapping Act, as discussed in the Impacts and Mitigations chapter below.

California Building Code

The California Building Code (CBC) has been codified in the California Code of Regulations (CCR) as Title 24, Part 2. Title 24 is administered by the California Building Standards Commission, which, by law, is responsible for coordinating all building standards. Under State law, all building standards must be centralized in Title 24. The purpose of the CBC is to establish minimum standards to safeguard the public health, safety and general welfare through structural strength, means of egress facilities, and general stability by regulating and controlling the design, construction, quality of materials, use and occupancy, location, and maintenance of all building and structures within its jurisdiction. The CBC is based on the International Building Code. The 2013 CBC is based on the 2012 International Building Code (IBC) published by the International Code Conference. In addition, the CBC contains necessary California amendments which are based on reference standards obtained from various technical committees and organizations such as the American Society of Civil Engineers (ASCE), the American Institute of Steel Construction (AISC), and the American Concrete Institute (ACI). ASCE Minimum Design Standards 7-05 provides requirements for general structural design and includes means for determining earthquake loads as well as other loads (flood, snow, wind, etc.) for inclusion into building codes.

The provisions of the CBC apply to the construction, alteration, movement, replacement, and demolition of every building or structure or any appurtenances connected or attached to such buildings or structures throughout California.

The earthquake design requirements take into account the occupancy category of the structure, site class, soil classifications, and various seismic coefficients which are used to determine a Seismic Design Category (SDC) for a project. The SDC is a classification system that combines the occupancy categories with the level of expected ground motions at the site and ranges from SDC A (very small seismic vulnerability) to SDC E (very high seismic vulnerability and near a major fault). Design specifications are then determined according to the SDC.

CCR Title 24 also includes the California Residential Code (based on the 2012 International Residential Code) and the 2013 California Green Building Code, which have been adopted as separate documents (CCR Title 24, Part 2.5 and 11, respectively). The California Residential Code includes structural design standards for residential one- and two-family dwellings and covers all structural requirements for conventional construction. All other structures including multi-family residential projects are found in the CBC.

Local

Wildomar General Plan

The City of Wildomar General contains policies that pertain to the analysis of geology, soils, and seismicity. The purpose of these policies is to ensure the health, safety, and well-being of the citizens of Wildomar. Policies in the Safety Element of the General Plan relevant to the proposed project are provided below.

TABLE 3.5-1
WILDOMAR GENERAL PLAN CONSISTENCY ANALYSIS – GEOLOGY AND SOILS

General Plan Safety Element Policies	Consistency Determination	Analysis
Policy S 1.1: Mitigate hazard impacts through adoption and strict enforcement of current building codes, which will be amended as necessary, when local deficiencies are identified.	Consistent	The development of the proposed project will be required to be in conformance with current building codes to reduce potential effects associated with groundshaking, subsidence, settlement, and expansion of soils. Therefore, the project would be consistent with this policy.
Policy S 2.1: Minimize fault rupture hazards through enforcement of Alquist-Priolo Earthquake Fault Zoning Act provisions and the following policies: (AI 80, 91) a) Require geologic studies or analyses for critical structures, and lifeline, high-occupancy, schools, and high-risk structures, within 0.5 miles of all Quaternary to historic faults shown on the Earthquake Fault Studies Zones map. b) Require geologic trenching	Consistent	The nearest Alquist-Priolo (AP) Earthquake Fault Zone is located 1.9 miles southwest of the project site. Although not an AP fault, the Glen Ivy fault is located in the northeast corner of the project site. Trenching studies were previous conducted for the property northeast of the project site, and these studies identified the location of the fault. Adequate setbacks for habitable structures are proposed. The project would be consistent with this policy.

TABLE 3.5-1
WILDOMAR GENERAL PLAN CONSISTENCY ANALYSIS – GEOLOGY AND SOILS

General Plan Safety Element Policies	Consistency Determination	Analysis
studies within all designated Earthquake Fault Studies Zones, unless adequate evidence, as determined and accepted by the County Engineering Geologist, is presented. The City may require geologic trenching of non-zoned faults for especially critical or vulnerable structures or lifelines. c) Require that lifelines be designed to resist, without failure, their crossing of a fault, should fault rupture occur. d) Support efforts by the California Department of Conservation, Division of Mining and Geology to develop geologic and engineering solutions in areas of disseminated ground deformation due to faulting, in those areas where a through-going fault cannot be reliably located. e) Encourage and support efforts by the geologic research community to define better the locations and risks of faults. Such efforts could include data sharing and database development with regional entities, other local governments, private organizations, utility agencies or companies, and local universities.		
Policy S 2.2: Require geological and geotechnical investigations in areas with potential for earthquake-induced liquefaction, landsliding or settlement as part of the environmental and development review process, for any structure proposed for human occupancy, and any structure whose damage would cause harm.	Consistent	Based on the Preliminary Geotechnical Interpretive Report prepared in 2013 for the project, the liquefaction potential on the project site is considered very low to remote due to the relatively low groundwater level and the dense nature of the deeper onsite earth materials. The report also identified that there were no current or ancient landslides on the project site. The potential for settlement impacts were identified in the report and identified specific engineering techniques to reduce the potential impacts. These techniques include use of engineered fill, surcharging, wick drains, compaction requirements, structural slabs, hinged slabs, flexible utility connections, and utility hangers. The determination of the specific techniques would be determined within the final engineering recommendations to adhere to the current building code requirements. The development of the proposed project would be consistent with this policy.
Policy S 2.5: Require that engineered slopes be designed to resist seismically induced failure. For lower-risk projects, slope design could be	Consistent	The Preliminary Geotechnical Interpretive Report prepared in 2013 for the project addressed impacts on slopes during seismic events. The report identified a requirement to compact fills to a minimum of 90

TABLE 3.5-1
WILDOMAR GENERAL PLAN CONSISTENCY ANALYSIS – GEOLOGY AND SOILS

General Plan Safety Element Policies	Consistency Determination	Analysis
based on pseudo-static stability analyses using soil engineering parameters that are established on a site-specific basis. For higher-risk projects, the stability analyses should factor in the intensity of expected ground shaking, using a Newmark-type deformation analysis.		percent of the maximum dry density determined by ASTM D 1557. This is required by existing building codes. The implementation of the project in accordance with existing building codes would result in the project being consistent with this policy.
Policy S 2.6: Require that cut and fill transition lots be over-excavated to mitigate the potential of seismically-induced differential settlement.	Consistent	Various techniques to reduce the potential for differential settlement are identified in Impact 3.5-4 below. The implementation of these techniques would reduce potential differential settlement impacts and the project would be consistent with this policy.
Policy S 2.7: Require a 100% maximum variation of fill depths beneath structures to mitigate the potential of seismically-induced differential settlement.	Consistent	The Preliminary Geotechnical Interpretive Report prepared in 2013 for the project addressed differential settlement and identified various potential techniques to remediate the effect. Implementation of one or more of these techniques would be implemented in accordance with the current building code requirements. Therefore, implementation of the proposed project would be consistent with this policy.

3.5.3 Impact Assessment

Thresholds of Significance

Based on Appendix G of the CEQA Guidelines, geology, soils, and seismicity impacts would be considered potentially significant if the proposed project would:

- Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
  - 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;
  - Strong seismic ground shaking;
  - Seismic-related ground failure, including liquefaction; or
  - Landslides.
- Result in substantial soil erosion or the loss of topsoil;
- 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;

- Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994)[4], creating substantial risks to life or property; or
- Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.

Methodology

This following impact analysis focuses on potential impacts of the project related to soils, seismicity and other geologic hazards. The evaluation considered project plans, current conditions at the project, and applicable regulations and guidelines. Some of the above criteria are not considered relevant to the project, based upon project plans and data research, and therefore, they will not be evaluated further in this EIR. These issues are:

Landslides. The project site is vacant and contains gently rolling hills that slope toward the west. The total elevation differential across the site is approximately 50 feet over the entire 26 acre site. Landslide debris was not observed during our subsurface exploration and no ancient landslides are known to exist on the site (Earth-Strata, 2013). Therefore, this issue is not applicable to the project and is not further discussed in this EIR.

Liquefaction or Lateral Spreading. The proposed structures will be supported by compacted fill and competent alluvium, with groundwater at a depth of over 50 feet. As such, the potential for earthquake induced liquefaction and lateral spreading beneath the proposed structures is considered very low to remote due to the required compacted fill, relatively low groundwater level, and the dense nature of the deeper onsite earth materials. Therefore, potential impacts related to liquefaction or lateral spreading is less than significant and is not further discussed in this EIR.

Inadequate Support for Septic Tanks. As proposed, the development associated with the project would deliver wastewater to the Elsinore Valley Municipal Water District (EVMWD) wastewater treatment plant in Temecula. No septic or other alternative wastewater systems are proposed. Therefore, this issue is not applicable to the project, and is not further addressed in this EIR.

Impact 3.5-1: The project would not expose person or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving 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.

Surface fault rupture typically occurs along active fault traces and development within an Alquist-Priolo Earthquake Fault Zone (AP Zone) requires site specific fault trenching studies to accurately identify the location of the fault trace. Although fault rupture is not necessarily

[4] Note that the 1994 Uniform Building Code is no longer used as the basis of the California Building Code which is now modeled after the current International Building Code. As such, the requirements for construction related to avoidance of expansive soils are found in Chapter 18 Section 1803.5.3 of the International Building Code.

confined to the boundaries of the AP Zone, the likelihood of rupture occurring outside of an existing plane of weakness is reduced. According to the California Geological Survey (CGS) data, the Elsinore Fault, which is identified as an AP Zone fault, is located 1.9 miles southwest of the project site (CGS, 1980). The Elsinore Fault consists of multiple strands and is recognized as active. Further, the fault is categorized as a right-lateral strike slip fault that runs in the north-south direction, and is divided into seven sections. The portions of the Elsinore Fault that runs through the City are known as the Wildomar and the Glen Ivy South Faults (SCEDC, 2015).

The Wildomar Fault of the larger Elsinore Fault, is considered part of the AP Zone, however, the project site is not located within this AP Zone. While the Wildomar Fault is considered a portion of the AP Zone, the Glen Ivy fault, which lies close to the northeastern corner of the project site is not considered an AP fault zone by the State. Prior to construction of the nearby development, numerous fault trenching studies were conducted to identify the precise location of this fault in order to establish an appropriate building setback in accordance with requirements of the Alquist-Priolo Earthquake Fault Zoning Act (Rasmussen, 2003). After review of these documents and a discussion with Earth-Strata, Inc., the preliminary geotechnical investigation for the proposed project determined that the Glen Ivy fault trace was sufficiently defined on these properties, and, according to Earth-Strata Inc., a structure setback of at least 50 feet from the fault trace would minimize the potential for a surface rupture impact on a structure proposed on the project site (Poole, 2014). The amount and location of surface displacement would depend on the magnitude and nature of the seismic event on the fault. However, no structure for human occupancy[5] under the proposed project would be located within 50 feet of the Glen Ivy fault trace, as verified by previous site specific fault trenching studies and would be about 120 to 125 feet from the fault trace. The minimum setback of 50 feet from a fault is consistent with requirements of the Alquist Priolo Earthquake Fault Zoning Act. As such, because the development of the proposed project includes structures for human occupancy that are proposed to exceed the 50-foot setback requirements of the Alquist Priolo Earthquake Fault Zoning Act, and the Glen Ivy fault is not classified as an AP fault, the potential for surface fault rupture to result in damage, destruction or injury to future development would be reduced to less than significant.

Significance Determination: Less than significant.

Impact 3.5-2: The project would not expose person 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 a seismically active region with the active Elsinore Fault Zone located in the near vicinity of the project site (i.e., less than two miles). In 2007, estimates by the Working Group on Earthquake Probabilities indicated a 97 percent chance that a magnitude 6.7 or greater earthquake would occur in the southern California region over the following 30 years (USGS, 2008). The Elsinore Fault Zone is one of the faults considered capable of producing significant groundshaking. If not designed appropriately, a 6.7 or greater magnitude earthquake

[5] Human occupancy is defined as any structure where there is at least 2,000 person-hours per year.

on the Elsinore Fault or one of the other regional active faults could produce significant groundshaking within the project area causing damage to structures.

Earthquakes are unavoidable hazards although the resultant damage can be minimized through appropriate seismic design and engineering. The City requires that all construction meet the latest standards of the California Building Code (CBC) for construction which considers proximity to potential seismic sources and the maximum anticipated groundshaking possible. The proposed construction associated with the project would be in accordance with applicable City ordinances and policies and consistent with the most recent version of the CBC, which requires structural design that can accommodate ground accelerations expected from known active faults. The CBC requires that seismic design coefficients are determined for the site based on the site class, anticipated groundshaking based on proximity to nearest active faults, and occupancy category. The resultant seismic design coefficients are then implemented into the design of the proposed structures. For the proposed project, preliminary designs call for shallow foundation systems consisting of post tensioned slabs which have been identified as adequate to support the proposed structures (Earth-Strata, 2013).

In addition, the final design level geotechnical reports would be prepared by a California registered Geotechnical Engineer or Engineering Geologist and recommendations would include final design parameters for the walls, foundations, foundation slabs, and surrounding related improvements (utilities, roadways, parking lots and sidewalks). Compliance with these building safety design standards would reduce potential impacts associated with groundshaking to less than significant. Therefore, with implementation of the seismic design requirements into construction specification, the impacts associated with the effects associated with groundshaking would be reduced to less than significant.

Significance Determination: Less than significant.

Impact 3.5-3: The project would not result in substantial soil erosion or the loss of topsoil.

Construction activities associated with new development would involve earthwork activities, including grading and stockpiling of soils. The project site would be graded to elevations approximately 1,332 through 1,345 feet throughout the site, with the parking lot and commercial retail portion slightly raised above the residential area. The site would be balanced, and as such, no import or export of soil would occur. Disturbance of existing soils formerly protected with vegetation or covered by asphalt or concrete can become exposed to winds and water flows that result in soil erosion or the loss of topsoil. As detailed in Section 3.6 Hydrology and Water Quality, project implementation would be required to implement the construction best management practices (BMPs), that would be detailed in the Storm Water Pollution Prevention Plan (SWPPP) as required by the Construction General Permit from the National Pollution Discharge Elimination System program for sites greater than one acre. Each individual development project would be required to prepare a Water Quality Management Plan (WQMP) as required by the City. These SWPPPs, BMPs, and WQMPs are developed on a project-specific basis, and the specific criteria that would be contained within them would vary from one project

to another. However, at minimum, typical examples of construction BMPs could include installation of silt fences, hay bales or application of soil stabilization measures on exposed areas that are designed to minimize the potential for erosion to occur.

Although the SWPPP and WQMP are intended to primarily prevent sedimentation from entering runoff from the site, they have proven effective in preventing soil erosion and loss of topsoil occurring at a construction site. Thus, with adherence to the required BMPs, potential construction-related erosion would be minimized. Following completion of construction activities, disturbed areas would be either revegetated or covered by impervious surfaces such as asphalt which limits the potential for erosion. Thus, operation of the project would not result in significant soil erosion impacts. For further discussion of soil erosion and sedimentation, see Section 3.6, Hydrology and Water Quality. With the implementation of the required SWPPP, impacts associated with soil erosion would be less than significant.

Significance Determination: Less than significant.

Impact 3.5-4: The project could be located in an area subject to subsidence or collapse, but would not result in a significant impact after adherence to building code requirements.

If not designed appropriately, proposed improvements could become damaged through the effects of subsidence or collapse. As described earlier, development under the proposed project would be required to adhere to City building code requirements, which include the preparation of a geotechnical investigation by a state licensed geotechnical engineer. The required geotechnical report for any new development or redevelopment would determine the susceptibility of the subject site to settlement or collapse and prescribe appropriate engineering techniques for reducing its effects. The preliminary geotechnical investigation for the site has already determined a profile of the underlying materials and their suitability to support the proposed improvements. Where settlement and/or differential settlement is predicted, site preparation measures—such as use of engineered fill, surcharging, wick drains, compaction requirements, structural slabs, hinged slabs, flexible utility connections, and utility hangers—could be used. These measures would be evaluated and the most effective, feasible, and economical measures recommended in a geotechnical report would be incorporated into the site design in accordance with building code requirements. Final engineering recommendations included in the project engineering and design plans would be reviewed and approved by the City. Therefore, with adherence to building code requirements, the potential for unstable soils to adversely affect proposed improvements would be reduced to less than significant.

Significance Determination: Less than significant.

Impact 3.5-5: The project could be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), or corrosive soils creating substantial risks to life or property, but would not result in a significant impact after adherence to building code requirements.

Expansive soils increase in volume when their moisture content becomes elevated. Structures built on expansive soils could experience foundation cracking as a result of the expanding and contracting soils. In addition, in areas susceptible to subsidence or settlement, facility foundations could be damaged. The project site contains soils that were found to have a low to very low potential for expansion based on laboratory testing taken during the geotechnical investigation (Earth-Strata, 2013). Despite the relatively low potential for expansion, standard geotechnical practices would assume conservative approaches to provide design measures to minimize the potential for expansion to adversely affect proposed improvements. Replacement of native soils with engineered fill or addition of soil amendments are effective means of mitigating expansive soils. As a requirement of the California Building Code, the applicant would be required to complete a final geotechnical investigation that includes site-specific recommendations to address potentially expansive soils.

Final geotechnical specifications would also include measures to prevent other geologic hazards such as corrosivity from causing significant damage. Geotechnical recommendations include preventing corrosive soils from coming in contact with vulnerable materials. Generally, industry standard practices minimize corrosivity through both the type of materials used for underground improvements and selective use of the engineering characteristics of backfill materials. The site-specific analysis of site foundation soils guides the recommended building foundation design, such that corrosion is minimized and reduced to levels that can be accommodated by the final design. Therefore, implementation of standard geotechnical engineering practices, which includes a geotechnical investigation containing recommendations that would be specific to the project site and adherence to building code requirements, would reduce potential impacts from expansive soils and other adverse soil properties to less than significant.

Significance Determination: Less than significant.

References

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3.6 Greenhouse Gas Emissions and Climate Change

This section is based on the Air Quality and GHG Impact Analysis prepared by Giroux and Associates in November 2015 (see Appendix B-1). An overview of the existing climate change conditions at the proposed project site and surrounding region, a summary of applicable greenhouse gas (GHG) regulations, and analyses of potential GHG emission impacts from implementation of the proposed project is provided Mitigation measures are also recommended as necessary to reduce significant impacts.

3.6.1 Environmental Setting

Gases that trap heat in the atmosphere are called GHGs. The major concern with GHGs is that increases in their concentrations are causing global climate change. Global climate change is a change in the average weather on Earth that can be measured by wind patterns, storms, precipitation, and temperature. Although there is disagreement as to the rate of global climate change and the extent of the impacts attributable to human activities, most in the scientific community agree that there is a direct link between increased emissions of GHGs and long term global temperature increases.

The principal GHGs are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), sulfur hexafluoride (SF_6), perfluorocarbons (PFCs), and hydrofluorocarbons (HFCs). Because different GHGs have different warming potential and CO_2 is the most common reference gas for climate change, GHG emissions are often quantified and reported as CO_2 equivalents (CO_2e). For example, SF_6 is a GHG commonly used in the utility industry as an insulating gas in circuit breakers and other electronic equipment. SF_6, while comprising a small fraction of the total GHGs emitted annually world-wide, is a much more potent GHG with 22,800 times the global warming potential as CO_2. Therefore, an emission of one metric ton (MT) of SF_6 could be reported as an emission of 22,800 MT of CO_2e. Large emission sources are reported in million metric tons (MMT) of CO_2e.[1]

Some of the potential effects in California of global warming may include loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more forest fires, and more drought years (CARB, 2009). Globally, climate change has the potential to impact numerous environmental resources through potential, though uncertain, impacts related to future air temperatures and precipitation patterns. The projected effects of global warming on weather and climate are likely to vary regionally, but are expected to include the following direct effects (IPCC, 2001):

- Higher maximum temperatures and more hot days over nearly all land areas;
- Higher minimum temperatures, fewer cold days and frost days over nearly all land areas;
- Reduced diurnal temperature range over most land areas;
- Increase of heat index over land areas; and
- More intense precipitation events.

[1] A metric ton is 1,000 kilograms; it is equal to approximately 1.1 U.S. tons and approximately 2,204.6 pounds.

Also, there are many secondary effects that are projected to result from global warming, including global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity. While the possible outcomes and the feedback mechanisms involved are not fully understood and much research remains to be done, the potential for substantial environmental, social, and economic consequences over the long term may be great.

California produced 459 gross MMTCO_2e in 2012 (CARB, 2014a). Combustion of fossil fuel in the transportation sector was the single largest source of California's GHG emissions in 2012, accounting for 36 percent of total GHG emissions in the state (CARB, 2014a). This sector was followed by the electric power sector (including both in-state and out-of-state sources) (21 percent) and the industrial sector (19 percent) (CARB, 2014a).

3.6.2 Regulatory Framework

USEPA

The federal Clean Air Act (CAA) does not specifically regulate GHG emissions; however, the U.S. Supreme Court has determined that GHGs are pollutants that can be regulated under the federal CAA. There are currently no federal regulations that set ambient air quality standards for GHGs.

Executive Order S-3-05

In 2005, in recognition of California's vulnerability to the effects of climate change, Governor Schwarzenegger established Executive Order S-3-05, which set forth a series of target dates by which statewide emissions of GHGs would be progressively reduced, as follows:

- By 2010, reduce GHG emissions to 2000 levels;
- By 2020, reduce GHG emissions to 1990 levels; and
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

Assembly Bill 32- California Global Warming Solutions Act

California Assembly Bill 32 (AB 32), the Global Warming Solutions Act of 2006, requires CARB to establish a statewide GHG emissions cap for 2020 based on 1990 emission levels. AB 32 required CARB to adopt and enforce programs and regulations that identify and require selected sectors or categories of emitters of GHGs to report and verify their statewide GHG emissions. In December 2007 CARB adopted 427 MT CO_2e as the statewide GHG emissions limit equivalent to the statewide levels for 1990. This is approximately 28 percent below forecasted 2020 "business-as-usual" emissions of 596 MMT of CO_2e, and about 10 percent below average annual GHG emissions during the period of 2002 through 2004 (CARB, 2009b).

CARB published the *Expanded List of Early Action Measures To Reduce Greenhouse Gas Emissions In California Recommended For Board Consideration* in September 2007 (CARB, 2007). CARB adopted nine Early Action Measures for implementation, including Ship Electrification at Ports, Reduction of High Global-Warming-Potential Gases in Consumer Products, Heavy-Duty Vehicle Greenhouse Gas Emission Reduction (Aerodynamic Efficiency), Reduction of Perfluorocarbons from Semiconductor Manufacturing, Improved Landfill Gas Capture, Reduction

of Hydrofluorocarbon-134a from Do-It-Yourself Motor Vehicle Servicing, Sulfur Hexaflouride Reductions from the Non-Electric Sector, a Tire Inflation Program, and a Low Carbon Fuel Standard.

As of January 1, 2012, the GHG emissions limits and reduction measures adopted in 2011 by CARB became enforceable. In designing emission reduction measures, CARB must aim to minimize costs, maximize benefits, improve and modernize California's energy infrastructure, maintain electric system reliability, maximize additional environmental and economic co-benefits for California, and complement the state's efforts to improve air quality.

Climate Change Scoping Plan

In December 2008, CARB approved the AB 32 Scoping Plan outlining the state's strategy to achieve the 2020 GHG emissions limit (CARB, 2009). This Scoping Plan, developed by CARB in coordination with the Climate Action Team (CAT), proposes a comprehensive set of actions designed to reduce overall GHG emissions in California, improve the environment, reduce dependence on oil, diversify California's energy sources, save energy, create new jobs, and enhance public health.

As required by AB 32, the Scoping Plan must be updated at least every five years to evaluate the mix of AB 32 policies to ensure that California is on track to meet the targets set out in the legislation. In October 2013, a draft Update to the initial Scoping Plan was developed by CARB in collaboration with the California Climate Action Team (CCAT). The draft Update builds upon the initial Scoping Plan with new strategies and expanded measures, and identifies opportunities to leverage existing and new funds to drive GHG emission reductions through strategic planning and targeted program investments. The draft Update to the initial Scoping Plan was presented to CARB's Board for discussion at its February 20, 2014 meeting. Subsequently, the first update to the AB 32 Scoping Plan was approved on May 22, 2014 by CARB.

As part of the proposed update to the Scoping Plan, the emissions reductions required to meet the 2020 statewide GHG emissions limit were further adjusted. The primary reason for adjusting the 2020 statewide emissions limit was based on the fact that the original Scoping Plan relied on the Intergovernmental Panel on Climate Change's (IPCC) 1996 Second Assessment Report (SAR) to assign the global warming potentials (GWPs) of greenhouse gases. Recently, in accordance the United Nations Framework Convention on Climate Change (UNFCCC), international climate agencies have agreed to begin using the scientifically updated GWP values in the IPCC's Fourth Assessment Report (AR4) that was released in 2007. Because CARB has begun to transition to the use of the AR4 100-year GWPs in its climate change programs, CARB recalculated the Scoping Plan's 1990 GHG emissions level with the AR4 GWPs. As the recalculation resulted in 431 $MMTCO_2e$, the 2020 GHG emissions limit established in response to AB 32 is now slightly higher than the 427 $MMTCO_2e$ in the initial Scoping Plan. Considering that the proposed update also adjusted the 2020 BAU forecast of GHG emissions to 509 $MMTCO_2e$, a 15 percent reduction below the estimated BAU levels was determined to be necessary to return to 1990 levels by 2020 (CARB, 2014b).

Executive Order S-1-07

Executive Order S-1-07, which was signed by Governor Schwarzenegger in 2007, proclaims that the transportation sector is the main source of GHG emissions in California. It establishes a goal to reduce the carbon intensity of transportation fuels sold in California by at least 10 percent by 2020. As a result of this order, CARB approved a proposed regulation to implement the low carbon fuel standard (LCFS) on April 23, 2009, which will reduce GHG emissions from the transportation sector in California by about 16 MMT in 2020. The LCFS is designed to reduce California's dependence on petroleum, create a lasting market for clean transportation technology, and stimulate the production and use of alternative, low-carbon fuels in California. The LCFS is designed to provide a durable framework that uses market mechanisms to spur the steady introduction of lower carbon fuels. The framework establishes performance standards that fuel producers and importers must meet each year beginning in 2011.

Senate Bill 375

SB 375, which establishes mechanisms for the development of regional targets for reducing passenger vehicle GHG emissions, was adopted by the state on September 30, 2008.On September 23, 2010, CARB adopted the vehicular GHG emissions reduction targets that had been developed in consultation with the metropolitan planning organizations (MPOs); the targets require a 7 to 8 percent reduction by 2020 and between 13 to 16 percent reduction by 2035 for each MPO. SB 375 recognizes the importance of achieving significant GHG reductions by working with cities and counties to change land use patterns and improve transportation alternatives. Through the SB 375 process, MPOs, such as the Southern California Council of Governments (SCAG) will work with local jurisdictions in the development of sustainable communities strategies (SCS) designed to integrate development patterns and the transportation network in a way that reduces GHG emissions while meeting housing needs and other regional planning objectives. SCAG's reduction target for per capita vehicular emissions is 8 percent by 2020 and 13 percent by 2035 (CARB 2010). The MPOs prepared their first SCS according to their respective regional transportation plan (RTP) schedules and SCAG adopted its first RTP/SCS on April 4, 2012. The content of the 2012 RTP/SCS included SCAG's vision statement, transportation investments, financial plan, sustainable communities strategy, performance information, a public participation component, strategic plan to reduce emissions, and an economic and job creation analysis. SCAG is currently in the process of updating its RTP/SCS.

Senate Bill 87

Senate Bill (SB) 97, enacted in August 2007, required the Office of Planning and Research (OPR) to develop guidelines for the mitigation of GHG emissions, or the effects related to releases of GHG emissions. On April 13, 2009, the OPR submitted proposed amendments to the Natural Resources Agency in accordance with SB 97 regarding analysis and mitigation of GHG emissions. As directed by SB 97, the Natural Resources Agency adopted Amendments to the CEQA Guidelines for greenhouse gas emissions on December 30, 2009. On February 16, 2010, the Office of Administrative Law approved the Amendments, and filed them with the Secretary of State for inclusion in the California Code of Regulations. The Amendments became effective on March 18,

2010 and the CEQA Guidelines Appendix G was amended to include GHG as a required issue to be evaluated.

California Green Building Standard Code

In January 2010, the State of California adopted the 2010 California Green Building Standards Code (CALGreen), which became effective in January 2011. Building off of the initial 2008 California Green Building Code, the 2010 CALGreen Code represents a more stringent building code that requires, at a minimum, that new buildings and renovations in California meet certain sustainability and ecological standards. The 2010 CALGreen Code has mandatory Green Building provisions for all new residential buildings that are three stories or fewer (including hotels and motels) and all new non-residential buildings of any size that are not additions to existing buildings.

In early 2013 the California Building Standards Commission adopted the 2013 California Building Standards Code that also included the latest 2013 CALGreen Code, which became effective on January 1, 2014. The mandatory provisions of the code are anticipated to reduce 3 MMT of GHG emissions by 2020, reduce water use by 20 percent or more, and divert 50 percent of construction waste from landfills. The 2013 California Energy Code (Title 24, Part 6), which is also part of the CALGreen Code (Title 24, Part 11, Chapter 5.2), became effective on July 1, 2014.

SCAQMD

As a method for determining significance under CEQA, SCAQMD developed a draft tiered flowchart in 2008 for determining significance thresholds for GHGs for industrial projects where SCAQMD is acting as the lead agency. In December 2008, SCAQMD adopted a 10,000 $MTCO_2e$/year for industrial facilities, but only with respect to projects where SCAQMD is the lead agency. SCAQMD has not adopted a threshold for residential or commercial projects at the time of this writing.

The SCAQMD flowchart uses a tiered approach in which a proposed project is deemed to have a less than significant impact related to GHG emissions when any of the following conditions are met:

- GHG emissions are within GHG budgets in an approved regional plan;
- Incremental increases in GHG emissions due to the project are below the defined Significance Screening Levels, or Mitigated to Less than the Significance Screening Level;
- Performance standards are met by incorporating project design features and/or implementing emission reduction measures; and
- Carbon offsets are made to achieve target significance screening level.

City of Wildomar General Plan

Greenhouse gas pollutants are not limited to jurisdictional boundaries. Local land use patterns and emission sources contribute to greenhouse gas emissions within Riverside County. While the County can enact policies that limit emissions within its boundaries, it is necessary to support

efforts to decrease state-wide greenhouse gas emissions. The following air quality policies in **Table 3.6-1** will reduce greenhouse gas emissions as well as improve air quality.

TABLE 3.6-1
WILDOMAR GENERAL PLAN CONSISTENCY ANALYSIS – GREENHOUSE GAS EMISIONS AND CLIMATE CHANGE

General Plan Multipurpose Open Space Element Policies	Consistency Determination	Analysis
Policy LU 10.1: Provide sufficient commercial and industrial development opportunities in order to increase local employment levels and thereby minimize long-distance commuting.	Consistent	The project includes commercial employment opportunities that would assist in reducing and minimizing long-distance commuting. The project would be consistent with this policy.
Policy LU 10.2: Ensure adequate separation between pollution producing activities and sensitive emission receptors, such as hospitals, residences, and schools.	Consistent	A Health Risk Assessment was completed for the proposed project to ensure no significant health risk impacts would occur from emissions associated with motorists on the I-15 onto the proposed residents. The project would be consistent with this policy.
Policy LU 10.4: Provide options to the automobile in communities, such as transit, bicycle and pedestrian trails, to help improve air quality.	Consistent	The project includes sidewalks throughout the project site for pedestrian linkages between the proposed residential and commercial land uses. In addition, the proposed commercial areas would include bicycle linkages between the proposed residential areas and the commercial areas as well as provide bike lockers and racks. The project would be consistent with this policy.
Policy LU 12.1: Provide land use arrangements that reduce reliance on the automobile and improve opportunities for pedestrian, bicycle, and transit use in order to minimize congestion and air pollution.	Consistent	The project includes a mixed use of commercial and residential uses that would provide opportunities to reduce congestion and air pollutants by decreasing vehicle miles travelled. The project would be consistent with this policy.
Policy OS 16.1: Continue to implement Title 24 of the State Building Code. Establish mechanisms and incentives to encourage architects and builders to exceed the energy efficiency standards of Title 24.	Consistent	As identified in Section 2, Project Description, exceedance of Title 24 requirements are proposed as part of the residential and commercial developments on the project site. Therefore, the project would be consistent with this policy.
Policy AQ 3.2: Seek new cooperative relationships between employers and employees to reduce vehicle miles travelled.	Consistent	To reduce vehicle miles travelled, the project includes the implementation of employee vanpools and ride share as identified in Section 2, Project Description. Therefore, the project would be consistent with this policy.
Policy AQ 3.3: Encourage large employers and commercial/industrial complexes to create Transportation Management Associations.	Consistent	The City of Wildomar will determine if the project is considered to contain large employers or is considered a large commercial complex that would require the creation of Transportation Management Associations. The project's consistency with this policy will be determined by the City.
Policy AQ 3.4: Encourage employee rideshares and transit incentives for employers with more than 25 employees at a single location.	Consistent	Ridesharing is identified in Section 2, Project Description. Therefore, the project would be consistent with this policy.

3.6.3 Impact Assessment

Thresholds of Significance

In response to the requirements of SB 97, the State Resources Agency developed guidelines for the treatment of GHG emissions under CEQA. These new guidelines became effective as part of Title 14 of the California Code of Regulations in March, 2010. The CEQA Appendix G guidelines were modified to include GHG as a required analysis element. A project would have a potentially significant impact if it:

- Generates GHG emissions, directly or indirectly, that may have a significant impact on the environment, or,
- Conflicts with an applicable plan, policy or regulation adopted to reduce GHG emissions.

Section 15064.4 of the Code specifies how significance of GHG emissions is to be evaluated. The process is broken down into quantification of project-related GHG emissions, making a determination of significance, and specification of any appropriate mitigation if impacts are found to be potentially significant. At each of these steps, the new GHG guidelines afford the lead agency with substantial flexibility.

Emissions identification may be quantitative, qualitative or based on performance standards. CEQA guidelines allow the lead agency to "select the model or methodology it considers most appropriate." The most common practice for transportation/combustion GHG emissions quantification is to use a computer model such as CalEEMod, as was used in the ensuing analysis.

The significance of those emissions then must be evaluated; the selection of a threshold of significance must take into consideration what level of GHG emissions would be cumulatively considerable. The guidelines are clear that they do not support a zero net emissions threshold. If the lead agency does not have sufficient expertise in evaluating GHG impacts, it may rely on thresholds adopted by an agency with greater expertise.

On December 5, 2008 the SCAQMD Governing Board adopted an Interim quantitative GHG Significance Threshold for industrial projects where the SCAQMD is the lead agency (e.g., stationary source permit projects, rules, plans, etc.) of 10,000 Metric Tons (MT) CO2 equivalent/year. In September 2010, the Working Group released revisions which recommended a threshold of 3,000 MT CO2e for mixed use projects. This 3,000 MT/year recommendation has been used as a guideline for this analysis. In the absence of an adopted numerical threshold of significance, project related GHG emissions in excess of the guideline level of 3,000 MT CO2e are presumed to trigger a requirement for enhanced GHG reduction at the project level.

Methodology

At the time of writing of this report, SCAQMD has not formally adopted a uniform methodology for analyzing impacts related to GHG emissions or global climate change. Similarly, the City also has not adopted any guidelines for GHG analysis. Pursuant to full disclosure and according to OPR's *CEQA Guidelines* that state, "A lead agency should make a good-faith effort, based to the

extent possible on scientific and factual data, to describe, calculate or estimate the amount of GHG emissions resulting from a project," the construction and operational emissions associated with the project have been quantified using methods described below. The methodology is summarized below and detailed in Appendix B-1 of this Draft EIR, in the project specific Air Quality and GHG Analysis (Giroux and Associates, 2015).

Short-term construction-generated emissions of GHGs associated with the project were modeled using CalEEMod, Version 2013.2.2, as recommended by SCAQMD. Modeling was based on project-specific data provided by the applicant, where available. Where project-specific information was not available, reasonable assumptions based on other similar projects and default model settings were used to estimate criteria air pollutant and ozone precursor emissions. Additionally, based on SCAQMD's 2008 *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold* document, SCAQMD recommends that for construction GHG emissions the total emissions for a project be amortized over a 30-year period and added to its operational emission estimates (SCAQMD, 2008).

Operational emissions of GHGs associated with the project, including mobile- and area-source emissions, were also quantified using the CalEEMod computer model. Direct sources include emissions such as vehicle trips, natural gas consumption, and landscape maintenance. Indirect sources include offsite emissions occurring as a result of the project's operations such as electricity and water consumption and solid waste disposal. The direct and indirect emissions generated during the project's operations were estimated using CalEEMod. Modeling Assumptions and output files are provided in Appendix B-1 of this Draft EIR.

Impact 3.6-1: The project would generate GHG emissions, directly or indirectly, that may have a significant impact on the environment.

The project would generate GHG emissions from a variety of sources. First, GHG emissions would be generated during construction of the project. Once fully operational, the project's operations would generate GHG emissions from both area sources and mobile sources. Indirect source emissions generated by the project include electrical consumption, water and wastewater usage (transportation), and solid waste disposal. Mobile (direct) sources of air pollutants associated with the project would consist of motor vehicles trips generated by employees and consumers of the proposed development.

Construction Emissions

Construction emissions are based on construction schedule (length of construction), acreage of the project site, and building size. Construction is anticipated to occur within three separate years (2016, 2017, and 2018) As detailed in the project specific air quality and GHG analysis (Giroux and Associates, 2015), construction activities are anticipated to result in a total of 2,145.6 MT CO_2e over the 3 year construction period as shown in **Table 3.6-2**. Following SCAQMD methodology, this results in 30-year amortized construction emissions of 71.5 MT CO_2e annually over the life of the project as shown in Table 3.6-2.

TABLE 3.6-2
PROPOSED PROJECT CONSTRUCTION GHG EMISSIONS

Construction Year	MT CO_2(e) tons/year
2016	944.8
2017	1,073.5
2018	127.3
Total	**2,145.6**
Amortized for 30 Years	**71.5**

Operational Impacts

Area and indirect sources associated with the project would primarily result from electricity and natural gas consumption, water transport (the energy used to pump water to and from the project site), and solid waste generation. GHG emissions from electricity consumed on the project site would be generated offsite by fuel combustion at the electricity provider. GHG emissions from water transport are also indirect emissions resulting from the energy required to transport water from its source. In addition, the proposed development would result in direct emissions from mobile source emissions from motor vehicle trips generated by employees and consumers. The total operational emissions are identified in **Table 3.6-3** for a build out and full occupancy by 2019.

TABLE 3.6-3
PROPOSED PROJECT ANNUAL GHG EMISSIONS

Consumption Source	MT CO_2(e) tons/year
Area Sources	64.2
Energy Utilization	2,219.8
Mobile Source	8,756.3
Solid Waste Generation	353.0
Water Consumption	174.3
Total	**11,567.6**
Guideline Threshold	3,000

Construction and Operation Combined

Although construction activities would be completed prior to full operation of the proposed project, a worst-case evaluation assumes that the total annual emissions associated with the project includes the addition of both amortized construction and annual operational greenhouse gas emissions.

Table 3.6-4 provides the potential residential and commercial construction and operational emissions associated with the project prior to the inclusion of the project features that reduce greenhouse gas emissions discussed in Section 2, Project Description.

TABLE 3.6-4
PROPOSED PROJECT ANNUAL GHG EMISSIONS WITHOUT PROJECT GHG REDUCTION FEATURES

Consumption Source	Residential Development MT CO_2(e) tons/year	Commercial Development MT CO_2(e) tons/year	Proposed Project MT CO_2(e) tons/year
Operational GHG Emissions			
Area Sources	64.2	0.0	64.2
Energy Utilization	478.9	1,740.9	2,219.8
Mobile Source	1,478.2	7,278.1	8,756.3
Solid Waste Generation	40.0	313.0	353.0
Water Consumption	87.0	87.3	174.3
Construction GHG Emissions			
Annualized Construction	35.8	35.7	71.5
Total GHG Emissions	**2,184.1**	**9,455.0**	**11,639.1**
Guideline Threshold			**3,000.0**

As shown above, the residential and commercial uses that are part of the project would generate a total of 11,639.1 MT CO_2e annually.

Table 3.6-5 provides the potential residential and commercial construction and operational emissions associated with the project with the incorporation of the project design features identified in Section 2, Project Description that reduce greenhouse gas emissions.

As shown below, the greenhouse gas reduction features would reduce emissions by 644.3 MT CO_2e annually which represent a decrease of approximately 5.6 percent compared to the emissions without the project greenhouse gas emission reduction features. With the implementation of the proposed project, greenhouse gas emissions associated with the project would exceed the SCAQMD guideline threshold of 3,000 MT CO_2e annually. Therefore, the project greenhouse gas emissions would result in a significant impact.

Mitigation Measures:

As identified above, the project includes a number of project design features that would reduce greenhouse gas emissions. These features are provided in Section 2, Project Description and are considered reasonable and feasible. No additional feasible mitigation measures are available that would reduce greenhouse gas emissions to less than significant.

Significance after Mitigation: Significant and unavoidable

TABLE 3.6-5
PROPOSED PROJECT ANNUAL GHG EMISSIONS WITH PROJECT GHG REDUCTION FEATURES

Consumption Source	Residential Development MT CO_2(e) tons/year	Commercial Development MT CO_2(e) tons/year	Proposed Project MT CO_2(e) tons/year
Operational GHG Emissions			
Area Sources	44.8	0.0	44.8
Energy Utilization	437.6	1,604.1	2,041.7
Mobile Source	1,406.3	6,936.8	8,343.1
Solid Waste Generation	40.0	313.0	353.0
Water Consumption	70.2	70.5	140.7
Construction GHG Emissions			
Annualized Construction	35.8	35.7	71.5
Total GHG Emissions	**2,034.7**	**8,960.1**	**10,994.8**
Guideline Threshold			**3,000.0**

Impact 3.6-2: The project could conflict with an applicable plan, policy or regulation adopted to reduce GHG emissions.

Consistency with CARB Scoping Plan

Out of the Recommended Actions contained in CARB's Scoping Plan, the actions that are most applicable to the project would be Actions E-1 (increased Utility Energy efficiency programs including more stringent building and appliance standards), GB-1 (Green building), and W-1 (Increased water use efficiency). CARB Scoping Plan Action E-1, together with Action GB-1 (Green Building), aims to reduce electricity demand by increased efficiency of Utility Energy Programs and adoption of more stringent building and appliance standards, while Action W-1 aims to promote water use efficiency. The proposed project would be designed to comply with the CALGreen Code to ensure that the new commercial development would use resources (energy, water, etc.) efficiently and reduce pollution and waste. The proposed greenhouse gas reduction features identified in Section 2, Project Description would increase compliance with the CALGreen Code. However, because the project with the design features would substantially exceed the SCAQMD guideline threshold of 3,000 MT CO_2e annually, the project would not be consistent with the CARB Scoping Plan

Consistency with Western Riverside Council of Governments Subregional Climate Action Plan

The City of Wildomar is a member agency of the Western Riverside Council of Governments (WRCOG), which coordinated a subregional CAP process on behalf of its member agencies. The City of Wildomar has not adopted the subregional CAP. The WRCOG's (2014) Subregional CAP establishes a communitywide emissions reduction target of 15 percent below 2010, following guidance from CARB and the Governor's Office of Planning and Research. CARB and the California Attorney General have determined this approach to be consistent with the statewide AB 32 goal of reducing emissions to 1990 levels by the year 2020. Progress toward achieving the 2020 emissions reduction target will be monitored over time through preparation of an annual

memorandum documenting program implementation and performance. Following each annual report, WRCOG and the participating jurisdictions may adjust or otherwise modify the strategies to achieve the reductions needed to reach the target. Such adjustments could include more prescriptive measures, reallocation of funding to more successful programs, and modifications to the 2020 BAU emissions projection and reduction target based on revised population, housing, and employment growth estimates. Additionally, there will be a comprehensive inventory update prior to 2020 to track overall progress toward meeting the GHG reduction target.

To meet emissions reduction targets, the CAP considers existing programs and policies in the subregion that achieve GHG emissions reductions in addition to new GHG reduction measures. Several measures apply to participating jurisdictions in western Riverside County uniformly, because they respond to adoption of a state law (e.g., the Low Carbon Fuel Standard) or result from programs administered at the discretion of a utility serving multiple jurisdictions (e.g., utility rebates). For other more discretionary measures, participating jurisdictions, including the City of Wildomar, have voluntarily committed to a participation level that could be implemented in their communities.

Because the City of Wildomar considers the exceedance of the SCAQMD guideline threshold of 3,000 MT CO_2e annually to be a significant greenhouse gas emissions impact, the proposed project is considered to be not consistent with the WRCOG CAP. Therefore, the proposed project is considered to result in a significant impact related to the consistency with the WRCOG CAP.

Mitigation Measures:

The project includes a number of project design features that would reduce greenhouse gas emissions. These features are provided in Section 2, Project Description and are considered reasonable and feasible. No additional mitigation measures to reduce greenhouse gas emissions are feasible to implement with the proposed project.

Significance after Mitigation: Significant and unavoidable.

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California Air Resources Board (CARB), 2014a. California Greenhouse Gas Inventory for 2000-2012 — by Category as Defined in the 2008 Scoping Plan, http://www.arb.ca.gov/cc/inventory/data/tables/ghg_inventory_scopingplan_00-12_2014-03-24.pdf. Accessed on April 30, 2015.

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3.7 Hydrology and Water Quality

This section provides an evaluation of the potential for the project to result in hydrology and water quality impacts. This section is based in part on the following technical reports: *"Preliminary Geotechnical Report,"* prepared by Earth-Strata, Inc. on August 6, 2013, the "*Interpretive Report for Infiltration System Design*" prepared by Earth-Strata, Inc. on August 6, 2013;; and "*Preliminary Water Quality Management Plan,"* prepared by Pacific Coast Land Consultants on January 5, 2015 and revised on April 14, 2016. These reports are included as **Appendices E-1, F-1**, and **F-2** of this EIR, respectively.

3.7.1 Environmental Setting

Regional Hydrology

The project site is located in the Santa Margarita Watershed, which covers approximately 746 square miles. The main stem of the Santa Margarita River begins at the confluence of Temecula Creek and Murrieta Creek in Southern Riverside County and flows southwest through Temecula Canyon, a large floodplain in Camp Pendleton Marine Corps Base, and ultimately discharges into the Pacific Ocean. The watershed is split into a mountainous highland (upper drainage basin) and a broad, flat-topped sea terrace (coastal drainage basin). The boundary between the upper drainage basin and the coastal drainage basin transitions at the border between Riverside County and San Diego County (**Figure 3.7-1**). The portion of the Upper Santa Margarita River Watershed located in Riverside County is referred to as the Santa Margarita Region (SMR) (RBF, 2013). Impairments of receiving waters in the Upper Santa Margarita River Watershed include pesticides, pathogens, metals, nutrients, sulfates, total dissolved solids, and toxicity (Riverside County, 2012).

Local Hydrology

Climate and Precipitation

The project site is located in Riverside County, which has a Mediterranean climate characterized by hot, dry summers and cool, wet winters. Rainfall within the inland valleys of the County, which includes the project site, averages about 10 to 13 inches per year, with the majority of precipitation occurring between November and March (Riverside County, 2011). Average temperatures recorded in Lake Elsinore, approximately eight miles northwest of the project site, range from a low of 36.4º Fahrenheit (F) in January to highs of 98.1º F in July and August. Average annual precipitation is approximately 12 inches; snowfall does not typically occur in the area. **Table 3.7-1** summarizes average temperatures and precipitation for the project vicinity (WRCC, 2015).

TABLE 3.7-1
PROJECT VICINITY MONTHLY CLIMATE SUMMARY

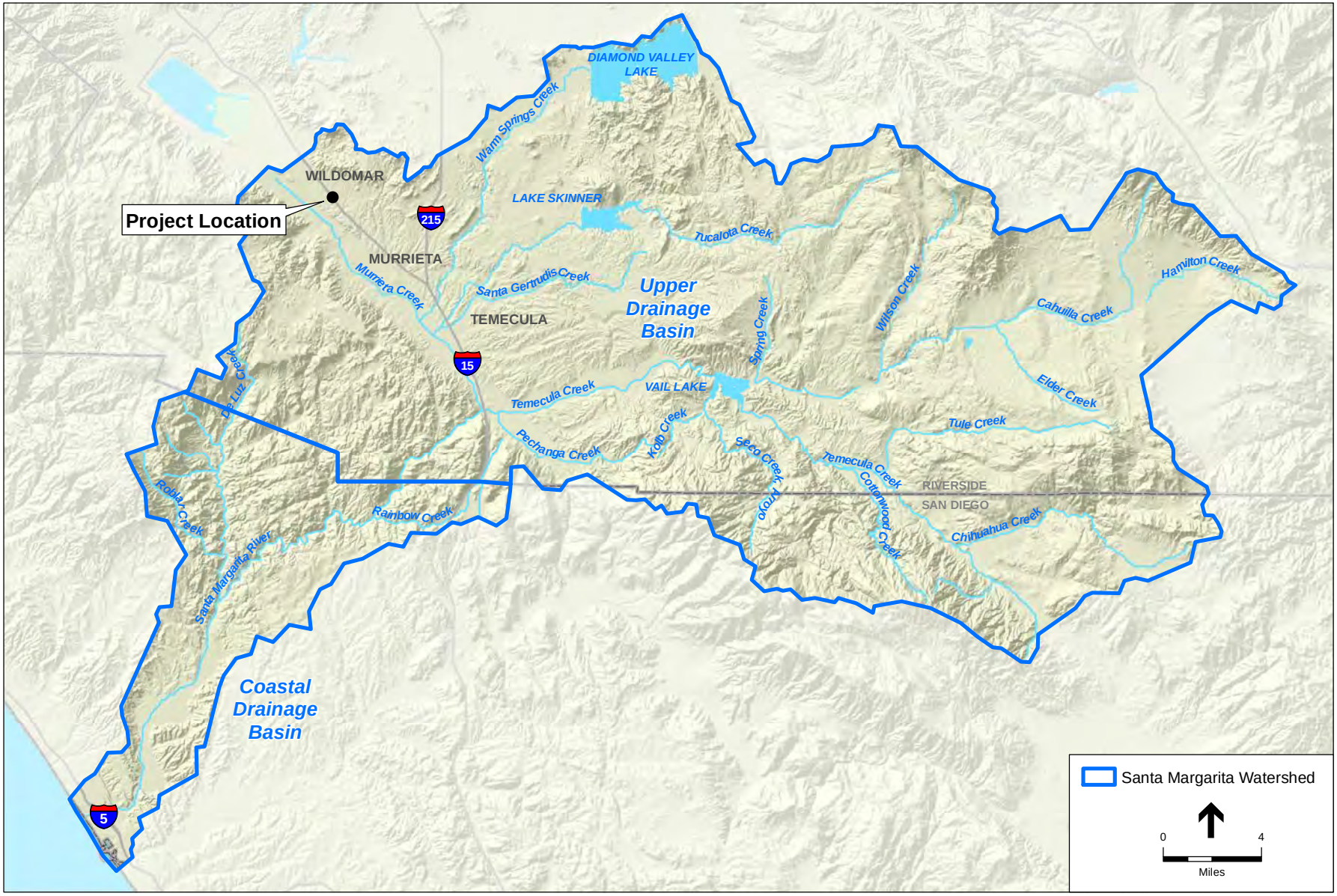
Month[1]	Average Maximum Temperature (F)	Average Minimum Temperature (F)	Average Total Precipitation (in.)	Average Total Snowfall (in.)	Average Snow Depth (in.)
January	65.4	36.4	2.47	0.2	0
February	67.5	38.7	2.54	0.0	0
March	71.0	41.2	2.03	0.0	0
April	76.3	44.7	0.75	0.0	0
May	81.8	49.8	0.23	0.0	0
June	90.5	54.1	0.02	0.0	0
July	98.1	59.4	0.08	0.0	0
August	98.1	59.8	0.12	0.0	0
September	93.5	55.8	0.26	0.0	0
October	83.7	48.8	0.51	0.0	0
November	74.1	41.1	0.99	0.0	0
December	66.9	36.5	2.01	0.3	0
Annual	80.6	47.2	12.01	0.5	0

1 Period of Record: March 10,1973 through January 20, 2015.

SOURCE: WRCC, 2015.

Onsite Drainage

The project site includes approximately 27.6 acres and is currently undeveloped, covered mostly with disturbed grassland communities. There are a few trees in the northwest portion of the site and along the eastern boundary associated with a drainage swale. The vacant site is characterized by gently rolling hills that generally direct surface flows from east to west towards I-15. The project currently receives run-off from adjacent residential developments in the form of two open-ended reinforced concrete pipe (RCP) storm drains (the Murrieta Valley/Westpark Street storm drain and one unnamed storm drain) that discharge into rock aprons on the site. Runoff from the site is currently collected into three existing concrete headwalls located in Caltrans right-of-way on the west side of the project site. See **Figure 3.7-2** for a depiction of onsite drainage.



SOURCE: ESRI; NHD; Riverside County, 2014.

City of Wildomar - Westpark Promenade . 130266

Figure 3.7-1

Watershed Map

SOURCE: ESRI

City of Wildomar - Westpark Promenade . 130266

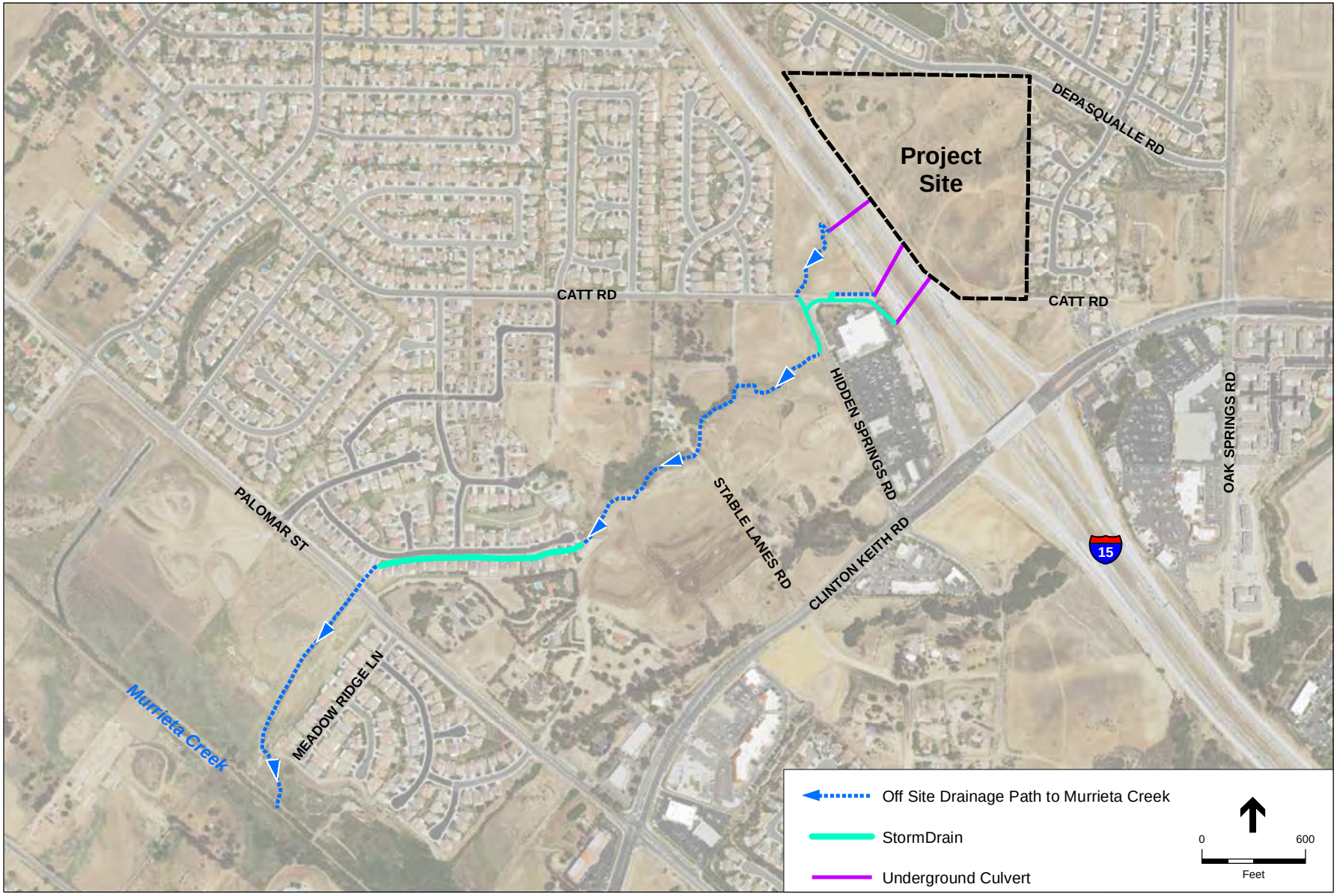
Figure 3.7-2

Existing Site Drainage

Offsite Drainage

The concrete headwalls transmit flows offsite under I-15 to the west side of I-15. The northernmost culvert under the I-15 conveys stormwater to the west side of I-15 onto undeveloped land and follows a drainage path that leads to a culvert that extends under Catt Road at the terminus of Hidden Springs Road. The central culvert that extends under I-15 and conveys stormwater to the terminus of Catt Road located adjacent to and on the west side of I-15. From the culvert, stormwater flows on the north side of Catt Road to a catch basin that conveys stormwater to a storm drain that extends along Catt Road to Hidden Springs Road. The southernmost culvert extends under the I-15 and conveys stormwater to the storm drain located on the west side of I-15 and adjacent to Stater Bros. The storm drain extends to Catt Road and then to Hidden Springs Road. At Hidden Springs Road, the stormwater from the three culverts come together into a storm drain that conveys stormwater for approximately 300 feet south of Catt Road and then discharges stormwater to the west into a drainage. The drainage flows southwest and then into a recently installed storm drain within Greyhawk Road. The storm drain extends along Greyhawk Road and then discharges stormwater to an open channel that extends under Palomar Street and into a drainage that extends around a residential area and eventually joins Murrieta Creek. See **Figure 3.7-3** for a depiction of offsite drainage.

According to Flood Insurance Rate Map (FIRM) Panel 06065C2705G, published by the Federal Emergency Management Agency (FEMA) for Riverside County, the project site is designated as Zone X, defined as an area outside the limits of 100-year and 500-year flood zones (FEMA, 2008).



SOURCE: ESRI; Riverside County GIS, 2014.

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Figure 3.7-3

OffSite Drainage

Water Quality

Section 303(d) of the Clean Water Act requires the identification and listing of impaired water bodies in the United States. The downstream or "receiving" water bodies of the project site drainage are listed in **Table 3.7-2,** along with their impairments and beneficial uses.

TABLE 3.7-2
IMPAIRMENTS AND BENEFICIAL USES* OF DOWNSTREAM RECEIVING WATER BODIES

Receiving Waters	303(d) List Impairments	Designated Beneficial Uses	Proximity to Rare Beneficial Use
Murrieta Creek	• Pesticides (chlorpyrifos) • Metals (iron and copper) • Manganese • Nutrients (nitrogen) • Toxicity	MUN, AGR, IND, PROC, GWR, REC1, REC2, WARM, WILD	Not a rare water body (approx. one mile from site)
Upper Santa Margarita River	• Bacteria (Enterococus fecal coliform) • Nutrients (phosphorus and total nitrogen)	MUN, AGR, IND, PROC, REC1, REC2, WARM, COLD, WILD, RARE	A rare water body (approx. eight miles from site)
Lower Santa Margarita River	• Bacteria (Enterococus fecal coliform) • Nutrients (phosphorus and total nitrogen)	MUN, AGR, IND, PROC, REC1,REC2, WARM, COLD, WILD, RARE	A rare water body (approx. 22.5 miles from site)
Santa Margarita Lagoon	• Nutrients (eutrophic)	REC1, REC2, EST, WILD, RARE, MAR, MIGR, SPWN	A rare water body (approx. 25 miles from site)
Pacific Ocean	None	IND, NAV, REC1, REC2, COMM, BIOL, WILD, RARE, MAR, AQUA, MIGR, SPWN, SHELL	A rare water body (approx. 39 miles from site)

Beneficial Use Definitions:

AGR=Agricultural	EST=Estuarine Habitat	MUN=Municipal and Domestic Supply	REC2=Non-Contact Recreation
AQUA=Aquaculture	IND=Industrial Service Supply	NAV=Navigation	SHELL=Shellfish Harvesting
BIOL=Preservation of Biological Habitat of Special Significance	GWR=Groundwater Recharge	PROC=Industrial Process Supply	SPWN=Spawning, Reproduction and Development
COLD=Cold Freshwater Habitat	MAR=Marine Habitat	RARE=Rare, Threatened or Endangered Species	WARM=Warm Freshwater Habitat
COMM=Commercial and Sport fishing	MIGR=Migration of Aquatic Organisms	REC1=Contact Recreation	WILD=Wildlife Habitat

SOURCE: SWRCB, 2013.

As shown above, the project has a total of five downstream receiving water bodies, all of which have existing impairments. The water bodies are listed in order of proximity to the project site. Each of the above mentioned water bodies are the receiving water body of the one that precedes it. Four of the five water bodies are listed as having impairments with various pollutants, all of which are impaired by some form of nutrients. Four of the five water bodies contain rare, threatened or endangered species.

Groundwater

The project site itself is not underlain by a mapped groundwater basin. However, the site is adjacent to the Elsinore Valley Groundwater Basin (Kent & Belitz, 2013), which underlies the Elsinore Valley. The basin is bounded on the southwest by the Santa Ana and Elsinore Mountains along the Willard fault (a splay of the active Elsinore fault zone). The basin adjoins the Temecula Valley Groundwater Basin on the southeast at a low surface drainage divide. The basin is bounded on the northwest by the Temescal Subbasin of the Upper Santa Ana River Valley Groundwater Basin at a constriction in Temescal Wash. Fluoride content exceeding recommended levels has been found in groundwater near the town of Elsinore (DWR, 2006). Groundwater was observed in one boring onsite at a depth of 12 feet below existing grade (Earth-Strata, 2013).

The Interpretive Report for Infiltration System Design was prepared to determine the infiltration rates and physical characteristics of the subsurface earth materials within the project site. The study was intended to provide onsite percolation rates for the earth materials at the approximate depth of the proposed retention basins which are approximately six to eight feet deep. Based on the data obtained to the percolation tests, the retention basins cannot be designed for infiltration because the infiltration rates are extremely slow.

3.7.2 Regulatory Framework

Federal

Clean Water Act

The CWA (33 U.S.C. Section 1251 et seq.), formerly the Federal Water Pollution Control Act of 1972, was enacted with the intent of restoring and maintaining the chemical, physical, and biological integrity of the "waters of the United States." The CWA required states to set standards to protect, maintain, and restore water quality through the regulation of point source and certain non-point source discharges to surface water.

The CWA was enacted to prohibit the discharge of pollutants to "waters of the United States" from any point source, unless a NPDES permit authorizes the discharge. Regulatory and permitting processes have been established to control the quality of water runoff from urban development. The CWA was amended in 1987, requiring the USEPA to create specific requirements for storm water discharges. In response to the 1987 amendments to the CWA, the USEPA established Phase I of the NPDES Stormwater Program, which required NPDES permits for: (1) municipal separate storm sewer systems generally serving or located in incorporated cities with 100,000 or more people (referred to as municipal permits); (2) 11 specific categories of industrial activity (including landfills); and (3) construction activity that disturbs more than five acres of land. In March 2003, Phase II of the NPDES Program extended the requirements for NPDES permits to numerous small municipal separate storm sewer systems, construction sites of one to five acres, and industrial facilities owned or operated by small municipal separate storm sewer systems, all of which were previously exempted from permitting requirements. Section 402(p) of the CWA mandates that these municipal storm water permits must: (1) effectively

prohibit the discharge of non-storm water to the system except under certain provisions, and (2) require controls to reduce pollutants in discharges from the system to the maximum extent practicable, including BMPs; control techniques; and system, design, and engineering methods.

National Pollutant Discharge Elimination System

As authorized by Section 402(p) of the CWA, the National Pollutant Discharge Elimination System (NPDES) Permit Program controls water pollution by regulating point sources that discharge pollutants into waters of the United States. The State Water Resources Control Board (SWRCB) issues NPDES permits to cities and counties through the Regional Water Quality Control Boards (RWQCBs), and it is the responsibility of the RWQCBs to preserve and enhance the quality of the state's waters through the development of water quality control plans and the issuance of waste discharge requirements. Waste discharge requirements for discharges to surface waters also serve as NPDES permits. This project is under the jurisdiction of the San Diego RWQCB.

Total Maximum Daily Loads

Under CWA Section 303(d) and California's Porter-Cologne Water Quality Control Act of 1969, the State of California is required to establish beneficial uses of state waters and to adopt water quality standards to protect those beneficial uses. Section 303(d) establishes the total maximum daily load (TMDL) process to assist in guiding the application of state water quality standards, requiring the states to identify waters whose water quality is "impaired" (affected by the presence of pollutants or contaminants) and to establish a TMDL, or the maximum quantity of a particular contaminant) and to establish a TDML, or the maximum quantity of a particular contaminant that a water body can assimilate without experiencing adverse effects on the beneficial use identified. The establishment of TMDLs is generally a stakeholder-driven process that involves investigation of sources and their loading (pollution input), estimation of load allocations, and identification of an implementation plan and schedule. Where stakeholder processes are not effective, total maximum daily loads can be established by the RWQCBs or the EPA. TMDLs are adopted as amendments to the Basin Plan required by the Porter-Cologne Water Quality Control Act.

State

Porter Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act (California Water Code Sections 13000 et seq.), passed in 1969, requires protection of water quality by appropriate design, sizing, and construction of erosion and sediment controls. The Porter-Cologne Act established the SWRCB and divided California into nine regions, each overseen by a RWQCB. The SWRCB is the primary state agency responsible for protecting the quality of the state's surface and groundwater supplies and has delegated primary implementation authority to the nine RWQCBs. The Porter-Cologne Act assigns responsibility for implementing federal CWA Sections 401 through 402 and 303(d) to the SWRCB and the nine RWQCBs.

The Porter-Cologne Act requires the development and periodic review of water quality control plans (Basin Plans) that designate beneficial uses of California's major rivers and groundwater basins and establish narrative and numerical water quality objectives for those waters, provide the technical basis for determining waste discharge requirements, identify enforcement actions, and evaluate clean water grant proposals. Compliance with basin plans is primarily achieved through implementation of the NPDES, which regulates waste discharges as discussed above.

The Porter-Cologne Water Quality Control Act requires that any person discharging waste or proposing to discharge waste within any region, other than to a community sewer system, which could affect the quality of the "waters of the state," file a report of waste discharge (ROWD). This report requires a complete characterization of the discharge including design and actual flows, a list of constituents and the discharge concentration of each constituent, a list of other appropriate waste discharge characteristics, a description and schematic drawing of all treatment processes, a description of BMPs used, and a description of disposal methods, and a site map.

Construction General Permit

The State of California adopted a Construction General Permit on September 2, 2009 (Order No. 2009-0009-DWQ, as amended by 2010-0014-DWQ and 2012-0006-DWQ). The most recent Construction General Permit amendment became effective on February 16, 2012. The Construction General Permit regulates construction site storm water management. Projects that disturb one or more acres of soil, as well as projects that would disturb less than one acre but are part of a larger common plan of development that in total will disturb one or more acres, are required to obtain coverage under the general permit for discharges of storm water associated with construction activity. Construction activity subject to this permit includes clearing, grading, and disturbances to the ground, such as stockpiling or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility.

To obtain coverage under this permit, project operators must electronically file Permit Registration Documents, which include a Notice of Intent, a Storm Water Pollution Prevention Plan (SWPPP), and other compliance-related documents, including a risk-level assessment for construction sites, an active storm water effluent monitoring and reporting program during construction, rain event action plans, and numeric action levels (NELs) for pH and turbidity as well as requirements for qualified professionals that prepare and implement the plan. An appropriate permit fee must also be mailed to SWRCB.

The Construction General Permit requires the SWPPP to identify BMPs that will be implemented to reduce effects of construction on receiving water quality. These BMPs are determined based on site characteristics and potential pollutant sources. The BMPs identified are directed at implementing sediment control, erosion control and waste and material management measures to protect water quality. The SWPPP also includes descriptions of the BMPs to reduce pollutants in storm water discharges after all construction phases have been completed at the site (post-construction BMPs).

State Water Resources Control Board

The five-member SWRCB allocates water rights, adjudicates water right disputes, develops statewide water protection plans, establishes water quality standards, and guides the nine Regional Water Quality Control Boards located in the major watersheds of the state. The joint authority of water allocation and water quality protection enables the SWRCB to provide comprehensive protection for California's waters. The SWRCB is responsible for implementing the Clean Water Act and issues NPDES permits to cities and counties through Regional Water Quality Control Boards.

Regional

San Diego Regional Water Quality Control Board

The San Diego Regional Water Quality Control Board (SDRWQCB) has the responsibility for controlling water quality in San Diego County, Imperial County, and parts of Riverside County including the City of Wildomar. The water quality standards for water bodies in the San Diego region are contained in the Water Quality Control Plan for the San Diego Region Basin.

Water Quality Control Plan for the San Diego Basin (Basin Plan)

The Water Quality Control Plan for the San Diego Basin designates beneficial uses for water bodies in the San Diego region and establishes water quality objectives and implementation plans to protect those beneficial uses. Specifically, the Basin Plan (1) designates beneficial uses for surface water and groundwater; (2) sets narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the state's anti-degradation policy, (3) describes implementation programs to protect the beneficial uses of all waters in the region; (4) describes surveillance and monitoring activities to evaluate the effectiveness of the Basin Plan.

The SDRWQCB issues permits, called waste discharge requirements and master reclamation permits, which require that waste and reclaimed water not be discharged in a manner that would cause an exceedance of applicable water quality objectives or adversely affect beneficial uses designated in the Basin Plan. The SDRWQCB enforces these permits through a variety of administrative means.

Local

City of Wildomar General Plan

The Multipurpose Open Space Element describes issues and policies that seek to conserve, or manage the use of, resources and those that seek to preserve resources for the purpose of sustaining their stocks in perpetuity. This includes policies to protect and enhance the water resources in the county, specifically policies that address broad water planning issues and the relationship of land use decisions to water issues. The following policies are applicable to the proposed project.

TABLE 3.7-3
WILDOMAR GENERAL PLAN CONSISTENCY ANALYSIS – HYDROLOGY AND WATER QUALITY

General Plan Multipurpose Open Space Element Policies	Consistency Determination	Analysis
Policy OS 2.2: Where feasible, decrease stormwater runoff by reducing pavement in development areas, and by design practices such as permeable parking bays and porous parking lots with bermed storage areas for rainwater detention.	Consistent	The proposed project has incorporated landscape areas to reduce potential runoff from the project site. The project site's infiltration rates were determined to be extremely slow and not suitable for infiltration. However, the project has incorporated bio retention and sand infiltration facilities and underground retention facilities to decrease stormwater runoff. Therefore, the project would be consistent with this policy.
Policy OS 2.3: Encourage native, drought-resistant landscape planting.	Consistent	The proposed project includes native, drought-tolerant landscape plantings throughout the project site. The project would be consistent with this policy.
Policy OS 3.3: Minimize pollutant discharge into storm drainage systems, natural drainages, and aquifers.	Consistent	The proposed project includes various best management practices to reduce pollutants from stormwater including bio retention and sand infiltration facilities and underground retention facilities as well as stormwater treatment devices that screen, separate and trap trash, debris, sediment, and other pollutants from stormwater runoff.
Policy OS 4.4: Incorporate natural drainage systems into developments where appropriate and feasible.	Consistent	Because the project site is bisected by two drainages, it is not feasible to retain the drainages as part of the proposed project.
Policy OS 4.5: Retain storm water at or near the site of generation for percolation into the groundwater to conserve it for future uses and to mitigate adjacent flooding.	Consistent	The proposed project includes facilities that will retain stormwater on the project site to reduce potential flooding downstream. However, because the project site's infiltration rates were determined to be extremely slow, the project site was determined to be not suitable for infiltration.

City of Wildomar Municipal Code

The City of Wildomar Municipal Code establishes the following requirements that pertain to hydrology and water quality:

Chapter 15.96: Flood Hazard Regulations

This chapter prohibits any development within floodways and also establishes requirements for construction in floodplains. This chapter codifies federal requirements for development within floodplains and requires compliance with those regulations.

Chapter 13.12: Stormwater/Urban Runoff Management and Discharge Controls Ordinance

This chapter establishes requirements for stormwater and non-stormwater quality discharge and control. The chapter prohibits discharges of pollutants or waters containing any pollutants that cause or contribute to a violation of applicable water quality standards. The chapter codifies various federal and state requirements for stormwater pollution prevention and requires compliance with these statutes and regulations. The purpose of this chapter is to reduce pollutants in stormwater discharges to the maximum extent practicable, regulate illicit connections and discharges to the storm drain system, and regulate non-stormwater discharges to the storm drain system. The chapter requires new development projects to control stormwater runoff so as to

prevent any deterioration of water quality that would impair subsequent or competing uses of the water via best management practices (BMPs) that may, among other things, require new developments or redevelopments to increase permeable areas, direct runoff to permeable areas, and maximize stormwater storage for reuse.

- Section 13.12.0060, Reduction of Pollutants in Stormwater, requires new development and redevelopment projects to control stormwater to prevent deterioration of water quality that would impair subsequent or competing uses of the water through BMPs, including increasing permeable areas, directing runoff to permeable areas, and maximizing stormwater storage for reuse. Preliminary Water Quality Management Plans are enforceable under this section.

3.7.3 Impact Assessment

Thresholds of Significance

Based on Appendix G of the CEQA Guidelines, hydrology and water quality impacts would be considered potentially significant if the proposed project would:

- Violate any water quality standards or waste discharge requirements;
- 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);
- 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;
- 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;
- Otherwise substantially degrade water quality;
- 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;
- Place within a 100-year flood hazard area structures which would impede or redirect flood flows;
- Expose people or structures to a significant loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam; or
- Inundation by seiche, tsunami, or mudflow.

Methodology

This following impact analysis focuses on potential impacts of the project related to hydrology and water quality. The evaluation considered project plans, current conditions at the project, and

applicable regulations and guidelines. Some of the above criteria are not considered relevant to the project, based upon project plans and data research, and therefore, they will not be evaluated further in this EIR. These issues are:

Flood Zone Hazards. The proposed project site is located in Zone X, which is defined by FEMA as outside of the 100 year flood zone hazard area and is therefore not located within a federal flood zone or any other delineated flood hazard boundary. Thus, the development of the project would not be located in a flood hazard area and this issue is not applicable to the project.

Seiche, Tsunami, and Mudflow. The project is located inland; elevations on the project site range from 1,300 and 1,350 feet above mean sea level (Earth-Strata, 2013). Therefore, the project area would not be subject to the effects of a tsunami. The nearest large water body to the project site is Lake Elsinore, located approximately 4.6 miles northwest of the northwest site corner. Therefore, the project site would not be affected by seiche waves. Mudflows typically occur following heavy rainfall in a dry area lacking brush (NFIP, 2014). The project site is located in a climate that does not experience high levels of rainfall. Thus, this issue is not applicable to the project.

Impact 3.7-1: The proposed project would not violate any water quality standards or waste discharge requirements.

Construction

The project site contains gently rolling hills, with elevations varying from 1,300 to 1,350 feet above mean sea level. In general, soil on slopes tends to be less stable and more susceptible to becoming entrained in stormwater runoff. The project would involve the introduction of structures on a currently undeveloped site. Construction activities such as vegetation removal, grubbing, grading and excavation associated with the proposed project would loosen soil structure and expose bare soil, making it potentially more easily eroded by wind and rain, especially on slopes. However, the project would maximize canopy interception and water conservation by preserving existing native trees and shrubs, thereby minimizing vegetation disturbance and associated erosion potential and sedimentation during construction.

Construction of the proposed structures within the project area would require the use of heavy equipment and construction-related chemicals, such as fuels, oils, grease, solvents and paints that would be stored in limited quantities on-site. In the absence of proper controls, these construction activities could result in accidental spills or disposal of potentially harmful materials used during construction that could wash into and pollute surface waters on-site and/or worsen water quality of downstream receiving waters. Materials that could potentially contaminate the construction area from a spill or leak include diesel fuel, gasoline, lubrication oil, hydraulic fluid, antifreeze, transmission fluid, lubricating grease, concrete, and other fluids.

As project construction would disturb more than one acre of soil, the project operator would be required to comply with the NPDES Construction General Permit. In compliance with this permit, a SWPPP would be prepared and implemented, which would require erosion control, sediment control, non-stormwater and waste and material management BMPs, such as routine

inspection and maintenance of equipment, that would prevent construction chemicals used on-site from washing into local water bodies. Prior to issuance of a grading permit for construction, the developer would be required to submit a SWPPP to the City Public Works Department that specifies the BMPs that would be used to prevent construction pollutants from contacting stormwater, with the intent of keeping sedimentation or any other pollutants from moving offsite and into receiving waters. The City Public Works Department would review the proposed BMPs within the SWPPP and determine if the BMPs are appropriate. After determining that the BMPs are appropriate, the City can issue a grading permit. BMPs could include the following:

- Limiting grading to the minimum area necessary for construction, operation and decommissioning of the project (erosion control);
- Limiting vegetation disturbance/removal to the maximum extent practicable (erosion control);
- Implementing fiber rolls and sand bags around drainage areas and the site disturbance perimeter (sediment control);
- Stockpiling and disposing of demolition debris, concrete, and soil properly (sediment control);
- Installation of a stabilized construction entrance/exit and stabilization of disturbed areas (sediment control);
- Proper protections for fueling and maintenance of equipment and vehicles (non-stormwater);
- Managing waste, aggressively controlling litter, and implementing sediment controls (non-stormwater); and
- Detention basins and associated directional swales (post-construction).

Implementation of these BMPs have proven effective in protecting water quality of receiving waters during construction and as a result, the potential water quality impacts during construction would be less than significant.

Operation

Operation of the proposed project could also adversely impact water quality. Through the development of residential and commercial land uses on the existing undeveloped site, additional and/or new potential sources of pollutants would be introduced to the project area. Residential and commercial uses could become potential sources of pesticides, sediment, and nutrients (from landscaping), fuels and metals (from vehicles), and trash and debris. Residential uses can also be a source of bacteria (from pet wastes). There are existing impairments for metals (iron and copper), nutrients (nitrogen) and sediment in Murrieta Creek; both the Upper Santa Margarita River and Lower Santa Margarita River are impaired for nutrients (phosphorus and nitrogen) and bacteria. The Preliminary WQMP developed for the project lists nutrients, oxygen-demanding substances, bacteria and viruses, pesticides and metals as the primary pollutants of concern (PCLC, 2015). These pollutants associated with the proposed project could potentially become

entrained in stormwater runoff and discharged offsite, resulting in a new or increased impairment of surface water quality downstream.

The project, however, would include several source control (structural and non-structural) and treatment control BMPs during its operation as required by the NPDES permit for the Municipal Separate Storm Sewer System (MS4) and City of Wildomar Municipal Code. Source control BMPs would prevent the pollution of stormwater runoff by preventing stormwater from coming into contact with potential pollutants such as sediment and chemicals. Structural source control BMPs would include, but would not be limited to, maximization of permeable areas, incorporation of landscaped areas between streets and sidewalks, planting of native/drought tolerant vegetation, storm drain signage, rain shutoff devices on irrigation, and appropriate design of trash receptacle areas. Non-structural source control BMPs would include resident and employee receiving water education, activity restrictions, and street sweeping. Treatment control BMPs would allow for the treatment of runoff that may contain pollutants prior to it exiting the site. Treatment control BMPs would include bio retention and sand infiltration facilities and underground retention facilities with underdrains that would filter runoff and catch basins with inserts that would allow runoff to settle out prior to leaving the site. These facilities would be regularly maintained. Together, these BMPs would achieve a medium to high efficiency pollutant filtration rate of runoff.

As specified in the MS4 NPDES permit and the City of Wildomar Municipal Code, the proposed project would be required to prepare a Final WQMP in accordance with Riverside County requirements that would finalize project-specific site design, source control, and treatment control BMPs, as well as a BMP operation and maintenance plan to ensure their continued efficiency throughout the project lifetime. These BMPs would be aimed at controlling post-development runoff rates and urban runoff pollution. The Final WQMP would demonstrate that BMPs will retain the incremental increase of runoff from a two-year storm event, ten -year storm event, or the BMP Design Volume, whichever is greater. The project operator would be required to include a BMP operation and maintenance plan to ensure continued efficiency of water quality control features throughout the project lifetime. The Final WQMP would be submitted to the City Public Works Department for review and approved prior to the beginning of construction. As a result of adherence to these BMP requirements, operational impacts to water quality would be less than significant.

Significance Determination: Less than significant.

Impact 3.7-2: The project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted).

The main water supplier for the City of Wildomar is the Elsinore Valley Municipal Water District (EVMWD). The EVMWD receives its water from a connection to the Metropolitan Water District of Southern California (Metropolitan), local surface water from Canyon Lake, and local

groundwater from Lake Elsinore (see Section 3.15, Utilities and Service Systems, for a more detailed discussion on this topic). Currently, supplies are sufficient to meet normal year demands and projected growth, but additional infrastructure such as pumping facilities and conveyance facilities will be required to meet peak demands under maximum day conditions (MDD) (EVMWD, 2011).

The project site is currently vacant, and thus providing the proposed project water would represent additional demand on the Elsinore groundwater basin water supplies. Based on the average generation of 400 gallons per multiple family residential unit, the proposed 191 units would generate a demand of approximately 76,400 gallons per day (gpd). Based on the average generation of 120 gallons per 1,000 square feet of commercial per day (gpd), the proposed 118,354 square feet of commercial uses (retail center and restaurants) would generate a water demand of approximately 14,202 gpd. Therefore, the project would generate a water demand of approximately 90,602 gpd. Based on a review of the EVWMD Urban Water Management Plan, groundwater makes up a small percentage (less than 10 percent) of the total water supply, and water supply projections show groundwater pumping within EVMWD would not exceed the Elsinore groundwater basin's annual recharge nor even increase beyond current levels out to the year 2035. In 2013, the EVMWD provided the project applicant a will-serve letter to provide future water service for the proposed project. Therefore, the proposed project would not contribute to an overpumping or substantial decrease in groundwater levels, and the project would not substantially deplete groundwater supplies. Potential project impacts related to groundwater supplies would be less than significant.

The proposed project would reduce the overall amount of pervious ground on-site by introducing impervious structures and groundcover to the site. Specifically, the proposed project would result in an overall reduction of pervious surfaces on-site (from an existing 27.6 acres to 6.05 acres). This would alter existing drainage patterns and reduce the ability of the project site to provide some percolation on the project site. Because the project soils were found to provide extremely slow infiltration rates during the infiltration analysis, retention basins cannot be designed for infiltration as part of the project. Therefore, underground detention vaults are proposed to reduce peak stormwater flows of the project site. The implementation of the proposed impervious surfaces on the project site would not substantially alter the infiltration of water on the project site, and therefore, potential impacts to groundwater supplies would be less than significant.

Significance Determination: Less than significant.

Impact 3.7-3: The project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site.

Construction and operation of the proposed project have the potential to alter the existing drainage pattern of the project site through disturbance of ground surface and placement of impervious structures on-site. Possible impacts of this include erosion, sedimentation and flooding; all of which are interconnected. Erosion is the washing away of soil by rain. Sedimentation is the accumulation of soil and other matter washed into waterways. Flooding is a

general and temporary condition of partial or complete inundation of normally dry land area from unusual and rapid accumulation or runoff of surface waters. Flooding can often cause erosion and sedimentation that could occur simultaneously.

The project site contains two primary drainage channels and gently rolling hills; soil on slopes tends to be less stable. As a result, any alteration to the ground surface and corresponding alteration of the drainage pattern could exacerbate the potential for substantial erosion and siltation. Construction activities such as grading and excavation associated with the proposed project would temporarily alter the ground surface, thus changing the existing drainage pattern of the site. This construction activity would alter the ground surface topography and expose a large amount of bare soil. However, areas that are disturbed would be appropriately protected by silt fences, hay bales, or reseeded to ensure that exposed areas are not susceptible to erosion or siltation in accordance with NPDES Construction General Permit requirements.

Compliance with the NPDES Construction General Permit would involve the development of a SWPPP. The SWPPP would include erosion control BMPs, such as scheduling and preservation of existing vegetation, which would prevent the exposure of soil to water and reduce the threat of erosion. The SWPPP would also implement sediment control BMPs, such as sandbags and fiber rolls, to trap any sediment that mobilizes on-site. Impacts relating to alteration of drainage patterns and causation of erosion, siltation and flooding during project construction would be less than significant.

Operation of the proposed project would permanently introduce impermeable surfaces and structures, including roads, houses, and sidewalks, to the previously undeveloped permeable area. This would generate increased amount of runoff, thus changing the drainage pattern of the project site and potentially result in erosion, siltation and flooding. However, the project would implement operational source control BMPs that would prevent the creation of excess runoff, including testing of irrigation systems to detect and repair overspray and installation of rain shutoff devices preventing irrigation during and after precipitation events. Further, treatment control BMPs would include treatment of first flush flows in bio retention and sand infiltration facilities, underground detention facilities, and catch basins with filters for storm events, which would be regularly maintained. Together, these BMPs would achieve a medium to high efficiency pollutant filtration rate. The project would also be required to develop and implement of a Final WQMP in accordance with City of Wildomar requirements that would finalize project-specific source control, and treatment control BMPs, and would include a BMP operation and maintenance plan to ensure their continued efficiency throughout the project lifetime. The Final WQMP will demonstrate that BMPs will retain the incremental increase of runoff from a two-year storm event, ten-year storm event, or the BMP Design Volume, whichever is greater. Impacts relating to alteration of drainage patterns and causation of erosion, siltation and flooding during project operation would be less than significant.

Significance Determination: Less than significant.

Impact 3.7-4: The project would not 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.

The project would introduce residential and commercial uses on a currently undeveloped site, and would require the construction of storm drains onsite (see Figure 2-11 in Section 2, Project Description). The project would remove a portion of the existing Murrieta Valley/Depasquale Road storm drain to install a tie-in to extend the existing 54-inch storm drain on-site along Westpark Street though the middle of the project site, eventually discharging to the existing northernmost concrete headwall within the Caltrans I-15 right-of-way. The project site would contain two other storm drains, one of which would tie-in to and accept drainage from the existing unnamed storm drain to the east of the project site and would run along a continuation of Copper Court and through the intersection of Copper Court and Westpark Street, eventually discharging to the existing second northernmost headwall within the Caltrans I-15 right-of-way. The third storm drain line would collect stormwater from the southern portion of the project site and would cross Westpark Street, discharging to the southernmost concrete headwall within the Caltrans I-15 right-of-way. Construction of these new storm drains would be adequately sized to capture and convey the anticipated amount of run-on and runoff generated onsite compliant with City drainage control requirements. Roof drains would be directed to landscape areas where practical. In areas where not practical, runoff would spill onto impervious surfaces and become part of the surface flows collected and treated in the proposed storm drain system. Based on the Preliminary WQMP, the implementation of the proposed drainage plan that includes bio-retention, sand infiltration, and underground detention facilities would reduce peak concentration flows exiting the project site. Therefore, the project would result in a less than significant impact on the existing capacities of the three existing culvers extending under the I-15 as well as the facilities downstream of the existing I-15 culverts.

As stated above, in accordance with the NPDES MS4 permit, the project would be required to develop a Final WQMP in accordance with Riverside County requirements that would include BMPs that detain stormwater runoff to the extent practical as that is most effective means of treating stormwater pollutants. These detention BMPs would reduce peak concentration flows discharged offsite and remove pollutants. These BMPs include bio-retention, sand infiltration, and underground detention facilities that would reduce pollutant runoff from the site so that potential water quality impacts from project implementation would be less than significant.

Significance Determination: Less than significant.

Impact 3.7-5: The project would not substantially degrade water quality.

As stated previously, the project has the potential to affect water quality during both construction and operation. Construction activities would loosen soil and introduce chemicals onsite that could potentially mix with runoff and result in sedimentation and/or further impairment of downstream water quality. However, the proposed project would be required to comply with the requirements of the Construction General Permit as stated above, and develop a SWPPP for the project site that would include BMPs aimed at protecting water quality. During operation, the project would

implement structural source control, non-structural control, and treatment control BMPs as part of the project design. These BMPs include bio-retention, sand infiltration, and underground detention facilities aimed at preventing degradation of water quality in accordance with a Final WQMP. The WQMP would define the operation and maintenance measures for each of the proposed BMPs to ensure continued efficiency of stormwater management. The proposed BMPs would reduce potential water quality impacts to less than significant.

The Final WQMP would demonstrate that finalized operational BMPs can retain the incremental increase of runoff from a two-year storm event, ten -year storm event, or the BMP Design Volume, whichever is greater. These potential causations of water quality degradation would be reduced to less-than-significant with implementation of the aforementioned BMPs and mitigation measures.

Based on groundwater measurements from the Preliminary Geotechnical Report, the project site contains some areas of high groundwater levels (i.e., 12 feet below the ground surface). Construction of the proposed detention facilities would extend to approximately six to eight feet below ground surface. Therefore, construction equipment is not expected to come into contact with groundwater. However, in the event that project construction equipment unexpectedly comes into contact with groundwater, BMPs that are part of the Stormwater Pollution Prevention Program as required by the Construction General Permit would be required to be implemented to protect groundwater from potential pollutants. In addition, BMPs would also reduce the degradation of surface water flows exiting the project site during construction activities. Impacts related to the degradation of surface water quality by the proposed project would be less than significant.

Significance Determination: Less than significant.

Impact 3.7-6: The project would not expose people or structures to a significant loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam.

The project would introduce structures and people to a currently undeveloped area. However, as stated previously, the project is not located in a flood zone. There are no levees located within the vicinity of the project site. The project site is also not located in a dam failure inundation zone (Riverside County, 2014). Structures would not be located on nor affect the performance of any levees or dams. Therefore, impacts related to flooding as the result of levee or dam failure would be less than significant.

Significance Determination: Less than significant.

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3.8 Hazards and Hazardous Materials

This section provides an evaluation of the potential for the project to result in hazards and hazardous materials impacts. This section is based in part on the "*Revised Phase I Environmental Site Assessment,"* prepared by Earth-Strata (June 2013), and is included as Appendix G-1 to this EIR.

3.8.1 Environmental Setting

Definitions

Materials and waste are generally considered hazardous if they are poisonous (toxicity), can be ignited by open flame (ignitability), corrode other materials (corrosivity), or react violently, or explode or generate vapors when mixed with water (reactivity). The term "hazardous material" is defined in the State Health and Safety Code (Chapter 6.95, Section 25501[o]) as any material that, because of quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment.

A hazardous waste, for the purpose of this EIR, is any hazardous material that is abandoned, discarded, or recycled, as defined in the State Health and Safety Code (Chapter 6.95, Section 25125). The transportation, use, and disposal of hazardous materials, as well as the potential releases of hazardous materials to the environment, are closely regulated through many state and federal laws.

Potential Receptors/Exposure

The sensitivity of potential receptors in the areas of known or potential hazardous materials contamination is dependent on several factors, the primary factor being the potential pathway for human exposure. Exposure pathways include external exposure, inhalation, and ingestion of contaminated soil, air, water, or food. The magnitude, frequency, and duration of human exposure can cause a variety of health effects, from short-term acute symptoms to long-term chronic effects. Potential health effects from exposure can be evaluated in a health risk assessment. The principle elements of exposure assessments typically include:

- Evaluation of the fate and transport processes for hazardous materials at a given site;
- Identification of potential exposure pathways;
- Identification of potential exposure scenarios;
- Calculation of representative chemical concentrations; and
- Estimation of potential chemical uptake.

Hazardous Building Materials

Development and redevelopment projects often involve the need to demolish existing older structures. Many older buildings contain building materials that consist of hazardous materials, which can be hazardous to people and the environment once disturbed. These materials include lead-based paint, asbestos-containing materials (ACM), and polychlorinated biphenyls (PCBs).

Prior to the EPA ban in 1978, lead-based paint was commonly used on interior and exterior surfaces of buildings. Through such disturbances as sanding and scraping activities, or renovation work, or gradual wear and tear, old peeling paint, or paint dust, particulates have been found to contaminate surface soils or cause lead dust to migrate and affect indoor air quality. Exposure to residual lead can cause severe adverse health effects especially in children.

Asbestos is a naturally-occurring fibrous material that was extensively used as a fireproofing and insulating agent in building construction materials before such uses were banned by the U.S. Environmental Protection Agency (EPA) in the 1970s. ACM were commonly used for insulation of heating ducts as well as ceiling and floor tiles to name a few typical types of materials. Similar to lead-based paint, ACM contained within the building materials present no significant health risk because there is no exposure pathway. However, once these tiny fibers are disturbed, they can become airborne and become a respiratory hazard. The fibers are very small and cannot be seen with the naked eye. Once they are inhaled, they can become lodged into the lung potentially causing lung disease or other pulmonary complications.

PCBs are organic oils that were formerly used primarily as insulators in many types of electrical equipment including transformers and capacitors. After PCBs were determined to be a carcinogen in the mid to late 1970s, the U.S. EPA banned PCB use in most new equipment and began a program to phase out certain existing PCB-containing equipment. Fluorescent lighting ballasts manufactured after January 1, 1978 do not contain PCBs and are required to have a label clearly stating that PCBs are not present in the unit.

Local Setting

The project site is undeveloped. Land uses within the project vicinity includes a mix of commercial, retail, and residential. Commercial and light industrial operations have the potential to release hazardous materials to soil and groundwater in the vicinity of the project area. Potential sources include gasoline service stations and commercial uses that handle solvents or other hazardous materials. Residential land use can also result in the release of hazardous materials such as cleaning and degreasing solvents, fertilizers and pesticides.

A Phase I Environmental Assessment was prepared for the project site, which included a regulatory database search of existing sites within and immediately adjacent to the project area (Earth-Strata, 2013b). The EDR database was searched which includes a review to evaluate whether the subject property and/or nearby sites have reported USTs, hazardous waste generation, or hazardous material releases, and regulatory information from the federal, state, and local agencies. The database search did not identify any sites on or near the project site that have had reported releases of hazardous materials or waste including active contaminated sites that are currently under assessment and/or remediation.

The EDR Historical Auto Stations, Historical Cleaners, & Manufactured Gas Plants Databases identified two sites on or near the project site that are listed as a historical auto station and a historical cleaner.

3.8.2 Regulatory Framework

The project is subject to government health and safety regulations applicable to the transportation, use, and disposal of hazardous materials. This section provides an overview of the regulatory setting that is applicable to the health and safety within the project area.

Federal

The primary federal agencies with responsibility for hazardous materials management include the United States EPA, United States Department of Labor Occupational Safety and Health Administration (Fed/OSHA), and the United States Department of Transportation (DOT). Federal laws, regulations, and responsible agencies are summarized in **Table 3.8-1**.

TABLE 3.8-1
FEDERAL LAWS AND REGULATIONS RELATED TO HAZARDOUS MATERIALS MANAGEMENT

Classification	Law or Responsible Federal Agency	Description
Hazardous Materials Management	Community Right-to-Know Act of 1986 (also known as Title III of the Superfund Amendments and Reauthorization Act (SARA)	Imposes requirements to ensure that hazardous materials are properly handled, used, stored, and disposed of and to prevent or mitigate injury to human health or the environment in the event that such materials are accidentally released.
Hazardous Waste Handling	Resource Conservation and Recovery Act of 1976 (RCRA)	Under RCRA, the EPA regulates the generation, transportation, treatment, storage, and disposal of hazardous waste from “cradle to grave.”
	Hazardous and Solid Waste Act	Amended RCRA in 1984, affirming and extending the “cradle to grave” system of regulating hazardous wastes. The amendments specifically prohibit the use of certain techniques for the disposal of some hazardous wastes.
Hazardous Materials Transportation	U.S. Department of Transportation (DOT)	Has the regulatory responsibility for the safe transportation of hazardous materials. The DOT regulations govern all means of transportation except packages shipped by mail (49 CRF).
	U.S. Postal Service (USPS)	USPS regulations govern the transportation of hazardous materials shipped by mail.
Occupational Safety	Occupational Safety and Health Act of 1970	Fed/OSHA sets standards for safe workplaces and work practices, including the reporting of accidents and occupational injuries (29 CFR).

State

California Environmental Protection Agency

In January 1996, the California Environmental Protection Agency (Cal EPA) adopted regulations implementing a Unified Hazardous Waste and Hazardous Materials Management Regulatory Program (Unified Program). The program has six elements: hazardous waste generators and hazardous waste on-site treatment; underground storage tanks; aboveground storage tanks; hazardous materials release response plans and inventories; risk management and prevention programs; and Unified Fire Code hazardous materials management plans and inventories. The plan is implemented at the local level. The Certified Unified Program Agency (CUPA) is the local agency that is responsible for the implementation of the Unified Program. In Riverside

County, the Riverside County Department of Environmental Health is the designated CUPA for all businesses.

Hazardous Materials Management

The California Hazardous Materials Release Response Plans and Inventory Law of 1985 (Business Plan Act) requires that any business that handles hazardous materials prepare a business plan, which must include the following:

- Details, including floor plans, of the facility and business conducted at the site;
- An inventory of hazardous materials that are handled or stored on site;
- An emergency response plan; and
- A safety and emergency response training program for new employees.

Hazardous Waste Handling

The Cal EPA DTSC regulates the generation, transportation, treatment, storage, and disposal of hazardous waste. State and federal laws require detailed planning to ensure that hazardous materials are properly handled, used, stored, and disposed of, and, in the event that such materials are accidentally released, to prevent or to mitigate injury to health or the environment. Laws and regulations require hazardous materials users to store these materials appropriately and to train employees to manage them safely.

Under the federal Resource Conservation and Recovery Act of 1976 (RCRA), whose responsibilities are described in Table 3.8-1, above, individual states may implement their own hazardous waste programs in lieu of RCRA, as long as the state program is at least as stringent as federal RCRA requirements. In California, the DTSC regulates the generation, transportation, treatment, storage, and disposal of hazardous waste. The hazardous waste regulations establish criteria for identifying, packaging, and labeling hazardous wastes; prescribe management of hazardous waste; establish permit requirements for hazardous waste treatment, storage, disposal, and transportation; and identify hazardous wastes that cannot be disposed of in landfills.

Hazardous Materials Transportation

The State of California has adopted DOT regulations for the intrastate movement of hazardous materials. State regulations are contained in Title 26 of the California Code of Regulations (CCR). In addition, the State of California regulates the transportation of hazardous waste originating in the State and passing through the State (26 CCR, Section 13-100.2 through 13-1216). Both regulatory programs apply in California. The two State agencies that have primary responsibility for enforcing federal and State regulations and responding to hazardous materials transportation emergencies are the California Highway Patrol (CHP) and the California Department of Transportation (Caltrans).

Occupational Safety

The California Occupational Safety and Health Administration (Cal/OSHA) assumes primary responsibility for developing and enforcing workplace safety regulations in California. Because

California has a federally approved OSHA program, it is required to adopt regulations that are at least as stringent as the federal regulations which are codified at Title 29 of the Code of Federal Regulations. Cal/OSHA standards are generally more stringent than federal regulations.

Cal/OSHA regulations (codified at Title 8 of the CCR) concerning the use of hazardous materials in the workplace require employee safety training, safety equipment, accident and illness prevention programs, hazardous substance exposure warnings, and emergency action and fire prevention plan preparation. Cal/OSHA enforces hazard communication program regulations, which contain training and information requirements, including procedures for identifying and labeling hazardous substances, and communicating hazard information relating to hazardous substances and their handling. The hazard communication program also requires that Materials Safety Data Sheets (MSDS) be available to employees, and that employee information and training programs be documented. These regulations also require preparation of emergency action plans (escape and evacuation procedures, rescue and medical duties, alarm systems, and training in emergency evacuation).

State laws, like federal laws, include special provisions for hazard communication to employees in research laboratories, including training in chemical work practices. Specific, more detailed training and monitoring is required for the use of carcinogens, ethylene oxide, lead, asbestos, and certain other chemicals listed in Title 29, Section 1910 of the CFR. Emergency equipment and supplies, such as fire extinguishers, safety showers, and eye washes, must also be provided and maintained in accessible places.

Cal/OSHA regulations (see Title 8, Sections 340 through 344.90 of the CCR), like the Fed/OSHA regulations (Title 29, Section 1910 of the CFR) includes extensive, detailed requirements for worker protection applicable to any activity that could disturb asbestos-containing materials, including maintenance, renovation, and demolition. These regulations are also designed to ensure that persons working near the maintenance, renovation, or demolition activity are not exposed to asbestos.

Emergency Response

California has developed an emergency response plan to coordinate emergency services provided by federal, state, and local government and private agencies. Responding to hazardous materials incidents is one part of this plan. The plan is administered by the State Office of Emergency Services (OES), which coordinates the responses of other agencies, including Cal EPA, CHP, CDFW, the RWQCB, and the Riverside County Fire Department (RCFD). The RCFD provides first response capabilities, if needed, for hazardous materials emergencies within the project area.

Local

Riverside County Department of Environmental Health

The Environmental Protection and Oversight Division (EPO) is one of the two divisions of the Department of Environmental Health (DEH). The EPO Division has regulatory control over a number of hazardous materials, land use and water system based programs. One of these

programs previously included household hazardous waste, but as of 2006, that was transferred to the Riverside County Waste Management Department.

Riverside County Hazardous Waste Management Plan

Developed pursuant to the Tanner Act (AB 2948), the Riverside County Hazardous Waste Management Plan (HWMP) identifies current and projected future hazardous waste generation and management needs throughout the County. The HWMP provides a framework for the development of facilities to manage hazardous wastes, i.e., facility siting criteria. The HWMP also includes a Households Hazardous Waste Element that is designed to divert household hazardous wastes from the County's landfills.

The County HWMP addresses only those hazardous waste issues with which local governments have responsibilities, namely land use decisions. The County and cities are required to implement facility siting policies and criteria within local planning and permitting processes. The City is required to take one of three actions:

- Adopt a City hazardous waste management plan;
- Incorporate by reference all applicable portions of the County Plan into its General Plan; and
- Enact an ordinance requiring all applicable land use permitting and decisions to be consistent with the siting criteria set forth in the County HWMP.

The City has adopted by reference the applicable portions of the County HWMP.

San Onofre Nuclear Generating Station (SONGS)

The San Onofre Nuclear Generating Station (SONGS) is located near the southern boundary of Orange County, approximately 25 miles west of Temecula. SONGS is a jointly owned enterprise among Southern California Edison, San Diego Gas and Electric, and the cities of Riverside and Anaheim. For hazard mitigation purposes, the federal and State governments have created three levels of emergency zones surrounding nuclear facilities:

- Emergency Planning Zone (EPZ): The federal government requires that communities within approximately 10 miles of a nuclear power plant be included in an EPZ. Within this zone, specific emergency protective plans have been developed.
- Public Education Zone (PEZ): The State of California has defined a broader area between 10 to 20 miles from a plant as a PEZ. Within this zone, the public is informed on preparedness plans. The distance of the project site from the plant, however, would make evacuation highly unlikely.
- Ingestion Pathway Zone (IPZ): The City of Wildomar is located within this zone which covers the areas within 50 miles of SONGS. The purpose of this zone is to prevent the accidental ingestion of deposited radioactive materials by humans and livestock. Southern California Edison, who operates SONGS, will provide notification to all affected jurisdictions within 15 minutes of declaration of any emergency.

On June 7, 2013, Southern California Edison announced that they will be retiring and decommissioning Units 2 and 3 of the nuclear plant and SONGS will be decommissioned by 2015 (Southern California Edison, 2013). They have yet to announce how this will affect these emergency zones.

City of Wildomar General Plan Public Safety Element

The following policies in Table 3.8-2 from the General Plan Safety Element provide direction to address hazards and hazardous materials in the City and are applicable to the project.

TABLE 3.8-2
WILDOMAR GENERAL PLAN CONSISTENCY ANALYSIS – GEOLOGY AND SOILS

General Plan Safety Element Policies	Consistency Determination	Analysis
Policy S 1.1: Mitigate hazard impacts through adoption and strict enforcement of current building codes, which will be amended as necessary, when local deficiencies are identified.	Consistent	The development of the proposed project will be required to be in conformance with current building codes to reduce potential effects associated with groundshaking, subsidence, settlement, and expansion of soils. Therefore, the project would be consistent with this policy.
Policy S 5.1: Develop and enforce construction and design standards that ensure that proposed development incorporates fire prevention features through the following: a) All proposed construction shall meet minimum standards for fire safety as defined in the County Building or Fire Codes, or by County zoning, or as dictated by the Building Official or the Transportation Land Management Agency based on building type, design, occupancy, and use. b) In addition to the standards and guidelines of the Uniform Building Code and Uniform Fire Code fire safety provisions, continue additional standards for high-risk, high occupancy, dependent, and essential facilities where appropriate under the Riverside County Fire Protection Ordinance. These shall include assurance that structural and nonstructural architectural elements of the building will not: impede emergency egress for fire safety staffing/personnel, equipment, and apparatus; nor hinder evacuation from fire, including potential blockage of stairways or fire doors.	Consistent	The proposed project will be required to meet fire safety codes in accordance with the County fire codes and comply with the standards and guidelines of the Uniform Building Code and Uniform Fire Code. The project would be consistent with this policy.
Policy S 6.1: Enforce the policies and siting criteria and implement the programs identified in the County of Riverside Hazardous Waste Management plan, which includes the following: a) Comply with federal and state laws pertaining to the management of hazardous wastes and materials. b) Ensure active public participation in hazardous waste and hazardous materials management decisions in Riverside County. c) Coordinate hazardous waste facility responsibilities on a regional basis through the Southern California Hazardous Waste Management Authority (SCHWMA).	Consistent	The proposed project would involve the use of some hazardous and flammable substances during construction. In addition, during operation, building and landscape maintenance activities would involve the limited quantities of hazardous materials such as cleaning and degreasing solvents, fertilizers, pesticides, and other materials used in the regular maintenance activities. These activities would be required to comply with the City's Hazardous Waste Management Plan which is consistent with the County's plan.

TABLE 3.8-2
WILDOMAR GENERAL PLAN CONSISTENCY ANALYSIS – GEOLOGY AND SOILS

General Plan Safety Element Policies	Consistency Determination	Analysis
d) Encourage and promote the programs, practices, and recommendations contained in the County Hazardous Waste Management Plan, giving the highest waste management priority to the reduction of hazardous waste at its source.		Therefore, the project would be consistent with this policy.

3.8.3 Impact Assessment

Thresholds of Significance

Based on Appendix G of the CEQA Guidelines, hazards and hazardous materials impacts would be considered significant if the project would:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
- 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;
- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area;
- 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;
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or
- 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.

Methodology

The following impact analysis focuses on potential impacts of the project related to hazards and hazardous materials. The evaluation considered project plans, current conditions at the project site, and applicable regulations and guidelines. Some of the above criteria are not considered

relevant to the project, and therefore, they will not be evaluated further in this EIR. These issues are:

Emit Hazardous Emissions Near Schools. The nearest school, Ronald Reagan Elementary School, is located approximately 0.35 miles northeast of the project site. No schools are located within one-quarter mile of the project site. The proposed project would have no impact upon school facilities. Therefore, this issue is not applicable to the project and is not further discussed in this EIR.

Hazardous Materials Sites. The project site is not listed on the State's list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (DTSC, 2015). The proposed project would have no impact. Therefore, this issue is not applicable to the project and is not further discussed in this EIR.

Airport Land Use Plans. The proposed project would not result in a safety hazard for people residing or working in the project area. The project is not located within an airport land use plan or in the vicinity of an airport. The nearest public airport is French Valley Airport, approximately 8.7 miles southeast of the project site. Because of the project's distance from the nearest airport, the project would not result in a safety hazard. The proposed project would have no impact. Therefore, this issue is not applicable to the project and is not further discussed in this EIR.

Private Airstrips. There are no private airstrips in the vicinity of the project site (Google Earth, 2015). The two closest airfields are Skylark Field Airport, located 3.82 miles northwest of the site, and McConville Airstrip, located approximately 11.1 miles northwest of the project site. The proposed project would not present a safety hazard for people residing or working in the project area. Therefore, this issue is not applicable to the project and is not further discussed in this EIR.

Impact Discussion

Impact 3.8-1: The proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

Construction

The construction of the proposed developed of 191 multiple-family attached townhomes, and 118,354 sf commercial retail center would not result in the routine use, storage, transport, or disposal of large quantities of hazardous substances. The proposed project could involve the use of some hazardous and flammable substances during the construction phase. Construction activities would require the use of certain hazardous materials such as fuels, oils, solvents, and glues. Inadvertent release of large quantities of these materials into the environment could adversely impact soil, surface waters, or groundwater quality. However, the on-site storage and/or use of large quantities of materials capable of impacting soil and groundwater are not typically required for the construction of the proposed project. Additionally, for any site that would disturb more than one acre, a National Pollution Discharge Elimination System (NPDES) Permit for General Construction would be required which includes measures that cover the transport, use, and disposal of hazardous materials during construction. With adherence to these existing

regulations, the potential impact associated with routine transportation, use, and disposal of hazardous materials would be less than significant.

The project site is currently vacant and undeveloped. Therefore, no impact would occur with regard to the demolition of any existing structures where hazardous building materials, such as asbestos, lead-based paint, and polychlorinated biphenyls (PCBs) were commonly used in construction because there are no structures. Adherence to existing regulations would reduce the potential for hazardous building materials to impact the environment or the public. As already required by applicable regulations and laws, proposed redevelopment of older existing facilities would be required to adhere to appropriate identification and abatement procedures by certified contractors who employ practices that limit the exposure of hazardous building materials, where present. Therefore, this would be a less than significant impact.

Operation

The proposed project would develop 191 multiple-family attached townhomes and a 118, 354 sf commercial retail center. The secondary activities that would occur at the residential units (e.g., building and landscape maintenance) would involve the use of limited quantities of hazardous materials. Cleaning and degreasing solvents, fertilizers, pesticides, and other materials used in the regular maintenance of buildings and landscaping would be utilized by the proposed residential uses. These activities, however, would not result in the routine transport, use, or disposal of hazardous materials from the project site, and disposal of these materials would be required to comply with the City's Hazardous Waste Management Plan which includes a Households Hazardous Waste Element.

The proposed project would also expect to increase commercial land uses that could involve a range of increases in chemical products that are considered hazardous materials or hazardous waste, such as dry cleaners, restaurants and other similar commercial uses that use limited amounts of regulated chemical products. Exposure to hazardous chemicals through improper handling or through accidental upset conditions could cause acute or chronic health effects to the public and environment.

Handling and use of these hazardous materials and the disposal of the resulting hazardous wastes would be required to follow the applicable laws and regulations, as described in Section 3.8.2, *Regulatory Setting* above. The net result of compliance would be the reduction of risks and hazards to workers, the public, and the environment to levels that would be considered acceptable.

Hazardous materials would typically be stored in their original containers prior to use. As required by existing laws and regulations, the hazardous materials would be stored in each building, in locations according to compatibility and in storage enclosures (i.e., flammable material storage cabinets and biological safety cabinets) or in areas or rooms specially designed, protected, and contained for such storage, in accordance with applicable regulations. Hazardous materials would be handled and used in accordance with applicable regulations by personnel that have been trained in the handling and use of the material and that have received proper hazard-

communication training. Hazardous materials reporting (i.e., California Hazardous Materials Business Planning, California Proposition 65 notification, and Emergency Planning and Community-Right-to-Know Act reporting) would be completed as required.

Existing regulatory requirements, such as RCRA "cradle to grave" requirements for hazardous materials and the County's Hazardous Materials Management Plan, establish minimum standards for businesses handling hazardous materials. This regulatory framework requires that hazardous materials are stored, handled, and disposed of according to the Hazardous Materials and Waste Management Plan of Riverside County and restrictions on facilities handling large quantities of hazardous materials would be placed (however, it is important to note that the project does not include industrial or manufacturing uses that would qualify as large quantity users). Transportation routes for hazardous materials would be identified and regulated (Caltrans) to minimize the potential adverse effects from accidental upset conditions. Therefore, this would be a less than significant impact.

Significance Determination: Less than significant.

Impact 3.8-2: The proposed project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

Construction

The proposed project could involve the use of some hazardous and flammable substances during the construction phase. These substances could include vehicle fuels and oils in the operation of heavy equipment for site grading and roadway construction. Construction vehicles on-site may require routine or emergency maintenance that could result in the release of oil, diesel fuel, transmission fluid, or other materials. These materials would be transported along the roadways and temporarily stored on-site. Containment and spill cleanup is encompassed in the Storm Water Pollution Prevention Plan (SWPPP) discussed in Section 3.7, Hydrology and Water Quality, to prevent hazardous materials from spreading off the property. Hazardous materials being generated during construction would be disposed of in accordance with the required SWPPP. Therefore, as a condition of construction, compliance with existing regulations (NPDES) would address potential upsets and accidents limiting the potential impacts during construction to less than significant.

Operation

The proposed project includes the development of 191 multiple-family attached townhomes and 118,354 sf commercial retail land uses which would likely include the use of hazardous materials and waste common in other commercial/retail mixed-use residential settings. These chemicals could include familiar materials such as toners, paints, lubricants, and kitchen and restroom cleaners as well as relatively small quantities of fuels, oils, and other petroleum-based products. Any businesses that would store hazardous materials and/or waste at its business site would be required to submit a Hazardous Materials Management Plan in accordance with the Riverside County Hazardous Waste Management Plan (HWMP). Both the federal and State governments require all businesses that handle more than a specified amount of hazardous materials to submit

an annual business plan to the local Certified Unified Program Agency (CUPA). The CUPA with responsibility for the City of Wildomar is the Riverside County Environmental Health Department (RCEHD). The RCEHD requires all new commercial and other users to follow applicable regulations and guidelines regarding storage and handling of hazardous waste in a manner such that accidental spills or releases are minimized and spill response supplies are readily available to quickly contain any spill that may occur. With adherence to these existing regulatory requirements, the potential to adversely affect workers, residents, visitors, or the environment would be reduced to less than significant.

Significance Determination: Less than significant.

Impact 3.8-3: The proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

The City of Wildomar Emergency Plan (Ordinance No. 44) objectives are to prepare for and facilitate coordinated and effective responses to emergencies in Wildomar and to provide adequate assistance to other jurisdictions as needed. The plan specifies actions for the coordination of operations, management, and resources during emergencies; governmental responsibilities during emergency events; and a plan for the organization of nongovernmental organizations providing support assistance. The project site is not identified as an Emergency Operations Center. Further, the proposed project would provide adequate access for emergency vehicles. Therefore, the project would have a less than significant impact.

Significance Determination: Less than significant.

Impact 3.8-4: The proposed project would not 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.

The project site does not fall within a fire hazard area under the Fire Hazard Severity Zones in an State Responsibility Area (SRA). A SRA is defined in Section 4102 of the Public Resources Code as: areas of the State in which financial responsibility of preventing and suppressing fires has been determined by the board pursuant to Public Resources Code Section 4125, to be primarily the responsibility of the State.

The project site falls within the Local Responsibility Area (LRA), City of Wildomar within Riverside County. According to the Very High Fire Hazard Severity (VHFHS) Zone LRA map, the project site is within a VHFHS zone under the authority of the City of Wildomar. The project site consists of vacant land and is susceptible to wildland fires. The project would include design features that will reduce the project's susceptibility to fire. The proposed project would be surrounded by roads on all four sides and would include hardscapes, and will include a landscape design plan in compliance with the fire department's safety design elements. The proposed project would be designed to comply with Fire Code and other legal requirements aimed at minimizing fire risks, including safety equipment standards, provide adequate emergency access, and provide sufficient fire hydrants and water flows in compliance with the Riverside County Fire

Department. The proposed project would be required to pay its fair share contribution into the City's development impact fee program and annex into the City's CFD 2013-1, which funds fire protection and suppression services. Based on the project site's proximity to a fire station, design features, and the urban characteristics within the project area, the implementation of the project would not result in any significant exposure of people or structures to the threat of wildfires.

Significance Determination: Less than significant.

References

CALFIRE, *Fire Hazards Severity Zones Map (LRA)*, http://frap.fire.ca.gov/webdata/maps/riverside_west/fhszl_map.60.pdf, 2009, accessed May 19, 2015.

CALFIRE, *Fire Hazards Severity Map (SRA)*, http://frap.fire.ca.gov/webdata/maps/riverside_west/fhszs_map.60.pdf, 2007, accessed May 19, 2015.

Department of Toxic Substances (DTSC), Envirostor, official website search, *Hazardous Waste and Substances Site List*, http://www.envirostor.dtsc.ca.gov/public/, accessed May 19, 2015.

Earth-Strata, Inc., *Phase I Environmental Site Assessment*, 2013 (see Appendix G-1).

3.9 Land Use and Planning

This section identifies the existing and surrounding land uses, analyzes the compatibility of the project with existing land uses, and evaluates the consistency of the project with relevant plans and policies.

3.9.1 Environmental Setting

Regional

The project site is located in the Inland Empire. "Inland Empire" refers to the U.S. Census Bureau's federally defined Riverside-San Bernardino-Ontario metropolitan area, which covers more than 27,000 square miles. The project site is located within the City of Wildomar, which is within the southwestern portion of the County of Riverside, approximately 77 miles southeast of downtown Los Angeles, 70 miles northeast of downtown San Diego, and 30 miles inland from the Pacific Ocean. The corporate limits of Wildomar cover 24 square miles and include approximately 32,176 people (U.S. Census, 2010).

City of Wildomar

Wildomar's corporate limits and sphere of influence encompass approximately 24 square miles and consist of properties contained within the City's corporate boundaries as well as portions of unincorporated Riverside County. Wildomar is adjacent to the City of Lake Elsinore to the north, the City of Menifee to the east and the City of Murrieta to the south, and unincorporated Riverside County to the west.

Like most cities in the southwestern Riverside County, Wildomar is primarily a residential community with concentrated areas of rural and single-family residential neighborhoods with rural mountainous and open space areas. Four generalized land use types within the City are: residential, commercial and office, industrial, and public/institutional and open space. The City does not have a traditional downtown around which the land uses radiate, but rather clusters of commercial development along major arterial roads, particularly along the Interstate 15 (I-15) corridor.

Project Site

The project area is located in the southern portion of the City of Wildomar, and is bounded by Depasquale Road to the north, Interstate 15 (I-15) to the west, Catt Road to the south, and residential land uses to the east. There are approximately 27.6 gross acres within the project area. In general, the study area is characterized by a mix of land uses (Figure 2-3). The discussion below describes the major land uses in greater detail.

Surrounding Land Uses

The following provides a brief description of land uses existing to the north, east, south and west of the project area.

Land uses to the north: Land uses north of the project area consist primarily of residential uses as well as undeveloped open space areas. Depasquale Road, an east-west two-lane road, delineates the northeastern-most border of the project area. Land uses beyond the residential subdivision, includes open space uses and scattered rural residential land uses.

Land uses to the west: The project site is bordered on the west by the I-15 freeway corridor. I-15 is a major north-south freeway servicing the City of Wildomar, Temecula and Murrieta areas, linking it to Riverside and the Los Angeles metropolitan area (via Corona) and to San Diego (via Escondido). Land uses beyond the I-15, to the west, consist of a variety of residential, commercial and industrial uses.

Land uses to the south: The southern portion of the project site is bounded by Catt Road, an undeveloped dirt road. Land uses south of the project site are predominately commercial uses including gas stations, fast-food, big box, and convenience stores.

Land uses to the east: The eastern portion of the project site is bounded by residential uses beyond which is George Avenue and rural residential uses.

3.9.2 Regulatory Framework

Regional

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is the designated Metropolitan Planning Organization (MPO) for six counties: Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. As the designated MPO for the region, SCAG is mandated by the federal government to research and create plans for transportation, growth management, hazardous waste management, and air quality. SCAG's major responsibilities include:

- Maintenance of a continuous, comprehensive, and coordinated planning process resulting in a Regional Transportation Plan (RTP) and a Regional Transportation Improvement Program (RTIP).
- Development of demographic projections plus the integrated land use, housing, employment, transportation programs, measures, and strategic portions of the South Coast Air Quality Management Plan (AQMP), as well as serving as co-lead agency for air quality planning for the Central Coast and Southeast Desert air basin districts.
- Responsibility under the federal Clean Air Act (CAA) for determining whether projects, plans, and programs conform to the CAA.
- To function as the authorized regional agency for intergovernmental review of programs proposed for federal financial assistance and direct development activities.
- Review of environmental impact reports for projects having regional significance for consistency with regional plans.
- To function as the authorized area-wide waste treatment management planning agency pursuant to federal water pollution control statutes.

- Responsibility under state law for preparation of the Regional Housing Needs Assessment (RHNA).

Regional Comprehensive Plan

The 2008 Regional Comprehensive Plan (RCP) is an advisory plan that establishes a strategy for defining and solving the region's inter-related housing, traffic, water, air quality and other regional challenges. The RCP ties together SCAG's role in transportation, land use, and air quality planning as well as recommending key roles and responsibilities for public and private sector stakeholders and inviting them to help implement the policies of the RCP. The nine areas covered in the RCP are land use and housing, open space and habitat, water, energy, air quality, solid waste, transportation, security and emergency preparedness, and economy. The RCP policies that are applicable to the proposed project are discussed in Table 3.9-3 below in Section 3.9.3.

Regional Housing Need Allocation

The Regional Housing Need Allocation (RHNA) is a key tool for SCAG and its member governments to plan for growth in the region. The RHNA quantifies the need for housing for households of varying incomes within each jurisdiction. The RHNA does not necessarily encourage or promote growth, but it helps communities to anticipate growth so that they can guide the growth in such a way as to enhance the quality of life; improve access to jobs, transportation and housing; and not adversely impact the environment. The RHNA consists of two measurements of housing need: (1) existing need and (2) future need. The City's RHNA for the 2014-2021 planning period is 2,535 dwelling units, and the unmet RHNA for the 2006-2014 planning period is 538 units. For the past five years (2010 to 2015), the City has experience a growth of approximately 296 residential units (California Department of Finance, 2015).

Regional Transportation Plan 2012-2035/Sustainable Communities Strategy

In April 2012, SCAG adopted the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The RTP/SCS includes a strong commitment to reduce emissions from transportation to comply with SB 375, improve public health, and meet the National Ambient Air Quality Standards as set forth by the federal Clean Air Act. The RTP/SCS links its goals of sustaining mobility with its goals for fostering economic development; enhancing the environment; reducing energy consumption; promoting transportation-friendly development patterns; and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. In summary, the 2012-2035 RTP/SCS provides a blueprint for improving quality of life for residents by providing more choices for where they will live, work, and play, and how they will move around. Those policies and the project's consistency with them are discussed in Table 3.9-3 of Section 3.9.3 Impact Assessment, below.

Local

Wildomar General Plan[1]

The General Plan is organized into eight separate elements, including Land Use, Circulation, Multipurpose Open Space, Safety, Noise, Housing, Air Quality, and Administration. Each General Plan Element is instrumental to achieving long-term development goals. Until the City of Wildomar General Plan is finalized and adopted, the County General Plan is considered a blueprint for development in the city, and provides long-term policy guidance for the community's physical, economic, social, and environmental changes. The policies applicable to the proposed project are addressed in each section in Chapter 3 of this EIR. The policies addressed in this Land Use and Planning section are from the Land Use Element. Following is an overview of the City's Land Use Element.

Land Use Element

The General Plan Land Use Element functions as a guide to planners, the general public, and decision makers as to the ultimate pattern of development. The Land Use Element designates the general distribution, general location, and extent of land uses, such as housing, business, industry, open space, agriculture, natural resources, recreation, and public/quasi-public uses. These designations are reflected on the General Plan Land Use Map, which categorizes individual parcels of land into five basic categories ("Foundation Components"): Rural; Rural Community; Community Development; Agriculture; and Open Space. As reflected on the General Plan Land Use Map, the Land Use Element provides for a balanced mixture of land uses, including commercial, office, industrial, agriculture, and open space. For each of the various land use designations, the General Plan provides standards for residential density and non-residential intensity, and provides specific policies intended to ensure that residential product types, densities, and intensities respond to a multitude of market segments. The Land Use Element governs how land is to be utilized; therefore many of the issues and policies contained in other plan elements are linked in some degree to this element. The policies that are applicable to the proposed project are addressed in Table 3.9-2 below in Section 3.9.3, Impact Assessment.

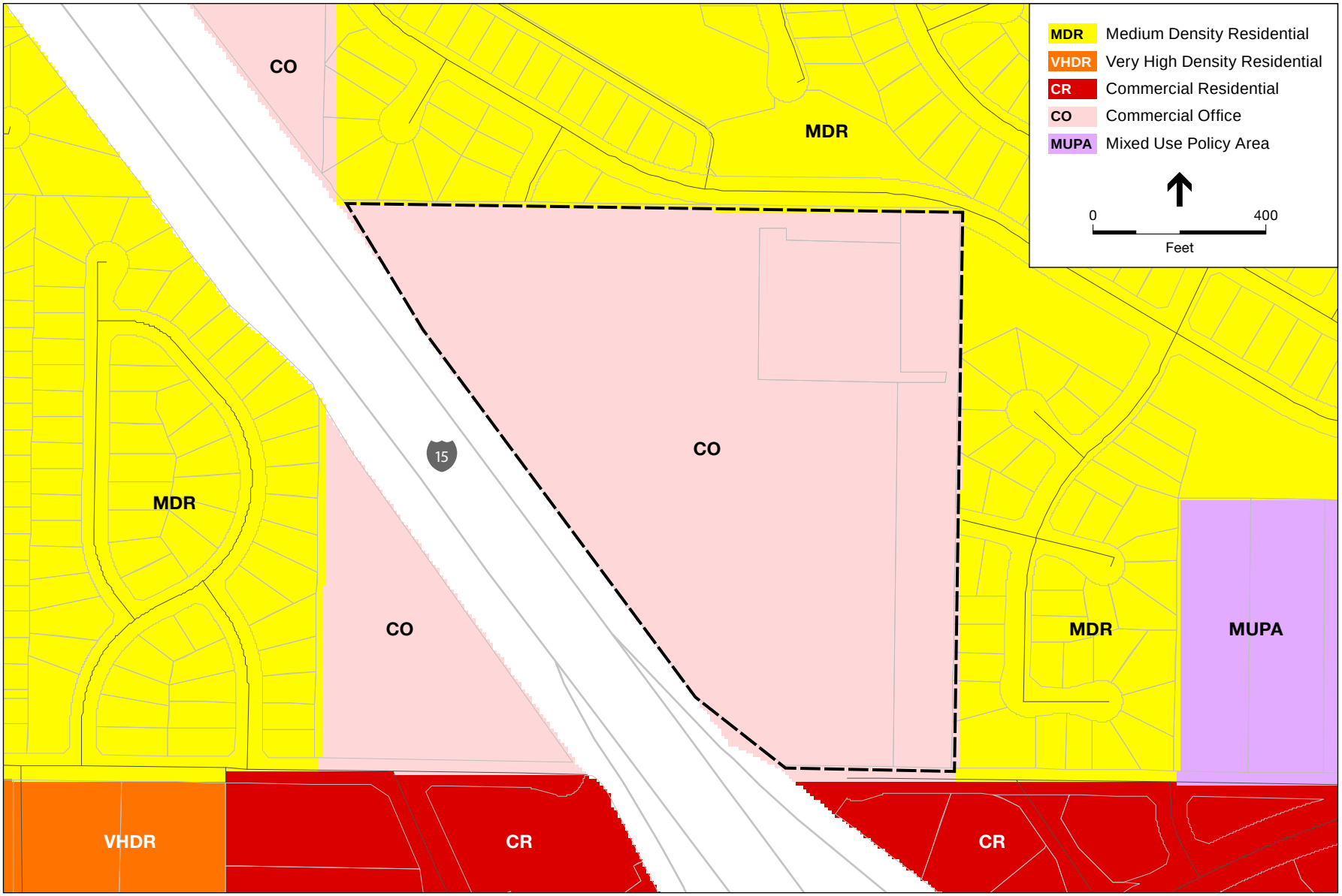
The project site contains a General Plan land use designation of Commercial Office (CO). There are five existing General Plan Land Use Designations within the project vicinity: CO, Medium Density Residential (MDR), Mixed Use Plan Area (MUPA), Commercial Retail (CR), and Very High Density Residential (VHDR). **Table 3.9-1**, below, describes each land use designation in detail. **Figure 3.9-1** shows the existing General Plan land use designations on the project site and surrounding area.

[1] Upon the City of Wildomar's incorporation, the City adopted portions of the County of Riverside's General Plan in July 2008. On October 9, 2013, the City Council approved a scope of work for the 2014 General Plan Update and this update will constitute the first update of the City's General Plan.

TABLE 3.9-1
LAND USE DESIGNATIONS IN THE PROJECT AREA

Land Use Designation	Permitted Use
Commercial Office (CO)	The Commercial Office land use designation allows for a variety of office uses, including financial institutions, legal services, insurance services, and other office and support services. Commercial Office uses will be permitted based on their compatibility with surrounding land uses. Floor area ratios range from 0.35 to 1.0.
Medium Density Residential (MDR)	The Medium Density Residential land use designation provides for the development of conventional single family detached houses and suburban subdivisions. Limited agriculture and animal keeping uses, such as horses are allowed in this category. The density range is 2.0 to 5.0 dwelling units per acre, which allows for the lot sizes to range from 5,500 to 20,000 square feet.
Mixed Use Plan Area (MUPA)	The Mixed Use Planning Area land use designation is intended to reflect mixed use areas. The intent of the designation is not to identify a particular mixture or intensity of land uses, but to designate areas where a mixture of residential, commercial, office, entertainment, educational, and/or recreational uses, or other uses is planned. Many of the Mixed Use Planning Areas are located in specific plans. In the future, these areas may be appropriate candidates for the Community Center designation. In order for the Community Center designation to be considered, the project proponent is required to file a specific plan or a specific plan amendment, wherein issues relating to density, traffic, provision of transit services, compatibility with other nearby land uses, fiscal impacts, and other issues relating to the viability of the Community Center proposal are addressed and resolved.
Commercial Retail (CR)	Commercial Retail (CR) - The Commercial Retail land use designation allows for the development of commercial retail uses at a neighborhood, community and regional level, as well as for professional office and tourist-oriented commercial uses. Commercial Retail uses will be permitted based on their compatibility with surrounding land uses, and based on the amount of Commercial Retail acreage already developed within County unincorporated territory. The amount of land designated for Commercial Retail development within the County's land use plan exceeds that amount which is anticipated to be necessary to serve the County's population at build out. This oversupply will ensure that flexibility is preserved in site selection opportunities for future retail development within the County. Floor area ratios range from 0.2 to 0.35. (In order to more accurately project the actual potential for retail development within the County unincorporated areas, and the traffic and environmental impacts that would result from it, the statistical build out projections for the General Plan EIR assumed that 40% of the area designated Commercial Retail might ultimately develop as commercial uses. It was further assumed that the remaining 60% of the area designated CR would likely develop as residential uses within the Medium Density Residential range.)
Very High Density Residential (VHDR)	The Very High Density Residential land use designation allows for the development of multi-family apartments, duplexes, and condominiums, with a density range of 14.0 to 20.0 dwelling units per acre

SOURCE: County of Riverside, 2003.



SOURCE: Interwest Consulting Group

City of Wildomar - Westpark Promenade . 130266

Figure 3.9-1
General Plan Land Use

City of Wildomar Zoning Code

The City of Wildomar Zoning Code (Chapter 17 of the Municipal Code) serves as the primary implementation tool of the Land Use Element of the General Plan and provides specific development and land use standards for the City of Wildomar. There is one existing zoning designation on the project site, Scenic Highway Commercial (CPS). The CPS designation allows various commercial uses and not more than 200 square feet of outside storage. The existing residential uses to the north and east of the site are currently designated One-Family Dwelling Zone. The area south of the project site is currently zoned CPS (City of Wildomar, 2016).

3.9.3 Impact Assessment

Thresholds of Significance

Based on Appendix G of the State CEQA Guidelines, impacts related to land use and planning issues may be considered significant if the proposed project would:

- Physically divide an established community
- 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; or
- Conflict with any applicable habitat conservation plan or natural community conservation plan.

Methodology

Some of the above criteria are not considered relevant to the project, based upon project plans and data research, and therefore, they will not be evaluated further in this EIR. These issues are:

Physically divide an established community. The project site is currently undeveloped and is east of and adjacent to Interstate 15 (I-15) south and west of a residential subdivision and, therefore, would not physically divide an established community.

Impact 3.9-1: The proposed project would not 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 plan, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

Southern California Association of Governments

Table 3.9-2 lists the policies from SCAG's *Regional Comprehensive Plan* and goals of the 2012 *Regional Transportation Plan* that are relevant to the project, and provides a discussion of the project's level of consistency with each policy/goal. SCAG policies focus largely on achieving job and housing balance within individual communities throughout the region, encouraging development patterns and densities that reduce infrastructure costs and reliance on the automobile, and promoting public transit use. SCAG also seeks to minimize environmental impacts through the use of "green" building techniques and landscaping practices, provide

affordable housing, and minimize new development in open space areas with limited emergency access.

TABLE 3.9-2
CONSISTENCY ANALYSIS – SCAG REGIONAL PLANS

Southern California Association of Governments Plans	Consistency Determination	Analysis
Regional Comprehensive Plan		
Land Use and Housing		
LU-6.2: Developers and local governments should integrate green building measures into project design and zoning such as those identified in the U.S. Green Building Council's Leadership in Energy and Environmental Design, Energy Star Homes, Green Point Rated Homes, and the California Green Builder Program.	Consistent	The proposed project includes various greenhouse gas emissions reduction features that will be incorporated into the proposed project. These features are identified in Section 2, Project Description. The project would be consistent with this policy.
Open Space and Habitat		
OSC-10: Developers and local governments should promote infill development and redevelopment to revitalize existing communities.	Consistent	The proposed project is surrounded on the east, south, and north by existing development, and on the west by I-15. The development of the proposed project is considered an infill project and would be consistent with this policy.
OSC-11: Developers should incorporate and local governments should include land use principles, such as green building, that use resources efficiently, eliminate pollution and significantly reduce waste into their projects, zoning codes and other implementation mechanisms.	Consistent	The proposed project includes various greenhouse gas emissions reduction features that will be incorporated into the proposed project. These features are identified in Section 2, Project Description. The project would be consistent with this policy.
OSC-12: Developers and local governments should promote water-efficient land use and development	Consistent	The proposed project includes water reduction features as part of the proposed greenhouse gas emissions reduction features. These features are identified in Section 2, Project Description. The project would be consistent with this policy.
WA-12: Developers and local governments should reduce exterior uses of water in public areas, and should promote reduced use in private homes and businesses, by shifting to drought-tolerant native landscape plants (xeriscaping), using weather-based irrigation systems, educating other public agencies about water use, and installing related water pricing incentives.	Consistent	The proposed project includes drought-tolerant landscape species to reduce water use during operation of the proposed project. The project would be consistent with this policy.

TABLE 3.9-2
CONSISTENCY ANALYSIS – SCAG REGIONAL PLANS

Southern California Association of Governments Plans	Consistency Determination	Analysis
EN-10: Developers and local governments should integrate green building measures into project design and zoning such as those identified in the U.S. Green Building Council's Leadership in Energy and Environmental Design, Energy Star Homes, Green Point Rated Homes, and the California Green Builder Program. Energy saving measures that should be explored for new and remodeled buildings include: • Using energy efficient materials in building design, construction, rehabilitation, and retrofit • Encouraging new development to exceed Title 24 energy efficiency requirements. • Developing Cool Communities measures including tree planting and light-colored roofs. These measures focus on reducing ambient heat, which reduces energy consumption related to air conditioning and other cooling equipment. • Utilizing efficient commercial/residential space and water heaters: This could include the advertisement of existing and/or development of additional incentives for energy efficient appliance purchases to reduce excess energy use and save money. Federal tax incentives are provided online at http://www.energystar.gov/index.cfm?c=Products.pr_tax_credits. • Encouraging landscaping that requires no additional irrigation: utilizing native, drought tolerant plants can reduce water usage up to 60 percent compared to traditional lawns. • Encouraging combined heating and cooling (CHP), also known as cogeneration, in all buildings. • Encouraging neighborhood energy systems, which allow communities to generate their own electricity • Orienting streets and buildings for best solar access. • Encouraging buildings to obtain at least 20% of their electric load from renewable energy	Consistent	The proposed project includes various features that would reduce energy use and exceed Title 24 energy efficiency requirements. The proposed project would be consistent with this policy.
EN-14: Developers and local governments should explore programs to reduce single occupancy vehicle trips such as telecommuting, ridesharing, alternative work schedules, and parking cash-outs.	Consistent	The proposed project includes the provision of a car/vanpool program, preferred parking for carpool or low emission cars, and provides bike lockers and racks to reduce vehicle trips.
Air Quality		
AQ 4.3: Recommending utilization of green building practices as potential mitigation measures.	Consistent	The proposed project includes green building practices to reduce greenhouse gas emissions that could be potentially associated with the project. The project would be consistent with this policy.
Solid Waste		

TABLE 3.9-2
CONSISTENCY ANALYSIS – SCAG REGIONAL PLANS

Southern California Association of Governments Plans	Consistency Determination	Analysis
SW-1: Developers and local governments should integrate green building measures into project design and zoning including, but not limited to, those identified in the U.S. Green Building Council's Leadership in Energy and Environmental Design, Energy Star Homes, Green Point Rated Homes, and the California Green Builder Program. Construction reduction measures to be explored for new and remodeled buildings include: • Reuse and minimization of construction and demolition (C&D) debris and diversion of C&D waste from landfills to recycling facilities. • An ordinance that requires the inclusion of a waste management plan that promotes maximum C&D diversion. • Source reduction through (1) use of building materials that are more durable and easier to repair and maintain, (2) design to generate less scrap material through dimensional planning, (3) increased recycled content, (4) use of reclaimed building materials, and (5) use of structural materials in a dual role as finish material (e.g. stained concrete flooring, unfinished ceilings, etc.). • Reuse of existing building structure and shell in renovation projects. Building lifetime waste reduction measures that should be explored for new and remodeled buildings include: • Development of indoor recycling program and space. • Design for deconstruction. • Design for flexibility through use of moveable walls, raised floors, modular furniture, moveable task lighting and other reusable components.	Consistent	The proposed project includes the integration of green building measures as part of the greenhouse gas emissions reduction features that addressed in Section 2, Project Description. The project also includes the recycling of at least five percent of demolition debris during construction and includes recycling bins to separate recyclables by type during the operation of the proposed project.
2012 Regional Transportation Plan		
Maximize mobility and accessibility for all people and goods in the region.	Consistent	The proposed project is located in close proximity of the Clinton Keith Road/I-15 interchange which will maximize accessibility to the proposed commercial uses for people traveling along I-15. The proposed project would be consistent with this goal.
Protect the environment and health of our residents by improving air quality and encouraging active transportation.	Consistent	The proposed project includes a mix of commercial and residential uses that would result in a reduction of vehicle miles traveled associated with the project site. This reduction will assist in reducing air emissions within the region. The proposed project would be consistent with this goal.
Encourage land use and growth patterns that facilitate transit and non-motorized transportation.	Consistent	The provision of a mixed use development that includes residential and commercial uses would encourage non-motorized transportation between the proposed uses. The proposed project would be consistent with this goal.

As described above in Table 3.9-2, the proposed project is consistent with the policies of the Regional Comprehensive Plan and goals of the 2012 Regional Transportation Plan that are relevant to the project.

The purpose of the RHNA is to allocate housing for various incomes within each jurisdiction. The City of Wildomar has a RHNA goal for the 2014-2021 planning period of 2,535 dwelling units, and the unmet RHNA for the 2006-2014 planning period is 538 units. For the past five years (2010 to 2015), the City has experience a nominal growth of housing units of approximately 296 residential units (California Department of Finance, 2015). The provision of the proposed 191 multiple family attached townhome units will assist the City in meeting their RHNA allocation. Therefore, the proposed project would be consist with the City's RHNA goals.

City of Wildomar

General Plan

Implementation of the project would require a General Plan Amendment to revise the land use designation of the project site from Commercial Office (CO) to Commercial Retail (CR) and Very High Density Residential (VHDR). A General Plan Amendment is proposed as part of the project approval. The Amendment would modify the existing General Plan Land Use Policy Map to accommodate the mixed-use project that encourages live/work arrangements, and mixtures of compatible, pedestrian-oriented retail and housing at activity nodes through urban design standards and regulations. Upon adoption of the General Plan Amendment, the project's land use designations would be in conformance with the General Plan. The City of Wildomar General Plan was reviewed to determine the project's consistency with applicable land use policies. Additional policies related to other environmental issues are addressed in their respective sections of this EIR. **Table 3.9-3** evaluates the project's consistency with relevant land use policies in the General Plan.

TABLE 3.9-3
WILDOMAR GENERAL PLAN CONSISTENCY ANALYSIS – LAND USE

General Plan Land Use Element Policies	Consistency Determination	Analysis
LU 1.9: The zoning of properties consistent with this General Plan need not strictly conform to the level of development intensity or residential density specified on General Plan or Area Plan land use maps. In the event that an existing property is smaller in area than would be required by the General Plan, zoning that recognizes the existing lot size may be applied.	Consistent	The proposed project would require a General Plan Amendment to change the existing land use designation Commercial Office (CO) to Commercial Retail (CR) on 14.12 acres and Very High Density Residential (VHDR) on 13.48 acres. With City approval of the project, the project would be consistent with this policy.

TABLE 3.9-3
WILDOMAR GENERAL PLAN CONSISTENCY ANALYSIS – LAND USE

General Plan Land Use Element Policies	Consistency Determination	Analysis
LU 1.12: Pursuant to State law, each land use designation that provides for residential development (other than caretakers' dwellings) is assigned a population density standard for the purposes of projection and infrastructure planning. These population density standards are relevant only for general planning purposes, and shall not be interpreted as constituting legal limitations on the number of persons who may reside at any particular location or parcel.	Consistent	The Very High Density Residential (VHDR) land use designation allows for the development of single-family attached residences and multi-family dwellings with a density range of 14.0 to 20.0 dwelling units per acre. The VHDR land use would allow a maximum of 270 dwelling units to be built on site. The proposed project would include 191 multi-family townhomes on the project site. Therefore, the proposed project would be consistent with this policy.
LU 2.1: Accommodate land use development in accordance with the patterns and distribution of use and density depicted on the General Plan Land Use Map (Figure LU-1) and the Area Plan Land Use Maps, in accordance with the following: a) Provide a land use mix at the countywide and area plan levels based on projected need and supported by evaluation of impacts to the environment, economy, infrastructure and services. b) Accommodate a range of community types and character, from agricultural and rural enclaves to urban and suburban communities. c) Provide for a broad range of land uses, intensities, and densities, includes a range of residential, commercial, business, industry, open space, recreation and public facilities uses. d) Concentrate growth near community centers that provide a mixture of commercial, employment, entertainment, recreation, civic and cultural uses to the greatest extent possible. e) Concentrate growth near or within existing urban and suburban areas to maintain the rural and open space character of Riverside County to the greatest extent possible. f) Site development to capitalize upon multi-modal transportation opportunities and promote compatible land use arrangements that reduce reliance on the automobile. g) Prevent inappropriate development in areas that are environmentally sensitive or subject to severe natural hazards.	Consistent	The proposed project includes a mix of residential and commercial uses that encourages live/work arrangements, and mixtures of compatible, pedestrian-oriented retail and housing at activity nodes through urban design standards and regulations. The use and density of the proposed project is appropriate due to the project site's proximity to I-15. The project includes native, drought-tolerant landscaping and includes water and energy efficient design features as identified in the greenhouse gas reduction features in Section 2 of this EIR. Therefore, the proposed project would be consistent with this policy.

TABLE 3.9-3
WILDOMAR GENERAL PLAN CONSISTENCY ANALYSIS – LAND USE

General Plan Land Use Element Policies	Consistency Determination	Analysis
LU 4.1: Require that new development be located and designed to visually enhance, not degrade that character of the surrounding area through consideration of the following concepts: a) Compliance with design standards of the appropriate area plan land use category. b) Require that structures be constructed in accordance with the requirements of the County's zoning, building, and other pertinent codes and regulations. c) Require that an appropriate landscape plan be submitted and implemented for development projects subject to discretionary review. d) Require that new development utilize drought-tolerant landscaping and incorporate adequate drought-conscious irrigation systems. e) Pursue energy efficiency through street configuration, building orientation, and landscaping to capitalize on shading and facilitate solar energy, as provided for in Title 24 of the California Administrative Code. f) Incorporate water conservation techniques, such as groundwater recharge basins, use of porus pavement, drought tolerant landscaping, and water recycling, as appropriate. g) Encourage innovative and creative design concepts. h) Encourage the provision of public art. i) Include consistent and well-designed signage that is integrated with the building's architectural character. j) Provide safe and convenient vehicular access and reciprocal access between adjacent commercial uses. k) Locate site entries and storage bays to minimize conflicts with adjacent residential neighborhoods. l) Mitigate noise, odor, lighting, and other impacts on surrounding properties. m) Provide and maintain landscaping in open spaces and parking lots. n) Include extensive landscaping. o) Preserve natural features, such as unique natural terrain, drainage ways, and native	Consistent	The proposed project would be developed on a currently vacant lot. The proposed project would not obscure any scenic views of the distant mountains. Views to the east from I-15 onto the project site would be visually consistent with other nearby views from I-15. These views would include similar commercial heights and densities and native drought tolerant vegetation as the commercial developments located along I-15. The proposed project includes 6-foot high tubular steel fence with pilasters adjacent to the I-15 right-of-way. This type of fence will allow motorists to view the proposed uses on the project site. The proposed project would be designed in the Early California Mediterranean style, which would blend with the existing adjacent residential communities. Therefore, the proposed project would be consistent with this policy.

TABLE 3.9-3
WILDOMAR GENERAL PLAN CONSISTENCY ANALYSIS – LAND USE

General Plan Land Use Element Policies	Consistency Determination	Analysis
vegetation, wherever possible, particularly where they provide continuity with more extensive regional systems. p) Require that new development be designed to provide adequate space for pedestrian connectivity and access, recreational trails, vehicular access and parking, supporting functions, open space, and other pertinent elements. q) Design parking lots and structures to be functionally and visually integrated and connected. r) Site and building access points along sidewalks, pedestrian areas, and bicycling routes, and include amenities that encourage pedestrian activity. s) Establish safe and frequent pedestrian crossings. t) Create a human scale ground floor environment that includes public open areas that separate pedestrian space from auto traffic or where mixed, it does so with special regard to pedestrian safety.		
LU 5.1: Ensure that development does not exceed the ability to adequately provide supporting infrastructure and services, such as libraries, recreational facilities, transportation systems, and fire/police/medical services.	Consistent	The proposed project would be adequately serviced by existing libraries, recreational facilities, transportation systems, and fire/police/medical services. Therefore, the proposed project would be consistent with this policy.
LU 7.1: Accommodate the development of a balance of land uses that maintain and enhance the County's fiscal viability, economic diversity, and environmental integrity.	Consistent	The proposed project would construct a mix of commercial and residential uses which would increase the balance of land uses within the City and County and increase economic diversity and fiscal viability. Therefore, the proposed project would be consistent with this policy.
LU 13.1: Preserve and protect outstanding scenic vistas and visual features for the enjoyment of the traveling public.	Consistent	The existing scenic vistas in the project vicinity are of the San Mateo Wilderness area and the Cleveland National Forest which are located west of the project site and west of I-15. Therefore, public views of the scenic vista from I-15 would not be impacted with the development of the project. Therefore, the project would be consistent with this policy.
LU 13.3: Ensure that the design and appearance of new landscaping, structures, equipment, signs or grading with Designated and Eligible State and County scenic highway corridors are compatible with the surrounding scenic setting or environment.	Consistent	The proposed project includes structures with a maximum height of about 38 feet that are located at least 50 feet away from the existing property line/Caltrans right-of-way. The proposed landscaping on the project site and along the property line includes evergreen trees that include trucks that are 40 feet apart. These project features are compatible with development in the vicinity of the project site. The landscaping will improve the visual characteristics and aesthetic environment in the project area.

TABLE 3.9-3
WILDOMAR GENERAL PLAN CONSISTENCY ANALYSIS – LAND USE

General Plan Land Use Element Policies	Consistency Determination	Analysis
LU 13.4: Maintain at least a 50-foot setback from the edge of the right-of-way for new development adjacent to Designated and Eligible State and County Scenic Highways.	Consistent	The proposed project includes development of commercial and retail buildings on the parcel adjacent to the I-15 which is designated as an Eligible State Scenic Highway. The nearest building to the I-15 right-of-way is the proposed Major Retail which is located 50 feet northeast of the existing I-15 right-of-way. Therefore, the proposed project would be consistent with this policy.
LU 13.5: Require new or relocated electric or communication distribution lines, which would be visible from Designated and Eligible State and County Scenic Highways, to be placed underground.	Consistent	The project includes placing utility lines including electrical and communication lines underground. Therefore, the proposed project would be consistent with this policy.
LU 13.6: Prohibit offsite outdoor advertising displays visible from Designated and Eligible State and County Scenic Highways.	Consistent	The proposed project does not include offsite outdoor advertising displays. Therefore, the proposed project would be consistent with this policy.
LU 13.7: Require that the size, height and type of on-premise signs visible from Designated and Eligible State and County Scenic Highways be the minimum necessary for identification. The design, materials, color, and location of the signs shall blend with the environment, utilizing natural materials where possible.	Consistent	The proposed project will be required to be in conformance with Section 17.252.040 of the City of Wildomar Municipal Code which provides requirements on the size, height, and type of on-premise signs. In addition, the project will not include outdoor advertising displays because these types of signs are prohibited as discussed in Section 17.252.030 of the City of Wildomar Municipal Code. The project would be consistent with this policy.
LU 13.8: Avoid the blocking of public views by solid walls.	Consistent	The proposed project includes a 6-foot high tubular steel fence with steel tubular pickets at 6-inches on center with intermittent concrete pilasters along the western property line adjacent to I-15. The proposed spacing of the steel tubular pickets allow views from I-15 into the project site. 6-foot high masonry walls are only proposed adjacent to existing and proposed residential areas. The proposed project would be consistent with this policy.

Zoning Ordinance

The City's Zoning Ordinance is one of the main tools used to implement the General Plan. The project includes a zone change to replace the existing zoning from CPS (Scenic Highway Commercial) to R-3 (General Residential) for a 13.48 acre portion of the site. The zone change would result in the project's zoning being consistent with the General Plan land use designation, as amended by this project, for Parcels 2 and 3 on the project site (see Figure 2-3 in Chapter 2, Project Description).

Land Use Compatibility

The proposed project includes land uses that could be compatible with the surrounding land uses. Multiple-family townhouse uses are proposed along the eastern portion of the project site and would be compatible with the existing proposed single-family uses. The proposed townhomes would be located approximately 25 feet from the property line and the ground level would be approximately 10 to 12 feet lower in elevation than the single-family residential uses to the east. In addition, there is an existing 6-foot high masonry wall beginning at the elevation of the single-

family residential lots. The setback and elevation differences between the multiple-family residential uses and the existing single-family residential uses would result in a compatible land use.

The proposed commercial uses in the northern portion of the project site would be adjacent to the existing single-family residential uses to the north. The commercial uses primarily include surface parking and the northern side of the major retail building. Based on a review of the project plans, the major retail building will be set back from the existing property line by at least 57 feet. In addition, the floor elevation of the major retail structure would be approximately 15 to 20 feet lower in elevation compared to the existing ground elevation of the residential property. The setback and elevation differences between the proposed major retail building and existing single-family residential uses would result in a compatible land use.

Significance Determination: No impact.

Impact 3.9-2: The project could conflict with a habitat conservation plan.

As discussed in Section 3.3, Biological Resources, the project site is located within the area of two habitat conservation plan areas: (1) MSHCP and (2) HCP for the Stephen's kangaroo rat. Implementation of the proposed project could result in impacts to the burrowing owl and riparian/riverine habitats, which are covered under the MSHCP and the Stephen's kangaroo rat by impacting its habitat, which is covered under the HCP. Impacts to these species and habitats could result in a conflict with both HCPs. To reduce potential conflicts with the MSHCP, the City of Wildomar has a standard development condition that requires payment of the MSHCP Mitigation Fee. However, the payment of the fee alone would not reduce the potential impact to less than significant, and therefore, the potential impact on the burrowing owl and riparian/riverine habitats would remain significant. In order to reduce these impacts, mitigation measures have been identified to reduce impacts to the burrowing owl species through pre-construction surveys and relocation measures described in Mitigation Measures BIO-1 and BIO-2. Implementation of these measures together with the payment of fees would reduce impacts to less than significant. Impacts to riparian/riverine habitats would be mitigated to less than significant through implementation of Mitigation Measure BIO-6 which requires compliance with the MSHCP Urban/Wildlands Interface Guidelines to minimize impacts to off-site drainage channels. The City of Wildomar also includes a standard development condition for projects located within the SKR Mitigation Fee Area. The payment of this mitigation fee would reduce the potential impact on the SKR habitat to less than significant.

Mitigation Measures:

Implementation of Mitigation Measures BIO-1, BIO-2 and BIO-6 is required.

Significance After Mitigation: Less than significant.

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3.10 Noise and Vibration

This section evaluates the potential for noise and groundborne vibration impacts to result from implementation of the proposed project. This includes the potential for the project to produce a substantial temporary and/or permanent increase in ambient noise levels in the vicinity of the project site; exposure of people in the vicinity of the project site to excessive noise and groundborne vibration levels; and whether this exposure is in excess of standards established in the local general plan or noise ordinance. Finally, mitigation measures intended to reduce impacts to noise and vibration are proposed, where appropriate, to avoid or reduce significant impacts of the project. The analysis is this section is based on the findings of the Noise Impact Analysis prepared for the proposed project in July 2015 by Giroux & Associates, which is included as Appendix H-1 of this EIR.

Noise Principles and Descriptors

Sound can be described as the mechanical energy of a vibrating object transmitted by pressure waves through a liquid or gaseous medium (e.g., air). Noise is generally defined as unwanted sound (i.e., loud, unexpected, or annoying sound). Acoustics is defined as the physics of sound. In acoustics, the fundamental scientific model consists of a sound (or noise) source, a receiver, and the propagation path between the two. The loudness of the noise source and obstructions or atmospheric factors affecting the propagation path to the receiver determines the sound level and characteristics of the noise perceived by the receiver. Acoustics addresses primarily the propagation and control of sound.

Sound, traveling in the form of waves from a source, exerts a sound pressure level (referred to as sound level) that is measured in decibels (dB), which is the standard unit of sound amplitude measurement. The dB scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound, with 0 dB corresponding roughly to the threshold of human hearing and 120 to 140 dB corresponding to the threshold of pain. Pressure waves traveling through air exert a force registered by the human ear as sound.

Sound pressure fluctuations can be measured in units of hertz (Hz), which correspond to the frequency of a particular sound. Typically, sound does not consist of a single frequency, but rather a broad band of frequencies varying in levels of magnitude. When all the audible frequencies of a sound are measured, a sound spectrum is plotted consisting of a range of frequency spanning 20 to 20,000 Hz. The sound pressure level, therefore, constitutes the additive force exerted by a sound corresponding to the sound frequency/sound power level spectrum.

The typical human ear is not equally sensitive to all frequencies of the audible sound spectrum. As a consequence, when assessing potential noise impacts, sound is measured using an electronic filter that deemphasizes the frequencies below 1,000 Hz and above 5,000 Hz in a manner corresponding to the human ear's decreased sensitivity to extremely low and extremely high frequencies. This method of frequency weighting is referred to as A-weighting and is expressed in units of A-weighted decibels (dBA). A-weighting follows an international standard methodology of frequency deemphasis and is typically applied to community noise

measurements. Some representative noise sources and their corresponding A-weighted noise levels are shown in **Figure 3.10-1.**

Noise Exposure and Community Noise

An individual's noise exposure is a measure of noise over a period of time. A noise level is a measure of noise at a given instant in time. The noise levels presented in Figure 3.10-1 are representative of measured noise at a given instant in time; however, they rarely persist consistently over a long period of time. Rather, community noise varies continuously over a period of time with respect to the contributing sound sources of the community noise environment. Community noise is primarily the product of many distant noise sources, which constitute a relatively stable background noise exposure, with the individual contributors unidentifiable. The background noise level changes throughout a typical day, but does so gradually, corresponding with the addition and subtraction of distant noise sources such as traffic. What makes community noise variable throughout a day, besides the slowly changing background noise, is the addition of short-duration, single-event noise sources (e.g., aircraft flyovers, motor vehicles, sirens), which are readily identifiable to the individual.

These successive additions of sound to the community noise environment change the community noise level from instant to instant, requiring the measurement of noise exposure over a period of time to legitimately characterize a community noise environment and evaluate cumulative noise impacts. This time-varying characteristic of environmental noise is described using statistical noise descriptors. The most frequently used noise descriptors are summarized below:

L_{eq}: The L_{eq}, or equivalent sound level, is used to describe noise over a specified period of time in terms of a single numerical value; the L_{eq} of a time-varying signal and that of a steady signal are the same if they deliver the same acoustic energy over a given time. The L_{eq} may also be referred to as the average sound level.

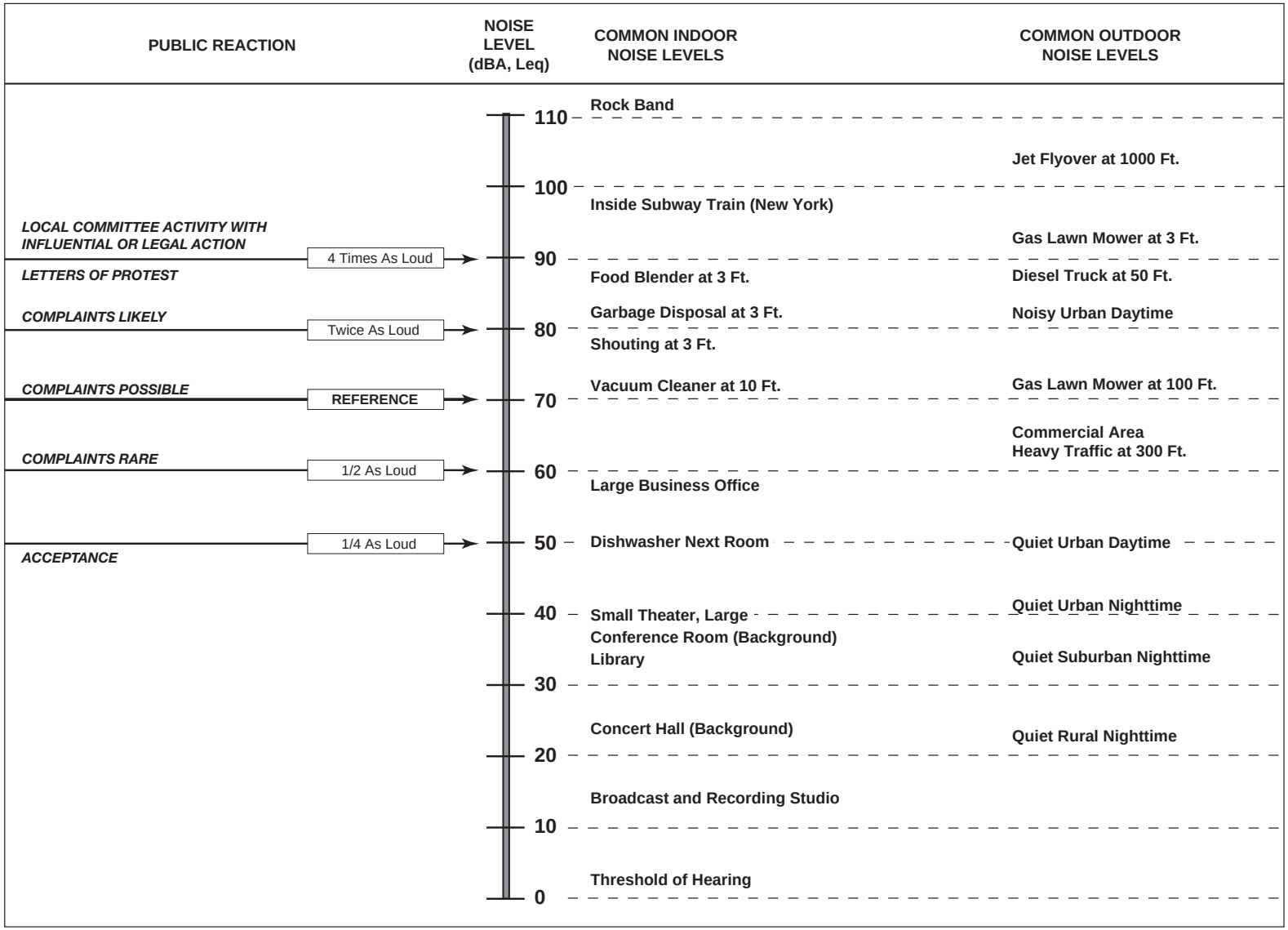
L_{max}: The maximum, instantaneous noise level experienced during a given period of time.

L_{min}: The minimum, instantaneous noise level experienced during a given period of time.

L_x: The noise level exceeded a percentage of a specified time period. The "x" represents the percentage of time a noise level is exceeded. For instance, L_{50} and L_{90} represents the noise levels that are exceeded 50 percent and 90 percent of the time, respectively.

L_{dn}: Also termed the DNL, the L_{dn} is the average A-weighted noise level during a 24-hour day, obtained after an addition of 10 dB to measured noise levels between the hours of 10:00 P.M. to 7:00 A.M. to account nighttime noise sensitivity.

CNEL: CNEL, or Community Noise Equivalent Level, is the average A-weighted noise level during a 24-hour day that is obtained after an addition of 5 dBA to measured noise levels between the hours of 7:00 P.M. to 10:00 P.M. and after an addition of 10 dBA to noise levels between the hours of 10:00 P.M. to 7:00 A.M. to account for noise sensitivity in the evening and nighttime, respectively.



SOURCE: ESA

City of Wildomar - Westpark Promenade . 130266

Figure 3.10-1

Effects of Noise on People

Effects of Noise on People

Noise is generally loud, unpleasant, unexpected, or undesired sound that is typically associated with human activity that is a nuisance or disruptive. The effects of noise on people can be placed into four general categories:

- Subjective effects (e.g., dissatisfaction, annoyance);
- Interference effects (e.g., communication, sleep, and learning interference);
- Physiological effects (e.g., startle response); and
- Physical effects (e.g., hearing loss).

Although exposure to high noise levels has been demonstrated to cause physical and physiological effects, the principal human responses to typical environmental noise exposure are related to subjective effects and interference with activities. Interference effects of environmental noise refer to those effects that interrupt daily activities and include interference with human communication activities, such as normal conversations, watching television, telephone conversations, and interference with sleep. Sleep interference effects can include both awakening and arousal to a lesser state of sleep. With regard to the subjective effects, the responses of individuals to similar noise events are diverse and are influenced by many factors, including the type of noise, the perceived importance of the noise, the appropriateness of the noise to the setting, the duration of the noise, the time of day and the type of activity during which the noise occurs, and individual noise sensitivity.

Overall, there is no completely satisfactory way to measure the subjective effects of noise, or the corresponding reactions of annoyance and dissatisfaction on people. A wide variation in individual thresholds of annoyance exists, and different tolerances to noise tend to develop based on an individual's past experiences with noise. Thus, an important way of predicting a human reaction to a new noise environment is the way it compares to the existing environment to which one has adapted (i.e., comparison to the ambient noise environment). In general, the more a new noise level exceeds the previously existing ambient noise level, the less acceptable the new noise level will be judged by those hearing it. With regard to increases in A-weighted noise level, the following relationships generally occur:

- Except in carefully controlled laboratory experiments, a change of 1 dB cannot be perceived;
- Outside of the laboratory, a 3 dB change in noise levels is considered to be a barely perceivable difference;
- A change in noise levels of 5 dB is considered to be a readily perceivable difference; and
- A change in noise levels of 10 dB is subjectively heard as doubling of the perceived loudness.

These relationships occur in part because of the logarithmic nature of sound and the decibel system. The human ear perceives sound in a non-linear fashion, hence the decibel scale was developed. Because the decibel scale is based on logarithms, two noise sources do not combine in a simple additive fashion, but rather logarithmically. Under the decibel scale, a doubling of sound energy

corresponds to a 3 dBA increase. In other words, when two sources are each producing sound of the same loudness, the resulting sound level at a given distance would be approximately 3 dBA higher than one of the sources under the same conditions. For example, if two identical noise sources produce noise levels of 50 dBA, the combined sound level would be 53 dBA, not 100 dBA. Under the decibel scale, three sources of equal loudness together produce a sound level of approximately 5 dBA louder than one source, and ten sources of equal loudness together produce a sound level of approximately 10 dBA louder than the single source.

Noise Propagation

When noise propagates over a distance, it changes in level and frequency content. The manner in which noise reduces with distance depends on factors such as the type of noise source and the propagation path. Noise from a localized source (i.e., point source) propagates uniformly outward in a spherical pattern; therefore, this type of propagation is referred to as "spherical spreading." Stationary point sources of noise, including stationary mobile sources such as idling vehicles, attenuate (lessen) at a rate between 6 dBA for hard sites and 7.5 dBA for soft sites for each doubling of distance from the reference measurement as their energy is continuously spread out over a spherical surface. Hard sites are those with a reflective surface between the source and the receiver, such as asphalt or concrete surfaces or smooth bodies of water. No excess ground attenuation is assumed for hard sites and the changes in noise levels with distance (drop-off rate) is simply the geometric spreading of the noise from the source. Soft sites have an absorptive ground surface such as soft dirt, grass, or scattered bushes and trees. In addition to geometric spreading, an excess ground attenuation value of 1.5 dBA (per doubling distance) is normally assumed for soft sites.

Roadways and highways, and to some extent, moving trains, consist of several localized noise sources on a defined path, and hence are treated as "line" sources, which approximate the effect of several point sources. Noise from a line source propagates over a cylindrical surface, often referred to as "cylindrical spreading." Line sources (e.g., traffic noise from vehicles) attenuate at a rate between 3 dBA for hard sites and 4.5 dBA for soft sites for each doubling of distance from the reference measurement (Caltrans, 1998). Therefore, noise due to a line source attenuates less with distance than that of a point source with increased distance.

Additionally, receptors located downwind from a noise source can be exposed to increased noise levels relative to calm conditions, whereas locations upwind can have lowered noise levels. Sound levels can be increased at large distances (e.g., more than 500 feet) due to atmospheric temperature inversion (i.e., increasing temperature with elevation). Other factors such as air temperature, humidity, and turbulence can also have significant effects.

Noise Attenuation by Shielding

A large object or barrier in the path between a noise source and a receptor can substantially attenuate noise levels at the receptor. The amount of attenuation provided by shielding depends on the size of the object and the frequency content of the noise source. Shielding by trees and other such vegetation typically only has an "out of sight, out of mind" effect. That is, the perception of noise impact tends to decrease when vegetation blocks the line-of-sight to nearby

resident. However, for vegetation to provide a substantial, or even noticeable, noise reduction, the vegetation area must be at least 15 feet in height, 100 feet wide, and dense enough to completely obstruct the line-of sight between the source and the receiver. This size of vegetation may provide up to 5 dBA of noise reduction. A noise barrier is most effective when placed close to the noise source or receptor. Noise barriers, however, do have limitations. For a noise barrier to work, it must be high enough and long enough to block the path of the noise source.

Fundamentals of Vibration

Vibration can be interpreted as energy transmitted in waves through the ground or man-made structures. These energy waves generally dissipate with distance from the vibration source. Because energy is lost during the transfer of energy from one particle to another, vibration becomes less perceptible with increasing distance from the source.

As described in the Federal Transit Administration's (FTA) *Transit Noise and Vibration Impact Assessment* (FTA, 2006), ground-borne vibration can be a serious concern for nearby neighbors of a transit system route or maintenance facility, causing buildings to shake and rumbling sounds to be heard. In contrast to airborne noise, ground-borne vibration is not a common environmental problem. It is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads. Some common sources of ground-borne vibration are trains, heavy trucks and buses traveling on rough roads, and construction activities such as blasting, pile-driving, and operation of heavy earth-moving equipment.

There are several different methods that are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. The PPV is most frequently used to describe vibration impacts to buildings. The root mean square (RMS) amplitude is most frequently used to describe the effect of vibration on the human body. The RMS amplitude is defined as the average of the squared amplitude of the signal. Decibel notation (VdB) is commonly used to measure RMS. The relationship of PPV to RMS velocity is expressed in terms of the "crest factor," defined as the ratio of the PPV amplitude to the RMS amplitude. Peak particle velocity is typically a factor of 1.7 to 6 times greater than RMS vibration velocity (FTA, 2006). The decibel notation acts to compress the range of numbers required to describe vibration. Typically, ground-borne vibration generated by man-made activities attenuates rapidly with distance from the source of the vibration. Sensitive receptors for vibration include structures (especially older masonry structures), people (especially residents, the elderly, and sick), and vibration sensitive equipment.

The effects of ground-borne vibration include movement of the building floors, rattling of windows, shaking of items on shelves or hanging on walls, and rumbling sounds. In extreme cases, the vibration can cause damage to buildings. Building damage is not a factor for most projects, with the occasional exception of blasting and pile-driving during construction. Annoyance from vibration often occurs when the vibration levels exceed the threshold of perception by only a small margin. A vibration level that causes annoyance will be well below the damage threshold for normal buildings. The FTA measure of the threshold of architectural damage for conventional sensitive structures is 0.2 in/sec PPV (FTA, 2006).

In residential areas, the background vibration velocity level is usually around 50 VdB (approximately 0.0013 in/sec PPV). This level is well below the vibration velocity level threshold of perception for humans, which is approximately 65 VdB. A vibration velocity level of 75 VdB is considered to be the approximate dividing line between barely perceptible and distinctly perceptible levels for many people (FTA, 2006).

3.10.1 Environmental Setting

Existing Ambient Daytime Noise Levels

The proposed project involves the development of approximately 27.6 acres in the southern portion of the City of Wildomar, on the east side of I-15 freeway, south of Depasquale Road and north of Clinton Keith & Catt Road (refer to Figure 2-2 in Chapter 2, Project Description, of this EIR). The project site is bounded on the west by I-15 freeway, the north by Depasquale Road (adjacent to an existing single family residential neighborhood), the east by an existing single-family residential neighborhood, and the south by a vacant lot and the USA gas station along Catt Road.

Sources of noise in the City of Wildomar are typical of those found in other cities and include, but not limited to, traffic, construction work, commercial operations, human activities, emergency vehicles, aircraft overflights, etc. Stationary noise typically refers to noise from commercial establishments, machinery, air conditioning systems, compressors, residential and recreational uses, and landscape maintenance equipment. Given the location of the project area, the dominant noise sources in the area include vehicle traffic on I-15, and nearby major roadways.

In order to characterize ambient noise conditions in the project area, short-term noise level measurements were conducted around and adjacent to the project area. Short-term (15 minutes) noise level measurements were taken on August 20, 2014, from 3:00 P.M. to 4:00 P.M. at four locations near the project area boundary to provide a representative sample of daytime noise conditions at existing off-site land uses. The results of the noise survey are shown in **Table 3.10-1.** The measurement locations are identified in **Figure 3.10-2.**

TABLE 3.10-1
MEASURED NOISE LEVELS SURROUNDING THE PROJECT SITE

Location	Date and Time Period	L_{eq} dBA	L_{max} dBA	L_{min} dBA	L_{10} dBA	L_{33} dBA	L_{50} dBA	L_{90} dBA
1. West end of Catt Road	08/20/14 3:15 – 3:30 P.M.	71.9	76	67	74	73	72	70
2. South end of Murren Road	08/20/14 3:35 – 3:50 P.M.	63.1	66	58	65	64	62	61
3. South end of the project site.	08/20/14 3:55 – 4:10 P.M.	59.6	63	54	61	60	59	58
4. West end of Copper Court	08/20/14 4:15 – 4:30 P.M.	60.5	81[a]	52	67	61	59	56

[a] Motorcycle near noise meter.

SOURCE: Giroux & Associates, 2015.

SOURCE: ESRI

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Figure 3.10-2

Noise Monitoring Locations

Based on the noise measurements performed in the project site vicinity, noise levels associated with vehicular traffic on the Interstate 15 (I-15) Freeway was the dominant noise source throughout the project area. The project site is not an existing noise source in the area as it is currently vacant. Other than the I-15 freeway, the only other potential noise sources in the project area are the residential uses located immediately to the north and east. However, compared to vehicular traffic, the residential uses are not a significant noise source (Giroux & Associates, 2015).

Monitoring experience shows that 24-hour weighted CNELs can be reasonably well estimated from early rush peak hour noise readings, with CNEL noise levels being approximately equal to afternoon hour L_{eq} noise level plus 2 dBA (Giroux & Associates, 2015). As such, the measured noise level of 72 dBA L_{eq} at Location 1 (refer to Table 3.10-1), which was located at the end of Catt Road and captured freeway noise at the southern end of the project site, would indicate a CNEL noise level of approximately 74 dBA. The short-term noise measurements conducted at Locations 2 and 3, which are located along the northern perimeter of the project site and are representative of existing noise levels at the adjacent off-site residences, would indicate noise levels in the range of 62 to 65 dBA CNEL at these two locations. The short-term noise levels measured at Location 4, which is located along the eastern site perimeter and captures existing noise levels for the residences abutting the project's property line, would indicate a noise level of approximately 63 dBA CNEL at these residences.

Existing Roadway Noise Levels

Existing roadway noise levels were calculated for 24 roadway segments located in proximity of the project site. Calculation of the existing roadway noise levels was accomplished using the Federal Highway Administration Highway Noise Prediction Model (FHWA-RD-77-108) with California-specific vehicle noise curves (Calveno) and traffic data provided in the proposed project's Traffic Impact Analysis (TIA) prepared by Trames Solutions Inc. The model calculates the average noise level at specific locations based on traffic volumes, average speeds, and site environmental conditions. The average daily noise levels along these roadway segments are presented in **Table 3.10-2**.

Sensitive Receptors

Noise sensitive land use are defined as those specific land uses that have associated indoor and/or outdoor human activities that may be subject to stress and/or significant interference from noise produced by community sound sources. For instance, residences, hotels, schools, churches, rest homes, and hospitals are generally more sensitive to noise than commercial and industrial land uses.

The project site is currently vacant/undeveloped with a majority of the site covered with disturbed grassland communities with few trees in the northwest portion and along the eastern boundary. Existing sensitive receptors in the vicinity of the proposed project area consist primarily of single-family residential uses located adjacent to the project site boundary to the north and east. The proposed project itself would also introduce sensitive receptors (e.g., residential uses) within the project site.

TABLE 3.10-2
EXISTING ROADWAY NOISE LEVELS

Roadway	Roadway Segment	dBA CNEL[a]
Clinton Keith Road	East of Copper Craft	70.2
	Copper Craft Smith Ranch Rd.	70.2
	Smith Ranch Rd- Inland Valley Drive	70.7
	Inland Valley Dr-George Ave	72.4
	George Av-Catt Road	73.0
	Catt Rd-I-15	74.0
	I-15-Hidden Spring Rd	73.5
	Hidden Hills-Palomar	72.4
	Palomar-Grand	71.0
	W of Grand	70.2
Copper Craft Drive	North of Clinton Keith	57.8
Spinning Wheel Drive	South of Clinton Keith	57.8
Smith Ranch Road	North of Clinton Keith	60.9
Inland Valley Drive	South of Clinton Keith	68.1
George Avenue	South of Clinton Keith	63.5
	Clinton Keith-Depasquale Road	64.1
	North of Depasquale	63.2
Hidden Springs Road	South of Clinton Keith	61.8
	North of Clinton Keith	69.1
Palomar Street	South of Clinton Keith	69.3
	North of Clinton Keith	70.8
Catt Road	South of Clinton Keith	64.0
	North of Clinton Keith	58.9
Depasquale Road	George Av-Westpark St	55.1

[a] Values represent noise levels at 50 feet from the centerline of each roadway.

SOURCE: Giroux & Associates, 2015.

3.10.2 Regulatory Framework

Detailed below is a discussion of the relevant regulatory setting and noise regulations, plans, and policies.

Federal Noise Standards

There are no federal noise standards that directly regulate environmental noise related to the construction or operation of the proposed project. With regard to noise exposure and workers, the Office of Safety and Health Administration (OSHA) regulations safeguard the hearing of workers exposed to occupational noise. Federal regulations also establish noise limits for medium and

heavy trucks (more than 4.5 tons, gross vehicle weight rating) under 40 Code of Federal Regulations (CFR), Part 205, Subpart B. The federal truck pass-by noise standard is 80 dB at 15 meters from the vehicle pathway centerline. These controls are implemented through regulatory controls on truck manufacturers.

Federal Transit Authority Vibration Standards

The FTA has adopted vibration standards that are used to evaluate potential building damage impacts related to construction activities. The vibration damage criteria adopted by the FTA are shown in **Table 3.10-3**.

TABLE 3.10-3
CONSTRUCTION VIBRATION DAMAGE CRITERIA

Building Category	PPV (in/sec)
I. Reinforced-concrete, steel or timber (no plaster)	0.5
II. Engineered concrete and masonry (no plaster)	0.3
III. Non-engineered timber and masonry buildings	0.2
IV. Buildings extremely susceptible to vibration damage	0.12

SOURCE: FTA, 2006.

In addition, the FTA has also adopted standards associated with human annoyance for groundborne vibration impacts for the following three land-use categories: Vibration Category 1 – High Sensitivity, Vibration Category 2 – Residential, and Vibration Category 3 – Institutional. The FTA defines Category 1 as buildings where vibration would interfere with operations within the building, including vibration-sensitive research and manufacturing facilities, hospitals with vibration-sensitive equipment, and university research operations. Vibration-sensitive equipment includes, but is not limited to, electron microscopes, high-resolution lithographic equipment, and normal optical microscopes. Category 2 refers to all residential land uses and any buildings where people sleep, such as hotels and hospitals. Category 3 refers to institutional land uses such as schools, churches, other institutions, and quiet offices that do not have vibration-sensitive equipment, but still have the potential for activity interference.

Under conditions where there are an infrequent number of events per day, the FTA has established thresholds of 65 VdB for Category 1 buildings, 80 VdB for Category 2 buildings, and 83 VdB for Category 3 buildings.[1] Under conditions where there are an occasional number of events per day, the FTA has established thresholds of 65 VdB for Category 1 buildings, 75 VdB for Category 2 buildings, and 78 VdB for Category 3 buildings.[2] No thresholds have been adopted or recommended for commercial and office uses.

[1] "Infrequent events" is defined by the Federal Transit Administration as being fewer than 30 vibration events of the same kind per day.
[2] "Occasional events" is defined by the Federal Transit Administration as between 30 and 70 vibration events of the same source per day.

California Department of Health Services Noise Standards

The California Department of Health Services (DHS) has established guidelines for evaluating the compatibility of various land uses as a function of community noise exposure. These guidelines for land use and noise exposure compatibility are shown in **Table 3.10-4**. In addition, Section 65302(f) of the California Government Code requires each county and city in the State to prepare and adopt a comprehensive long-range general plan for its physical development, with Section 65302(g) requiring a noise element to be included in the general plan. The noise element must: (1) identify and appraise noise problems in the community; (2) recognize Office of Noise Control guidelines; and (3) analyze and quantify current and projected noise levels.

TABLE 3.10-4
COMMUNITY NOISE EXPOSURE (L_{DN} OR CNEL)

Land Use	Normally Acceptable[a]	Conditionally Acceptable[b]	Normally Unacceptable[c]	Clearly Unacceptable[d]
Single-family, Duplex, Mobile Homes	50 - 60	55 - 70	70 - 75	above 75
Multi-Family Homes	50 - 65	60 - 70	70 - 75	above 75
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 - 70	60 - 70	70 - 80	above 80
Transient Lodging – Motels, Hotels	50 - 65	60 - 70	70 - 80	above 80
Auditoriums, Concert Halls, Amphitheaters	---	50 - 70	---	above 65
Sports Arena, Outdoor Spectator Sports	---	50 - 75	---	above 70
Playgrounds, Neighborhood Parks	50 - 70	---	67 - 75	above 73
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 - 75	---	70 - 80	above 80
Office Buildings, Business and Professional Commercial	50 - 70	67 - 77	above 75	---
Industrial, Manufacturing, Utilities, Agriculture	50 - 75	70 - 80	above 75	---

[a] Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

[b] Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

[c] Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

[d] Clearly Unacceptable: New construction or development should generally not be undertaken.

SOURCE: Office of Planning and Research, 2003

The State of California also establishes noise limits for vehicles licensed to operate on public roads. For heavy trucks, the State pass-by standard is consistent with the federal limit of 80 dBA. The State pass-by standard for light trucks and passenger cars (less than 4.5 tons, gross vehicle rating) is also 80 dBA at 15 meters from the centerline. These standards are implemented through

controls on vehicle manufacturers and by legal sanction of vehicle operators by state and local law enforcement officials.

The State has also established noise insulation standards for new multi-family residential units, hotels, and motels that would be subject to relatively high levels of transportation-related noise. These requirements are collectively known as the California Noise Insulation Standards (Title 24, California Code of Regulations). The noise insulation standards set forth an interior standard of 45 dB L_{dn}/CNEL in any habitable room. They require an acoustical analysis demonstrating how dwelling units have been designed to meet this interior standard where such units are proposed in areas subject to noise levels greater than 60 dB L_{dn}/CNEL. Title 24 standards are typically enforced by local jurisdictions through the building permit application process.

State Vibration Standards

There are no State vibration standards applicable to the proposed project. Moreover, according to the California Department of Transportation's (Caltrans) *Transportation and Construction Vibration Guidance Manual* (2013), there are no official Caltrans standards for vibration. However, this manual provides guidelines for assessing vibration damage potential to various types of buildings, ranging from 0.08-0.12 in/sec PPV for extremely fragile historic buildings, ruins, and ancient monuments to 0.50-2.0 in/sec PPV for modern industrial/commercial buildings.

City of Wildomar General Plan Noise Element

The Noise Element of the City of Wildomar General Plan provides a systematic approach to identifying and appraising noise problems in the community; quantifying existing and projected noise levels; addressing excessive noise exposure; and community planning for the regulation of noise. Specifically, the City's General Plan Noise Element includes policies, standards, criteria, programs, diagrams, a reference to action items, and maps related to protecting public health and welfare from noise. The City's Noise Element has established land use noise exposure levels to minimize noise exposure to sensitive areas and to ensure the proper function of land uses in the City. These guidelines are based, in part, on the community noise compatibility guidelines established by the DHS for use in assessing the compatibility of various land use types with a range of noise levels. The City's land use noise exposure levels are shown in **Table 3.10-5**.

According to the Noise Element of the City's General Plan, the appropriate exterior noise threshold for residential uses is 65 L_{dn}/CNEL and the interior threshold is 45 L_{dn}/CNEL. The General Plan states that an exterior noise exposure standard of 70 dBA CNEL is the most desirable level for commercial uses. A level of 77 dBA CNEL is considered acceptable if all available noise mitigation has been adopted, where feasible. Unless noise-sensitive uses such as outdoor dining are included, noise exposure is generally not considered a location or design constraint for commercial facilities with typical project area noise (Giroux & Associates, 2015).

TABLE 3.10-5
CITY OF WILDOMAR LAND USE COMPATIBILITY FOR COMMUNITY NOISE EXPOSURE

	Community Noise Exposure Level (L_{dn} or CNEL, dBA)			
Land Use	**Normally Acceptable**[a]	**Conditionally Acceptable**[b]	**Normally Unacceptable**[c]	**Clearly Unacceptable**[d]
Residential-Low Density Single family, Duplex, Mobile Homes	50 - 60	55 - 70	70 – 75	above 75
Residential-Multi-family, Residential Mixed Use	50 - 65	60 - 70	70 – 75	above 75
Transient Lodging, Motels, Hotels	50 - 65	60 - 70	70 – 80	above 80
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 - 70	60 - 70	70 – 80	above 80
Auditoriums, Concert Halls, Amphitheaters	---	50 - 70	above 65	--
Sports Arena, Outdoor Spectator Sports	---	50 - 75	above 70	--
Playgrounds, Parks	50 - 70	---	67 – 75	above 73
Golf Course, Riding Stables, Water Recreation, Cemeteries	50 - 75	---	70 – 80	above 80
Office Buildings, Business Commercial, and Professional	50 - 70	67 - 77	---	above 75
Industrial, Manufacturing, Utilities, Agriculture	50 - 75	70 - 80	---	above 75

[a] Normally Acceptable: Specified land use is satisfactory, based on the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

[b] Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice. Outdoor environmental will seem noisy.

[c] Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made with noise insulation features included in the design. Outdoor areas must be shielded.

[d] Clearly Unacceptable: New construction or development should generally not be undertaken. Construction costs to make the indoor environment acceptable would be prohibitive and the outdoor environment would not be usable.

SOURCE: City of Wildomar General Plan, Noise Element, 2008.

Noise Element Policies

With respect to the noise and vibration policies established in the City's General Plan Noise Element, the ones that are relevant to the proposed project are included in **Table 3.10-6**.

TABLE 3.10-6
WILDOMAR GENERAL PLAN CONSISTENCY ANALYSIS – NOISE

General Plan Noise Element Policies	Consistency Determination	Analysis
N.1.1: Protect noise-sensitive land uses from high levels of noise by restricting noise-producing land uses from these areas. If the noise producing land use cannot be relocated, then noise buffers such as setbacks, landscaping, or blockwalls shall be used.	Consistent	The proposed project could result in the generation of significant noise levels; however, the implementation of the recommended mitigation measures (Mitigation Measures NOI-1 through NOI–6) would reduce potential impacts to less than significant. Therefore, the project would be consistent with this policy.
N.1.3: Consider the following uses noise-sensitive and discourage these uses in areas in excess of 65 CNEL: • Schools; • Hospitals; • Rest Homes; • Long Term Care Facilities; • Mental Care Facilities; • Residential Uses; • Libraries; • Passive Recreation Uses; and • Places of worship According to the State of California Office of Planning and Research General Plan Guidelines, an acoustical study may be required in cases where these noise-sensitive land uses are located in an area of 60 CNEL or greater. Any land use that is exposed to levels higher than 65 CNEL will require noise attenuation measures.	Consistent	The project includes exterior recreational space within Parcel 3 and potentially outdoor venues for the proposed restaurants in areas in excess of 65 CNEL. Mitigation Measures NOI-4 and NOI-6 would reduce these potential impacts to less than significant. Therefore, the project would be consistent with this policy.
N.1.5: Prevent and mitigate the adverse impacts of excessive noise exposure on the residents, employees, visitors, and noise-sensitive uses of Riverside County.	Consistent	The proposed project could result in adverse noise impacts; however, with the implementation of Mitigation Measures NOI-1 through NOI-6, the potential impacts would be reduced to less than significant. Therefore, the project would be consistent with this policy.
N.1.6: Minimize noise spillover or encroachment from commercial and industrial land uses into adjoining residential neighborhoods or noise-sensitive uses.	Consistent	The project has the potential to impact adjacent residents from the operation of the rooftop mechanical HVAC equipment, trash pick-up, and parking lot cleaning activities; however, the implementation of Mitigation Measures NOI-2 and NOI-3 would reduce potential impacts to less than significant. Therefore, the project would be consistent with this policy.
N.2.3: Mitigate exterior and interior noises to the levels listed in the table below [Table N-2 in the Wildomar General Plan] to the extent feasible, for stationary sources. 10:00 PM to 7:00 AM Interior - 40 Leq (10 minute) Exterior - 45 Leq (10 minute) 7:00 AM to 10:00 PM Interior - 55 Leq (10 minute) Exterior - 65 Leq (10 minute)	Consistent	The loading dock, mechanical HVAC equipment, trash pick-up and parking lot cleaning activities could result in noise levels that exceed the interior and exterior noise standards. The implementation of Mitigation Measures NOI-1 through NOI-3 would reduce these potential noise impacts to less than significant. Therefore, the project would be consistent with this policy.

TABLE 3.10-6
WILDOMAR GENERAL PLAN CONSISTENCY ANALYSIS – NOISE

General Plan Noise Element Policies	Consistency Determination	Analysis
N.4.1: Prohibit facility-related noise, received by any sensitive use, from exceeding the following worst-case noise levels: a. 45 dBA – 10-minute Leq between 10:00 PM and 7:00 AM b. 65 dBA – 10-minute Leq between 7:00 AM and 10:00 PM	Consistent	The loading dock, mechanical HVAC equipment, trash pick-up and parking lot cleaning activities could result in noise levels that exceed the interior and exterior noise standards. The implementation of Mitigation Measures NOI-1 through NOI-3 would reduce these potential noise impacts to less than significant. Therefore, the project would be consistent with this policy.
N.8.3: Require development that generates increased traffic and subsequent increases in the ambient noise level adjacent to noise-sensitive land uses to provide for appropriate mitigation measures.	Consistent	The proposed project will increase traffic noise levels at the residences along the north side of Catt Road. The project would increase traffic noise levels by 5.3 dBA CNEL and exceed the noise increase threshold of 5.0 dBA CNEL. Although these residents would experience a substantial increase in noise, the noise level would be 64 dBA CNEL which is less than the City's 65 dBA CNEL noise standard. The project would be considered to be consistent with this policy.
N.12.1: Minimize the impacts of construction noise on adjacent uses within acceptable practices.	Consistent	The construction activities associated with the proposed project would not exceed the construction noise standard. Therefore, the project would be consistent with this policy.
N.12.3: Condition subdivision approval adjacent to developed/occupied noise-sensitive land uses (see policy N.1.3) by requiring the developer to submit a construction-related noise mitigation plan to the County for review and approval prior to issuance of a grading permit. The plan must depict the location of construction equipment and how the noise from this equipment will be mitigated during construction of this project, through the use of such methods as: a. Temporary noise attenuation fences; b. Preferential location of equipment; and c. Use of current noise suppression technology and equipment.	Consistent	The construction activities associated with the proposed project would not exceed the construction noise standard. Therefore, the project would be consistent with this policy.
N.12.4: Require that all construction equipment utilizes noise reduction features (e.g. mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer.	Consistent	The construction activities associated with the proposed project would not exceed the construction noise standard. Therefore, the project would be consistent with this policy.
N.13.1: Enforce the California Building Standards that sets standards for building construction to mitigate interior noise levels to the tolerable 45 CNEL limit. These standards are utilized in conjunction with the Uniform Building Code by the County's Building Department to ensure that noise protection is provided to the public. Some design features may include extra-dense insulation, double-paned windows, and dense construction materials.	Consistent	Compliance with the California Building Code would result in the interior noise levels at the proposed residential units to be less than 45 dB CNEL and meet the interior standard. Therefore, the project would be consistent with this policy.

TABLE 3.10-6
WILDOMAR GENERAL PLAN CONSISTENCY ANALYSIS – NOISE

General Plan Noise Element Policies	Consistency Determination	Analysis
N.13.3: Incorporate acoustic site planning into the design of new development, particularly large scale, mixed-use, or master-planned development, through measures which may include: • Separation of noise-sensitive buildings from noise-generating sources; • Use of natural topography and intervening structure to shield noise-sensitive land uses; and • Adequate sound proofing within the receiving structure.	Consistent	The proposed project could result in potential operational noise impacts; however, the implementation of Mitigation Measures NOI-1 through NOI-6 would reduce potential noise impacts to be less than significant. Therefore, the project would be consistent with this policy.
N.13.4: Consider and, when necessary to lower noise to acceptable limits, require noise barriers and landscaped berms.	Consistent	The proposed exterior recreational space within Parcel 3 and potential outdoor venues of the proposed restaurants could be exposed to substantial noise levels; however, the implementation of Mitigation Measures NOI-4 and NOI-6 would reduce potential noise levels to less than significant. Therefore, the project would be consistent with this policy.
N.13.5: Consider the issue of adjacent residential land uses when designing and configuring all new, non-residential development. Design and configure on-site ingress and egress points that divert traffic away from nearby noise-sensitive land uses to the greatest degree practicable.	Consistent	The loading dock, mechanical HVAC equipment, trash pick-up and parking lot cleaning activities could result in noise levels that exceed the interior and exterior noise standards on offsite residential uses. The implementation of Mitigation Measures NOI-1 through NOI-3 would reduce these potential noise impacts to less than significant. In addition, he proposed project will increase traffic noise levels at the residences along the north side of Catt Road. The project would increase traffic noise levels by 5.3 dBA CNEL and exceed the noise increase threshold of 5.0 dBA CNEL. Although these residents would experience a substantial increase in noise, the noise level would be 64 dBA CNEL which is less than the City's 65 dBA CNEL noise standard. Therefore, the project would be considered to be consistent with this policy.
N.13.8: Review all development applications for consistency with the standards and policies of the Noise Element of the General Plan.	Consistent	The proposed project would result in one significant and unavoidable noise increase impact on three existing residences along the north side of Catt Road. Although the noise increase would exceed a noise standard, the overall noise level would remain less than the City's 65 dBA CNEL noise standard. Therefore, the project would be considered to be consistent with this policy.
N.15.1: Restrict the placement of sensitive land uses in proximity to vibration-producing land uses.	Consistent	The proposed project does not include vibration-producing operations. Therefore, the proposed project would be consistent with this policy.

TABLE 3.10-6
WILDOMAR GENERAL PLAN CONSISTENCY ANALYSIS – NOISE

General Plan Noise Element Policies	Consistency Determination	Analysis
N.15.2: Consider the following land uses sensitive to vibration: • Hospitals; • Residential Areas; • Concert Halls; • Libraries; • Sensitive Research Operations; • Schools; and • Offices	Consistent	There are residences that are located adjacent to the project site. A vibration evaluation for project construction activities was conducted. The evaluation found that construction vibration on the adjacent residential uses would be less than significant. Therefore, the project would be consistent with this policy.

City of Wildomar Municipal Code

Chapter 9.48, Noise Regulation, of the City of Wildomar's Municipal Code includes noise standards in addition to the standards contained in the General Plan, although Section 9.48.010 of the City's Municipal Code specifically states that the noise standards contained in that chapter are not thresholds of significance for the purposes of CEQA review. Section 9.48.040 of the City's Municipal Code established general exterior noise standards for different land use designations. Specifically, the exterior noise requirement for residential land uses is 55 dBA L_{max} from 7:00 A.M. to 10:00 P.M., and 45 dBA L_{max} from 10:00 P.M. to 7:00 A.M. These standards differ from those established in the General Plan Noise Element, as described above. However, because the General Plan is by law the guiding land use document, the appropriate noise standard to apply to the proposed project is that of the General Plan rather than the Municipal Code. Furthermore, it has been clarified that the noise levels stated in Section 9.48.040 of the City's Municipal Code represent 10 minute L_{eq} noise levels rather than L_{max} noise levels (Giroux & Associates, 2015).

With respect to construction activities, the City's Municipal Code restricts noise levels to occur during hours of lesser sensitivity. Specifically, Section 9.48.020(I) of the code states that sound emanating from private construction projects located within one-quarter of a mile from an inhabited dwelling is exempt from the noise ordinance, provided that:

1. Construction does not occur between the hours of 6:00 P.M. and 6:00 A.M. during the months of June through September; and
2. Construction does not occur between the hours of 6:00 P.M. and 7:00 A.M. during the months of October through May.

3.10.3 Impact Assessment

Thresholds of Significance

According to Appendix G of the CEQA Guidelines, the proposed project could have a potentially significant impact with respect to noise it would:

- Result in exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- Result in exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels;
- Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project;
- Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;
- For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels; or
- For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels.

Noise Criteria

For the purpose of determining whether the project would result in the exposure of persons to or generate noise levels that would exceed established noise standards, construction and stationary operational noise levels associated with the proposed project would result in a significant impact if the City's applicable noise standards and/or regulations are exceeded.

Construction Noise Threshold

The City of Wildomar General Plan does not set decibel standards for temporary noise impacts like construction. Chapter 9.48 of the Wildomar Municipal Code includes noise standards in addition to the standards contained in the General Plan, but Municipal Code Section 9.48.010 specifically states that the noise standards contained in that chapter are not thresholds of significance for the purposes of CEQA review. In addition, Wildomar Municipal Code Section 9.48.020(I) states that noise emanating from private construction projects located within one-quarter of a mile from an inhabited dwelling is exempt from the noise ordinance, provided that construction does not occur between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September or between the hours of 6:00 p.m. and 7:00 a.m. during the months of October through May.

To determine a threshold for construction noise, worker noise safety standards of other agencies were reviewed. The rationale is that if a maximum construction noise level is generally safe for construction workers who are exposed to the noise all day, the noise level should be also be safe for adjacent residents who are typically farther from the noise source and exposed only briefly during the day. Noise standards from Caltrans, the American National Standards Institute (ANSI), the American Conference of Governmental Industrial Hygienists (ACGIH), the Federal Railroad Administration (FRA), and the California Department of Industrial Relations (DIR) were reviewed. Their limits are as follows:

Caltrans Standard Specifications Section 14-8
Do not exceed 86 dBA Lmax at 50 feet from the job site activities from 9 p.m. to 6 a.m.

The American National Standards Institute
A10.46-2007, Hearing Loss Prevention in Construction and Demolition Workers. Applies to all construction and demolition workers with potential noise exposures (continuous, intermittent, and impulse) of 85 dBA and above.

The American Conference of Governmental Industrial Hygienists
The ACGIH has established exposure guidelines for occupational exposure to noise in its Threshold Limit Values (TLVs) (85 dBA PEL with a 3 dBA exchange rate).

Federal Railroad Administration
49 CFR 227, Occupational Noise Exposure for Railroad Operating Employees. Requires railroads to conduct noise monitoring and implement a hearing conservation program for employees whose exposure to cab noise equals or exceeds an 8-hour time-weighted average of 85 dBA. This final rule became effective February 26, 2007.

California Department of Industrial Relations
Employers shall make hearing protectors available to all employees exposed to an 8-hour time-weighted average of 85 decibels or greater at no cost to the employees. Hearing protectors shall be replaced as necessary. The DIR also establishes time-based exposure limits to different noise levels; however, their table starts at the 90 dBA level.

The policies and guidelines above suggest 85 dBA is a reasonable threshold of noise exposure for construction workers. It should be noted that this threshold is based on worker protection, which assumes continuous exposure for the worker. Construction activities would be intermittent and temporary, and it is unlikely that a noise-sensitive receptor would be exposed to construction related noise levels above 85 dBA continuously for the length of the project's construction. For purposes of this EIR, the City has determined that exposure of noise-sensitive receptors to construction noise levels above 85 dBA would result in a potentially significant impact.

Long-term Off-site Transportation Noise Threshold

To determine a threshold for transportation noise, existing average daily traffic noise levels on the surrounding roadways are compared to existing plus project average daily traffic noise levels. The City has identified a significant off-site traffic noise impact would occur when the without project noise levels:

- Are less than 60 dBA and the project creates a readily perceptible 5 dBA or greater project-related noise level increase; or
- Range from 60 to 65 dBA and the project creates a barely perceptible 3 dBA or greater project noise level increase; or
- Already exceed 65 dBA, and the project creates a community noise level impact of greater than 1.5 dBA.

Vibration Criteria

The state CEQA Guidelines do not define the levels at which groundborne vibration or groundborne noises are considered "excessive." Thus, in terms of construction-related vibration impacts, the vibration criteria for structural (i.e., building) damage and human annoyance established in the most recent Caltrans' *Transportation and Construction Vibration Guidance Manual* (2013), which are shown in **Table 3.10-7** and **Table 3.10-8**, respectively, are used in this analysis.[3]

Given that the proposed project consists of the development of residential, restaurant, and commercial retail uses, any "excessive" groundborne vibration or noises that would occur at the project site would be those generated during construction. During its operation, the proposed project would not involve the use of heavy machinery or generate heavy-duty truck trips that are often associated with large commercial or industrial uses. As such, no sources of "excessive" groundborne vibration or noise levels are anticipated during project operations.

TABLE 3.10-7
CALTRANS VIBRATION DAMAGE POTENTIAL THRESHOLD CRITERIA

	Maximum PPV (in/sec)	
Structure and Condition	**Transient Sources**	**Continuous/Frequent Intermittent Sources**
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5

NOTE: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

SOURCE: Caltrans, 2013.

TABLE 3.10-8
CALTRANS VIBRATION ANNOYANCE POTENTIAL CRITERIA

	Maximum PPV (in/sec)	
Structure and Condition	**Transient Sources**	**Continuous/Frequent Intermittent Sources**
Barely perceptible	0.04	0.01

[3] Although the proposed project is not subject to any FTA or Caltrans regulations, publications of the FTA and Caltrans are two of the seminal works that can be used as guides to evaluate a project's transportation and construction-induced vibration levels. For the purpose of this analysis, the vibration criteria from Caltrans' *Transportation and Construction Vibration Guidance Manual* published in 2013 is used as it represents the most current publication available.

Structure and Condition	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Distinctly perceptible	0.25	0.04
Strongly perceptible	0.9	0.10
Severe	2.0	0.4

NOTE: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

SOURCE: Caltrans, 2013.

Methodology

Some of the above criteria are not considered relevant to the project, based upon project plans and data research, and therefore, they will not be evaluated further in this EIR. These issues are:

Project vicinity to airport or private airstrip. The proposed project is not located within an airport land use plan or within two miles of a public airport or private airstrip. The proposed project site is located 3.82 miles from the Skylark Field Airport (private airport) and 8.7 miles away from the French Valley Airport (public airport). Therefore, there will be no impact on the project site in regards to exposing people residing or working in the project area to excessive noise levels attributed to airport proximity. Therefore, this issue is not applicable to the project and not discussed further.

Construction Noise Levels

Construction noise levels were estimated using the reference noise levels and construction equipment usage factors from the FHWA's Noise Construction Handbook (Giroux & Associates, 2015). The construction-related noise levels at the nearest off-site sensitive receptors were assessed against the 85 dBA threshold to determine whether a substantial temporary or periodic noise increase in ambient noise levels in the project vicinity would occur.

Operational Noise Levels

Operational noise levels generated by the project would occur primarily from the new commercial uses (i.e., restaurant and retail center developments). Noise sources would include delivery/unloading of heavy goods; operation of heating, ventilating, and air conditioning (HVAC) equipment; maintenance activities such as refuse collection; and sweeping of the surface parking lots. The analysis of these operational noise sources were based on noise data previously collected by Giroux & Associates at similar commercial uses as well as required compliance with the City's noise standards and regulations.

Groundborne Vibration Levels

Groundborne vibration levels resulting from construction activities at the project site were estimated using data published by the FTA in its *Transit Noise and Vibration Impact Assessment* (2006) document. Potential vibration levels resulting from construction of the proposed project are identified for off-site locations that are sensitive to vibration, including the existing residences, based on their distance from construction activities. The potential vibration levels at offsite sensitive locations resulting from implementation of the proposed project are analyzed against the vibration thresholds established by Caltrans to determine whether an exceedance of allowable vibration levels would occur.

Roadway Noise Levels

Roadway noise levels were calculated for a total of 24 study roadway segments near the project site based on traffic volume information provided in the TIA prepared by Trames Solutions Inc., which is included as Appendix H-1 of this EIR. The estimated roadway noise impacts from the project's vehicular traffic were calculated using the FHWA Traffic Noise Prediction Model (FHWA-RD-77-108) with the Calveno emission levels. The model calculates the L_{eq} noise level for a reference set of input conditions, and then makes a series of adjustments for site-specific traffic volumes, distances, speeds, or noise barriers. The traffic noise analysis evaluated two time frames: 1) existing conditions "with and without project," and 2) build-out conditions "with and without project." The project impact evaluation below includes the existing conditions "with and without project" and the cumulative analysis provided in Chapter 4 of this EIR includes the build-out conditions "with and without project."

Impact 3.10-1: The project could result in exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

Construction

Construction activity noise levels at the project site would fluctuate depending on the particular type, number, and duration of uses of various pieces of construction equipment. Construction of the project would require the use of heavy off-road construction equipment (e.g., dozers, backhoes, excavators, haul trucks, etc.) as well as the use of smaller power tools, and other sources of noise. During each stage of construction for each phase of development, there would be a different mix of equipment operating and noise levels would vary based on the amount of equipment in operation and the location of the activity. The construction activities at the project site would expose nearby existing uses to increased noise levels. As discussed previously, existing sensitive receptors in the vicinity of the proposed project area consist primarily of single-family residential uses located adjacent to the project site to the north and east.

Construction noise sources generally range from about 76 to 85 dBA L_{max} at 50 feet for most types of construction equipment, with slightly higher noise levels of up to 90 dBA L_{max} at 50 feet for certain types of equipment such as concrete saws. Although equipment such as impact pile drivers would generate the highest noise levels (approximately 101 dBA L_{max} at 50 feet), pile driving would not be required for project construction (Giroux & Associates, 2015). The potential

for the project's construction-related noise levels to adversely affect nearby residential receptors would depend on the location and proximity of construction activities to these receptors.

Table 3.10-9 identifies the highest (L_{max}) and average (L_{eq}) noise levels for the general types of equipment that are anticipated to be used at the project site. The noise levels presented in Table 3.10-9 represent those generated at a distance of 50 feet from each of the equipment, which is also the approximate distance of the closest sensitive receptors located offsite from the project site. The L_{eq} noise levels include an adjustment of the maximum noise levels based on the extent of equipment use. As shown, construction equipment noise levels associated with construction of the closest proposed buildings or parking areas on the project site would range between 65 and 83 dBA L_{eq} at the closest residential receptors north and east of the project site. As stated previously, a significant construction noise impact would occur if noise levels exceed 85 dBA. Therefore, most of the construction equipment noise levels would be less than significant even if the ground elevation of the project site was the same as the adjacent residences. Although concrete saws could generate a noise level of 90 dBA L_{max} at 50 feet, the elevation difference between the nearest residence and the project site is at least 10 feet in height. This elevation difference as well as the nominal expected use, if any, of a concrete saw near the northern or eastern property boundaries, is expected to attenuate noise levels from concrete saws so that noise would not exceed 85 dBA. As shown in Table 3.10-9, concrete saws at 50 feet would result in a noise level of 83 dBA $_{Leq}$ and this level does not take the elevation difference into account. Therefore, construction activities associated with the proposed project would result in a less than significant noise impact.

TABLE 3.10-9
PROJECT-RELATED CONSTRUCTION NOISE LEVELS AT THE CLOSEST NOISE-SENSITIVE RECEPTOR

Principal Noise Sources	Reference Noise Level, L_{max} in dBA at 50 feet	Assumed Usage Factor	Noise Level Adjustment Factor for Usage	L_{eq} Noise Level Adjusted for Usage at 50 feet
Jackhammer	89	20%	-7	82
Concrete Saw	90	20%	-7	83
Crane	81	16%	-8	73
Dozer	82	40%	-4	78
Excavator	81	40%	-4	77
Forklift, Front End Loader	79	40%	-4	75
Generator	81	50%	-3	78
Grader	85	40%	-4	81
Other Equipment (>5 horsepower)	85	50%	-3	81
Cement/Mortar Mixer	79	40%	-4	65
Paver	77	50%	-3	74
Roller	80	20%	-7	73
Tractor	84	40%	-4	80
Truck	80	40%	-4	76
Welder	74	40%	-4	70

SOURCE: Giroux & Associates, 2015.

Operation

Operational noise sources associated with the proposed project would primarily result from the commercial-related uses (i.e., restaurant and retail center developments) located at the project site. The primary noise concern for siting a commercial operation in proximity to residential uses is that the activities in support of the proposed commercial use may create a noise nuisance at the nearest sensitive receivers. Commercial support activities that would generate noise levels at the project site would include delivery/unloading of heavy goods; operation of heating, ventilating, and air conditioning (HVAC) equipment; maintenance activities such as refuse collection; and sweeping of the surface parking lots. Single noise events generated within the project site could include truck unloading operations, trucks maneuvering at low-speed and shifting gears, trash collection, etc. Early morning truck traffic for deliveries to the commercial uses could also be a nuisance. These noise sources associated with the proposed project operations could potentially adversely affect the nearest off-site sensitive receptors, which includes the existing residential uses to the north and east of the site. Per CEQA guidelines, only potential project impacts to the existing acoustic environment are analyzed and therefore only off-site uses are examined in this analysis. An analysis of each project-related operational noise source is provided in the discussions below.

Loading Dock Noise

The commercial uses at the project site would generally require two types of truck deliveries: 1) small deliveries of parcels and packages, and 2) large deliveries of pallets. The smaller deliveries are typically made via van or single-axle truck (Giroux & Associates, 2015). Although the tenant mix for the commercial uses component of the project is not yet known at this stage in the planning process, the project site plan shows that a major retail center consisting of 85,000 sf is designated at the northern end of the site. It is anticipated that this portion of the project site would receive the most substantial amount of truck deliveries. As the other retail and restaurant uses proposed at the project site would be much smaller in size (approximately 8,000 square feet), it is anticipated that deliveries to these uses at the site would primarily be by smaller gas-powered trucks, vans, or small trucks.

Based on a review of the project site plan, the northernmost major retail building proposed at the site is the only on-site use of sufficient size for which loading dock noise is anticipated to be a concern (Giroux & Associates, 2015). Delivery trucks would access the site via Westpark Street and would approach the project site via Catt Street. The northern loading dock is separated from the off-site residences by 110 feet.

Based on the City's General Plan Noise Element, the relevant noise performance standard for loading dock activity is a 10-minute energy-weighted average (L_{eq}) noise level that applies to stationary noise sources (refer to Policy N.2.3) (Giroux & Associates, 2015). For the purpose of estimating noise levels from the loading dock at the northernmost portion of the project site on the nearest off-site sensitive receptors, noise data collected by Giroux & Associates from noise monitoring at loading docks for other big box and large shopping centers are used. The noise data representing the 10-minute average reference noise levels at a 50-foot distance for the project impact analysis are shown in **Table 3.10-10** below.

TABLE 3.10-10
LOADING DOCK REFERENCE NOISE LEVELS

Noise Generating Activity	Reference Noise Level at 50 Feet
Semi-Truck Unloading	67 dBA
Medium Box Truck Unloading[a]	65 dBA

[a] Box truck merged with dock, fork lift operating inside receiving area.

SOURCE: Giroux & Associates, 2015.

Using the reference noise levels shown in Table 3.10-10, and taking into consideration the elevation of the project site relative to the nearest off-site residential uses along with the presence of a six-foot block fence at the top of slope along the property line of the residential uses, the resulting noise levels from the project's major retail loading dock were estimated at a distance of 10 feet inside the lot line of the nearest residence. The estimated noise levels from the major retail loading dock to the nearest off-site residential uses are shown in **Table 3.10-11**.

TABLE 3.10-11
LOADING DOCK NOISE AT CLOSEST RESIDENCE TO THE NORTH

Noise Generating Activity	Noise Level 10 feet inside Property Line	Noise Level at Façade (110 feet from source)
Semi-Truck Unloading	50 dBA	44 dBA
Medium Box Truck Unloading	48 dBA	42 dBA

SOURCE: Giroux & Associates, 2015.

As shown, noise levels ranging from 48-50 dBA L_{eq} at the nearest off-site sensitive receptors would occur from activities at the project's major retail loading dock that would have the most substantial truck activity. It should be noted that modern loading docks for trucks include a foam seal and enhanced bumpers on the deck leveler to reduce dock mating noise. Additionally, rubber gaskets are used to provide a tight connection between the truck and the building, where all unloading can be done directly into the building. As such, the project's dock activities may be slightly quieter than the measured prototype noise data presented in Table 3.10-10, but the measured data were used to present a worst-case analysis for the project.

While noise levels generated at the project's major retail loading dock would not exceed 65 dBA L_{eq} (10 minute) at the nearest off-site residence during the daytime hours, the noise levels could exceed 45 dBA L_{eq} (10-minute) at the nearest off-site residences during nighttime hours. As such, noise impacts during nighttime at the nearest off-site residences from the project's major retail loading dock noise would be potentially significant.

As discussed, the northernmost major retail use is the only structure of sufficient size for which loading dock noise is anticipated to be a concern. The other retail uses, which would conduct deliveries with smaller trucks, would result in lower noise levels. Additionally, the loading docks

for these smaller retail uses would be located behind the proposed retail buildings, which would further attenuate the noise levels generated. As such, no off-site sensitive receptors would be exposed to noise levels from these loading docks that would exceed the City's applicable noise standards, and these impacts would be less than significant.

Mechanical HVAC Equipment Noise

Mechanical equipment typically includes heating, ventilating, air-conditioning, and refrigerating equipment. Noise generated by rooftop-mounted mechanical equipment varies significantly depending upon the equipment type and size. Based on measurements conducted at other similar commercial centers for refrigeration and walk-in cooler equipment, it was determined that this equipment generated a maximum sound power level of 88 dBA (Giroux & Associates, 2015). Using this sound power level and taking into consideration the nearest off-site residence is located at approximately 100 feet from the project's commercial retail center, it is estimated that the noise level at the nearest residence could be as high as 49 dBA without shielding, which would exceed the City's 45 dBA L_{eq} (10-minute) noise standard.

It should be noted that noise levels from mechanical HVAC equipment would be reduced due to shielding from rooftop parapets. Where the parapets are tall enough to break the line-of-sight between the rooftop mechanical equipment and the nearest existing residences, a reduction of up to 5 dBA can be taken such that the residual noise level at the off-site residual use would be 44 dBA L_{eq} (Giroux & Associates, 2015). While the selection and placement of mechanical HVAC equipment for the project's commercial uses have not been finalized at this stage in the planning process, it is likely that rooftop parapets and/or shielding will be needed to break the line-of-sight between the project's rooftop HVAC equipment and the adjacent residential uses to reduce the noise levels at the residential uses to below 45 dBA L_{eq}. Thus, where rooftop mechanical equipment would not be fully screened, the resulting noise impacts at the nearest off-site residences would be potentially significant.

Trash Pick-Up and Parking Lot Cleaning Noise

Parking lot cleaning at the project site is anticipated to be accomplished by vacuums attached to light-weight pick-up trucks. The cleaning activities generally occur in the early morning or late evening hours when there are only a few cars in the parking lot. Any noise audibility during parking lot cleaning would only occur if the sweepers operated at night. As the timing of the parking lot cleaning activities have not been determined at this stage, there is a potential for these activities to occur during nighttime hours that could result in a noise nuisance at nearby off-site residential uses.

Aside from parking lot cleaning, trash pick-up activities at the project site could also generate noise levels that would be disturbing from dumpsters banging and from high engine revolutions per minute (rpm) while hoisting the trash containers. Although distance separation and a rear perimeter wall at the closest residences would substantially abate this noise source, it may still disturb residents if it occurs during nighttime hours when residents are resting.

Overall, the noise impacts resulting from trash pick-up activities and parking lot sweeping at the project site during nighttime hours are considered to be potentially significant for the off-site residential uses.

Parking Lot Noise

Generally, vehicular traffic inside of parking lots is typically not of sufficient volume to exceed noise standards. However, the instantaneous maximum sound levels generated by a car door slamming and engine starting up could be an annoyance to adjacent noise-sensitive receptors.

The proposed project surface parking lots would be separated from existing off-site residential uses east of the site, off Poplar Crest Road, by a minimum 350 feet of separation at the southern end of the site and 800 feet at the northern end of the site (Giroux & Associates, 2015). In addition to noise attenuation by distance, multiple on-site retail and residential structures would break the line-of-site from the project's on-site parking areas to off-site residential uses on Poplar Crest Road. The combination of distance and intervening structures would reduce nuisance noise from parking lot activities for these residences to a barely perceptible level.

There is a small parking area north of the large retail commercial use that would be located adjacent to existing off-site residential uses. However, these parking spaces are to the far side and rear of the large retail center building and are considered to be less desirable to patrons. As such, this parking area is anticipated to be used only during periods of high demand at the project site. In addition, the existing 20-foot elevation differential between the project site and the nearest off-site residential uses along with the six-foot block wall at the property line of the residences would assist in attenuating the parking-related noise levels at these residences. Finally, elevated baseline noise levels due to proximity of these off-site residential uses to the I-15 would further mask any noise generated from the infrequent use of this small parking area by patrons of the proposed retail commercial center. Therefore, noise impacts associated with parking lot noise at the project site would be less than significant.

Land Use/Noise Compatibility

As discussed previously, noise levels at the project site are currently dominated by traffic noise levels on the I-15 Freeway. According to the City's General Plan Noise Element, an exterior noise level of 65 dBA CNEL in any usable outdoor recreational area and interior noise level of 45 dBA CNEL in any habitable residential indoor space are considered to be the appropriate compatibility standards for residential uses. Additionally, an exterior noise level of 70 dBA CNEL is considered to be the appropriate compatibility standard for commercial uses. As such, noise levels at the proposed residential and commercial use locations within the project site were evaluated to determine if current freeway traffic noise from the I-15 would result in an exceedance of these exterior and interior noise compatibility standards. Based on the project site plan, the proposed residential uses at the south end of the project site would be located closer to the I-15 than the proposed residential uses at the northern portion of the site.

Using traffic volumes obtained from Caltrans, it was determined that the maximum traffic volume on the portion of the I-15 in the project vicinity is 126,000 vehicles per day. Of the total traffic count, 8.7 percent of the vehicles are trucks, with 4 percent of the total traffic volume being comprised of medium-duty trucks and 4.7 percent of the total traffic count comprised of heavy-duty trucks (three or more axles). With an assumed travel speed of 60 miles per hour (mph), the

associated noise level determined for this segment of the I-15 is 81 dBA CNEL at 50 feet from the centerline (Giroux & Associates, 2015).

The closest project commercial use would have a 260 foot setback and the closest residential use would have a 380 foot setback from the I-15 Freeway centerline. For these maximally exposed units there is a 10-foot elevation differential from the freeway. Accounting for the setback distances from the centerline of the freeway and the elevation differential, the resulting exterior noise levels at 10 feet within the property line of the nearest proposed commercial and residential uses to the freeway were estimated and shown in **Table 3.10-12**.

TABLE 3.10-12
EXTERIOR NOISE LEVELS FROM I-15 FREEWAY

Nearest Proposed Project Land Use to Freeway	I-15 Setback (from centerline)	Resultant Noise Level
Commercial	260 feet	74 dBA CNEL
Residential[a]	380 feet	72 dBA CNEL

[a] The nearest proposed residential uses at the project site to the I-15 Freeway are located in Parcel 3 of the project site plan (refer to Figure 4 in the Noise Impact Analysis included in Appendix H-1 of this EIR).

SOURCE: Giroux & Associates, 2015.

As shown, the nearest proposed residential location that is located 380 feet from the centerline of the I-15 Freeway is located within Parcel 3 (see Figure 2-3 in Chapter 2 of this EIR) and is currently exposed to 72 dBA CNEL, which exceeds the compatibility exterior noise standard of 65 dBA CNEL for residential uses. A community area is proposed within Parcel 3, and the exterior recreational use and patio associated with this area could be exposed to noise levels exceeding the threshold and therefore would represent a significant noise impact.

Compliance with the California Building Code (CBC) for energy conservation in new residential construction would require the use of dual-paned windows that would generally provide an exterior to interior noise level reduction of 30 dBA that would be sufficient to provide an interior noise environment of 45 dBA CNEL at the new residential uses in Parcel 3 of the project site. Therefore, potential noise impacts to the interiors of the proposed residences would be less than significant.

The remaining residential uses proposed within Parcel 2 on the project site would have a much greater setback from the I-15 Freeway and/or would be located behind intervening commercial use structures. As such, potential noise impacts at these residential uses would be less than significant.

With respect to the project's commercial uses, if the new restaurant spaces were to have dining patios built in proximity to the western edge of the site property, these areas could be exposed to exterior noise levels exceeding 70 dBA CNEL. Therefore, the project could result in significant noise impacts related to potential dining patios associated with the restaurant uses.

Mitigation Measures:

NOI-1: The operator of the northern major retail building shall not allow medium-box truck and semi-trucks to engage in unloading activities during nighttime hours of 10 PM through 7 AM.

NOI-2: Prior to the issuance of a building permit, the project applicant shall submit engineering drawings and acoustical specifications for the project's mechanical HVAC equipment to demonstrate that the equipment design combined with distance separation and parapets or screen walls would be sufficient to ensure that the applicable City of Wildomar's noise standards would not be exceeded at any adjacent off-site residential uses.

NOI-3: The project applicant shall confine trash pick-up activities at the project site to the hours of 7:00 AM through 10:00 PM, while parking lot sweeping closest to residential uses shall be similarly confined to the hours of 7:00 AM through 10:00 PM.

NOI-4: Prior to the issuance of a building permit for the residential uses within Parcel 3, the project applicant shall include, within building plans, that a 6.5-foot noise wall be constructed around the exterior recreational use patio associated with the community area proposed within Parcel 3.

NOI-5: Prior to the issuance of a building permit, the project applicant shall demonstrate through the preparation of a supplemental acoustical analysis that the interior noise threshold of 45 dBA will be met within proposed residences in Parcels 2 and 3.

NOI-6: If the project's restaurants propose an outdoor venue, the following design features shall be implemented to ensure compliance with the City of Wildomar noise/land use compatibility standards:

- Site outdoor eating areas at a setback distance of 350 feet or greater from the I-15 Freeway centerline to provide a 69 dBA CNEL outdoor noise exposure, or

If an outdoor venue were sited at a distance closer than 350 feet from the I-15 Freeway centerline the following measures would achieve necessary exterior noise mitigation:

- Orient patios on the east side of the restaurant away from the I-15 Freeway such that the restaurant structure itself would provide needed noise attenuation, or
- Construct a five-foot Plexiglas wall to shield the patios from freeway traffic. The Plexiglas wall shall provide a minimum attenuation in noise levels of 5 dBA.

Significance after Mitigation: Less than significant.

Impact 3.10-2: The project would not result in exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels.

Construction activities that would occur within the project site would include grading and excavation, which would have the potential to generate low levels of groundborne vibration resulting from heavy equipment traveling over unpaved surfaces or when heavy equipment is

engaged in soil movement. As such, the existing residential uses located in the immediate vicinity of the project site to the north and east could be exposed to the generation of excessive groundborne vibration or groundborne noise levels related to construction activities. The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, to structural damage at the highest levels. Site ground vibrations from construction activities very rarely reach the levels that can damage structures, but they may be perceived in buildings very close to a construction site. No pile-driving activities are anticipated for construction of the proposed project.

The various PPV and RMS velocity (in VdB) levels for the types of construction equipment that would operate during the construction of the proposed project are identified in **Table 3.10-13**. Based on the information presented in Table 3.10-13, vibration velocities could reach as high as approximately 0.089 inch-per-second PPV at 25 feet from the source activity, depending on the type of construction equipment in use. This corresponds to a RMS velocity level (in VdB) of 87 VdB at 25 feet from the source activity.

TABLE 3.10-13
VIBRATION SOURCE LEVELS FOR CONSTRUCTION EQUIPMENT

	Approximate PPV (in/sec)					Approximate RMS (VdB)				
Equipment	**25 Feet**	**50 Feet**	**60 Feet**	**75 Feet**	**100 Feet**	**25 Feet**	**50 Feet**	**60 Feet**	**75 Feet**	**100 Feet**
Large Bulldozer	0.089	0.031	0.024	0.017	0.011	87	78	76	73	69
Loaded Trucks	0.076	0.027	0.020	0.015	0.010	86	77	75	72	68
Jackhammer	0.035	0.012	0.009	0.007	0.004	79	70	68	65	61
Small Bulldozer	0.003	0.001	0.0008	0.0006	0.0004	58	49	47	44	40

SOURCE: FTA, 2006.

According to Caltrans, the threshold for structural vibration damage for "new residential structures" such as the off-site residences from the project site are 0.5 in/sec for continuous/frequent intermittent sources of vibration, which include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment (refer to Table 3.10-7). The corresponding damage threshold criterion for fragile buildings is 0.1 in/sec. To be conservative, for the purpose of this analysis, the 0.1 in/sec damage threshold for fragile buildings is used to assess the project's potential groundborne vibration impacts during construction at the nearest off-site receptors since below this level there is virtually no risk of building damage.

The nearest off-site sensitive receptor to any proposed structural component on the project site is approximately 100 feet; however, the project's parking lots could be closer to the off-site residences with as little as a 50-foot separation distance (Giroux & Associates, 2015). As shown in Table 3.10-13, at a distance of 50 feet the vibration levels generated by construction equipment could reach as high as 0.03 in/sec, which is below Caltrans' building damage threshold criteria of

0.1 in/sec for continuous/frequent intermittent sources of vibration. Thus, vibration impacts associated with building damage would be less than significant.

In terms of human perception, the 0.03 in/sec (78 VdB) vibration level forecasted to occur at the nearest off-site sensitive receptors would be less than "distinctly perceptible", according to Caltrans vibration annoyance criteria (refer to Table 3.10-8). Additionally, at 78 VdB, this vibration level would also not exceed the FTA's 80 VdB annoyance threshold from "infrequent" vibration events, which are defined as fewer than 30 events per day. In addition, it should be noted that over the course of a construction day, construction equipment would be operating throughout the project site at various locations. As such, equipment such as large bulldozers would not operate solely at the shared property line with the adjacent off-site residences for prolonged time periods. The vibration levels would be much lower as equipment move to a location further away within the project site. As such, this impact is would be less than significant.

Significance Determination: Less than significant.

Impact 3.10-3: The project would result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

On-Site Noise Levels

As discussed previously, the on-site noise sources associated with operation of the proposed project would include loading dock activities, mechanical HVAC equipment, trash-pick up and parking lot cleaning activities, and parking lot activities. For a permanent increase in ambient noise levels in the project vicinity to result, a noise source involving continuous, long-term noise-generating activities would need to occur. Of the on-site noise sources identified above, only mechanical HVAC equipment and parking lot activities would generate continuous noise levels over the course of a day that could potentially result in a permanent increase in the ambient noise levels at receptors located in the project vicinity. Noise levels associated with loading docks would only occur periodically throughout the day, while trash pick-up and parking lot cleaning activities may only occur once a day or less. As such, because none of these activities would occur continuously over the course of a day, these on-site noise sources would not result in a substantial permanent increase in the surrounding noise environment.

Based on the analyses provided under Impact 3.10-1 above, noise levels generated from parking lot activities at the project site would be barely perceptible at the nearest off-site residential uses due to the combination of distance and intervening structures between the parking lots and off-site residential uses. Additionally, while the operation of mechanical HVAC equipment could generate noise levels of 49 dBA without shielding at the nearest off-site residential uses, this noise level, if assumed to operate continuously from the hours of 7:00 A.M. to 10:00 P.M., would only translate to a 24-hour noise level of 51 dBA CNEL.[4] As the nearest off-site residential uses

[4] For the purposes of this analysis, it was conservatively assumed that mechanical HVAC equipment associated with the project's major retail commercial center would operate continuously between the hours of 7:00 A.M. to 10:00 P.M. to reflect the potential hours of operation for the retail center.

from the project's major retail center are located directly north of the project site and adjacent to the I-15 Freeway to the west, which generates a noise level of 81 dBA CNEL at 50 feet from the centerline (Giroux & Associates, 2015), the current noise environment at these off-site residential uses resulting from their proximity to the freeway would be approximately 74 dBA CNEL. Thus, the 51 dBA CNEL generated from the project's mechanical HVAC equipment would be masked by the noise levels currently being generated from the freeway. However, as discussed in Impact 3.10-1, the mechanical HVAC equipment could occur in the evenings when traffic volumes along I-15 are reduced. Because the design of the HVAC equipment has not been finalized, nighttime noise levels associated with the HVAC equipment could exceed the interior residential noise threshold of 45 dBA. Therefore, the HVAC equipment could result in significant off-site noise impacts.

Off-Site Roadway Noise Levels

The increase in traffic resulting from implementation of the proposed project would increase the ambient noise levels at sensitive uses located in proximity to the project area. Based on the traffic impact assessment prepared for the proposed project in combination with an analysis of the surrounding land uses, roadway noise levels were forecasted using the FHWA Model with Calveno noise emission levels to determine if the project's vehicular traffic would result in a significant impact at noise-sensitive receptor locations located in proximity to the project area. Off-site locations in the project vicinity would experience a slight increase in noise resulting from the additional traffic generated by the proposed project. The increases in noise levels at selected roadway segments located in proximity to the project site resulting from the Project are identified in **Table 3.10-14**.

As shown in Table 3.10-14, the proposed project would cause one roadway segment to experience an increase in traffic-related noise levels that exceed the noise threshold. This exceedance occurs from a noise increase of 5.3 dBA CNEL on Catt Road, northwest of Clinton Keith Road at 50 feet from roadway centerline. There are three residences along the north side of Catt Road that could be impacted by this noise increase. The homes are two stories with an intervening noise wall providing sound protection for ground level uses. It should be noted that the anticipated "with project" traffic noise level on this segment of Catt Road would be 64 dBA CNEL, which is less than the City's 65 dBA CNEL residential noise compatibility guideline (refer to Table 3.10-5). As such, the traffic noise increase on this segment of Catt Road due to project implementation are considered substantial but the impact would still result in exposure of sensitive receptors to acceptable noise levels. However, the roadway segment of Catt Road located northwest of Clinton Keith Road would nonetheless exceed the 5 dBA CNEL threshold for roadway segments that currently result in noise levels of less than 60 dBA at sensitive noise receptors. Therefore, the proposed project would result in a significant noise impact at the residences along the north side of Catt Road.

TABLE 3.10-14
ROADWAY NOISE LEVELS WITH PROJECT

		Noise Levels in dBA CNEL[a]				
Roadway	**Roadway Segment**	**Existing Traffic Volumes**	**Existing + Project Traffic Volumes**	**Increase**	**Significance Threshold[b]**	**Significant?**
Clinton Keith Road	East of Copper Craft	70.2	70.4	0.2	1.5	No
	Copper Craft Smith Ranch Rd.	70.2	70.8	0.6	1.5	No
	Smith Ranch Rd- Inland Valley Drive	70.7	71.4	0.7	1.5	No
	Inland Valley Dr-George Ave	72.4	73.4	1.0	1.5	No
	George Av-Catt Road	73.0	74.0	1.0	1.5	No
	Catt Rd-I-15	74.0	74.7	0.7	1.5	No
	I-15-Hidden Spring Rd	73.5	74.1	0.6	1.5	No
	Hidden Hills-Palomar	72.4	72.9	0.5	1.5	No
	Palomar-Grand	71.0	71.3	0.3	1.5	No
	W of Grand	70.2	70.4	0.2	1.5	No
Copper Craft Drive	North of Clinton Keith	57.8	60.1	2.3	5.0	No
Spinning Wheel Drive	South of Clinton Keith	57.8	60.1	2.3	5.0	No
Smith Ranch Road	North of Clinton Keith	60.9	62.2	1.3	3.0	No
Inland Valley Drive	South of Clinton Keith	68.1	69.3	1.2	1.5	No
George Avenue	South of Clinton Keith	63.5	63.5	0.0	3.0	No
	Clinton Keith-Depasquale Road	64.1	64.2	0.1	3.0	No
	North of Depasquale	63.2	64.7	1.5	3.0	No
Hidden Springs Road	South of Clinton Keith	61.8	61.8	0.0	3.0	No
	North of Clinton Keith	69.1	69.5	0.4	1.5	No
Palomar Street	South of Clinton Keith	69.3	69.5	0.2	1.5	No
	North of Clinton Keith	70.8	71.0	0.2	1.5	No
Catt Road	South of Clinton Keith	64.0	64.1	0.1	3.0	No
	North of Clinton Keith	58.9	64.2	5.3	5.0	**Yes**
Depasquale Road	George Av-Westpark St	55.1	58.9	3.8	5.0	No

[a] Values represent noise levels at 50 feet from the centerline of each roadway.
[b] For purposes of this analysis, a substantial increase in noise levels is defined as an increase of 5.0 dB, or greater, where the noise levels, without project implementation, are less than 60 dBA. Where the noise level without project implementation range from 60- 65 dBA, an increase of 3.0 dB or greater would be considered a substantial increase. Where the noise levels without project implementation exceeds 65 dBA, an increase of 1.5 dB or greater would be considered a substantial increase.

SOURCE: Giroux & Associates, 2015 and ESA, 2016.

With the exception of the segment of Catt Road located northwest of Clinton Keith Road, all of the remaining roadway segments analyzed in the project site vicinity would not exceed the transportation noise thresholds. Thus, the project would result in less than significant transportation noise impacts along the remaining roadway segments.

Mitigation Measures:

No feasible mitigation is available.

Significance Determination: Significant and unavoidable. The roadway noise level increase on the residences on the north side of Catt Road would be significant and unavoidable. The onsite noise levels associated with project loading dock activities, mechanical HVAC equipment, trash-pick up and parking lot cleaning activities, and parking lot activities would be less than significant.

Impact 3.10-4: The project would not result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

As discussed under Impact 3.10-1, construction equipment noise levels associated with construction of the closest proposed buildings or parking areas on the project site would range between 65 and 83 dBA L_{eq} at the closest residential receptors north and east of the project site. As stated previously, a significant construction noise impact would occur if noise levels exceed 85 dBA. Therefore, most of the construction equipment noise levels would be less than significant even if the ground elevation of the project site was the same as the adjacent residences. Although concrete saws could generate a noise level of 90 dBA L_{max} at 50 feet, the elevation difference between the nearest residence and the project site is at least 10 feet in height. This elevation difference as well as the nominal expected use, if any, of a concrete saw near the northern or eastern property boundaries, is expected to attenuate noise levels from concrete saws so that noise would not exceed 85 dBA. As shown in Table 3.10-9, concrete saws at 50 feet would result in a noise level of 83 dBA $_{Leq}$ and this level does not take the elevation difference into account. Therefore, construction activities associated with the proposed project would result in a less than significant noise impact.

Significance Determination: Less than significant.

References

California Department of Transportation (Caltrans), *Transportation and Construction Vibration Guidance Manual*, September 2013.

City of Wildomar, *City of Wildomar Municipal Code*, http://www.qcode.us/codes/wildomar/, 2008, accessed August 18, 2015.

County of Riverside, *County of Riverside General Plan, Noise Element*, http://www.rctlma.org/genplan/content/gp/chapter07.html, 2003, accessed August 18, 2015.

Federal Transit Administration (FTA), *Transit Noise and Vibration Impact Assessment,* May 2006.

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Office of Planning and Research (OPR), *State of California Genera Plan Guidelines*, October 2003.

3.11 Population and Housing

This chapter evaluates the potential population and housing effects of the project. The section describes and compares the project area's existing and projected population and housing conditions and evaluates the potential population and housing effects of the project. Demographic data presented in this section is primarily based on the U.S. Census Bureau, 2000 and 2010, California Department of Finance, 2013, and Southern California Association of Governments (SCAG) projection growth estimates.

3.11.1 Environmental Setting

Population Growth

The City of Wildomar is located in Riverside County, which includes 24 cities and has a total population of 2,189,641 persons. The City of Wildomar occupies 24 square miles and is surrounded by Lake Elsinore to the northwest, the City of Menifee to the northeast and the City of Murrieta to the south. Located with access to both Orange County to the west, Los Angeles County to the northwest, San Bernardino County to the northeast, and San Diego County to the south, the City of Wildomar has experienced an increase in population since its incorporation in 2008. According to the Southern California Association of Governments (SCAG), the City's population between 2008 and 2012 increased approximately 1,200 new residences from 31,500 to 32,719 in 2012 (SCAG, 2013). **Table 3.11-1** below summarizes population changes in Wildomar over the past four years and provides estimates of future population trends to the year 2035.

TABLE 3.11-1
POPULATION CHANGES OVER FOUR YEARS AND FUTURE POPULATION TRENDS

Year	Population	Change	Percent Change
2008	31,500	--	--
2012	32,719	1,219	3.87
2020[a]	42,100	9,381	28.6
2035[a]	53,700	11,600	27.5

[a] SCAG estimate.
[b] Percent change between 2012 and 2020.
[c] Percent change between 2020 and 2035

SOURCE: U.S. Census Bureau 2000; U.S. Census Bureau, 2010; California Department of Finance, E-5, 2013.

During the four year period between 2008 and 2012), population growth in Wildomar occurred at a slower rate (3.72 percent) than Riverside County (7.81 percent). Wildomar's population comprises 1.5 percent of Riverside County's total population (SCAG, 2013).

SCAG's population, housing, jobs, and income projections for the six-county southern California region estimate that Wildomar will continue to experience growth through the year 2035 (SCAG, 2013). SCAG estimates Wildomar's population will increase between 2012 and 2035 from

32,719 persons to 53,700 persons which represents a 64.12 percent increase. Riverside County's projected growth rate is expected to be well above Wildomar's rate, with an overall 52.2 percent growth from 2,184,641 persons in 2010 to 3,324,000 persons in 2035.

Age of Population

The age structure of Wildomar is similar to that of Riverside County. According to the 2010 U.S. Census, the median age in Wildomar is 34.6 years old, while Riverside County's median age is 33.7 years old (U.S. Census, 2010). The largest segments of the City's population fall within the 35-64 age bracket (38.9 percent) and the under the age of 20 bracket (31.2 percent). The young adult (20-34) and senior populations (over 65) make up the remaining population (30 percent) (U.S. Census Bureau, 2010). Age plays an important role in determining housing needs. For example, younger families require more affordable housing as they begin their careers as do the elderly who require affordable units due to their age and retirement status, as compared to adults that are established in the work force. **Table 3.11-2** below depicts the City's population breakdown by age.

TABLE 3.11-2
CITY OF WILDOMAR POPULATION BY AGE: 2010

	2010	
Age Group	**Number**	**Percent**
Under age 20	10,017	31.2
20-34 years	6,241	19.4
35-64 years	12,504	38.9
Age 65 or older	3,414	10.7
Total	**32,176**	**100.2***

* Rounding Error

SOURCE: U.S. Census Bureau, 2010.

Housing

According to the California Department of Finance, the City of Wildomar had 10,830 housing units in the year 2012. A majority of the housing units (69.2 percent) were single-family units, multi-family units made up 4.5 percent of total units, while mobile-homes account for the remaining 26.3 percent (CDOF, 2012). **Table 3.11-3** is a breakdown of housing units in Wildomar by type.

TABLE 3.11-3
HOUSING UNITS IN WILDOMAR BY TYPE: 2012

	Total Units	
Unit Type	**Number**	**Percent**
Single-family detached	7,448	68.8
Single-family attached	44	0.41
Multi-family (2-4 units)	-	0
Multi-family (5+ units)	486	4.5
Mobile-Home	2,852	26.3
Total	**10, 830**	**100**

SOURCE: California Department of Finance, E-5, 2012

According to the 2010 U.S. Census Bureau, Wildomar has 9,992 occupied households. A majority of households (78.1 percent) were families. The second largest group of households is comprised of single individuals (16 percent). Other households (for example, unrelated persons living together) accounted for the remaining 5.9 percent.

Employment

Based on California Employment Development Department (CEDD), InfoGroup, and SCAG 2012 data, there were a total of 3,305 jobs in the city of Wildomar, a decrease of 5.2 percent from 2007. About 47.6 percent of jobs were in education, 7.1 percent in retail, 6.9 percent of jobs in leisure hospitality, and 5.1 percent of jobs in professional management (SCAG, 2013). Between 2007 and 2012, there were changes in the share of jobs by sector in the City of Wildomar. From 2007 to 2012 the share of education jobs increased from 40.9 percent to 47.6 percent, while the share of construction jobs declined from 13.4 percent to 7.2 percent.

According to the CEDD, the average salary for jobs in Wildomar was $36,515 in 2011. The sector providing the highest annual salary per job in the city was information technology at $59,567, whereas the sector with the lowest annual salary job was in the leisure hospitality sector at $15,338 (SCAG, 2012).

3.11.2 Regulatory Framework

Regional

SCAG's Regional Comprehensive Plan/Regional Transportation Plan

SCAG's Regional Comprehensive Plan (RCP) serves as a comprehensive planning guide, focusing on growth through the year 2035. The primary goals of the RCP are to improve the standard of living, enhance the quality of life, and promote social and economic equity. Within the RCP, issues related to housing availability and growth are addressed primarily in the Land Use and Housing chapter. This chapter identifies land use and housing challenges of the region, introduces the Compass Blueprint growth vision, and specifies goals and outcomes of that vision.

In addition, SCAG's Regional Transportation Plan (RTP) provides forecasts of population, households, and employment levels for counties, subregions, cities, and census tracts within SCAG's jurisdiction. The primary goal of the 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) is to increase mobility for the region's residents and includes a "strong commitment to reduce emissions from transportation sources to comply with SB 375, improve public health, and meet the National Ambient Air Quality Standards as set forth by the federal Clean Air Act"(SCAG, 2012, 1).

Local

City of Wildomar General Plan

The Housing Element of the General Plan, adopted in 2013, includes a number of policies that are concerned with identifying local housing problems and needs as well as measures necessary to mitigate and alleviate problems for all economic segments of the community. The Housing Element policies provided in Table 3.11-4 are applicable to the proposed project.

in the City and are applicable to the project.

TABLE 3.11-4
WILDOMAR GENERAL PLAN CONSISTENCY ANALYSIS – POPULATION AND HOUSING

General Plan Housing Element Policies	Consistency Determination	Analysis
Policy H-1: Ensure there is a sufficient supply of multi-family and single-family zone land to meet the housing needs identified in the Regional Housing Needs Allocation (RHNA).	Consistent	The proposed project includes multiple family residential units with a density of about 14 units per acre. The provision of this housing density type would provide a more affordable housing option compared to single family units.The proposed project would contribute to the City meeting their RHNA needs. The project would be consistent with this policy.
Policy H-2: Maintain land use policies that allow residential growth consistent with the availability of adequate infrastructure and public services.	Consistent	The project's provision of housing would provide for growth within the City, and the project would be supported by adequate infrastructure and public services. The project would be consistent with this policy.
Policy H-24: Encourage the use of energy conservation features in residential construction and remodeling.	Consistent	The proposed project include energy conservation features as part of the Greenhouse Gas Reduction Features identified in Chapter 2, Project Description. The project would be consistent with this policy.

3.11.3 Impact Assessment

Thresholds of Significance

Based on Appendix G of the CEQA Guidelines, impacts related to population and housing would be considered significant if the proposed project would:

- 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);
- Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere; or
- Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

Methodology

Impacts in the following issue areas would not be significant and will not be discussed further in this EIR:

Displace substantial numbers of existing housing. There are no existing residential units located on the project site; therefore, no displacement of existing housing would occur. Therefore, the project would result in no impacts to displacement of existing housing.

Displace substantial numbers of existing people. There are no existing people located on the project site; therefore, no displacement of existing people would occur. Therefore, the project would result in no impacts to displacement of existing people.

Impact 3.11-1: The proposed project would not 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).

According to the 2012 U.S. Census Statistical Summary, Wildomar's average household size is 3.3 persons per dwelling unit (SCAG, 2015). Assuming an average household of 3.3 people and the addition of 191 new multiple family residential dwelling units, the project would generate a net population increase of approximately 630 new residents. As shown in Table 3.11-1 above, by the year 2035, the population of the city is expected to grow to 53,700 persons from the existing population of 32,719 in 2012. This is an increase of 20,981 persons. Based on this number, the development of the proposed residential uses would constitute approximately three percent of the population growth expected in the city between 2012 and 2035. Thus, the population associated with the proposed residential uses would be within the anticipated population growth for the city and would not exceed the projections on which the City has based plans related to provision of public services, utilities, and other amenities to maintain the current quality of life it provides its residents.

In addition, the project would generate new employment populations in the area, mostly in the retail, professional/business services, educational/health services, finance, and leisure/hospitality sectors. However, the new retail shopping center and restaurants that would be developed under the project would be accommodating demand for this type of commercial space that is projected to occur in the city and surrounding area. Assuming commercial space in Wildomar experiences a ratio of one employee per 500 square feet, and the project includes about 118,354 square feet of new retail and restaurants, the project would introduce approximately 237 new employees to the area (Institute of Transportation Engineers, 2012). Currently, 2.93 percent of Wildomar residents work where they live, while the remaining 97.07 percent commute to other places such as Temecula, Lake Elsinore, and even as far as San Diego and Los Angeles (SCAG, 2013). Because most of the retail and restaurant employees can be drawn from within a region's existing employment stock, and the project will generate a relatively small number of employees, it is not expected that new retail and restaurants would draw large numbers of new employees from outside of the region. Therefore, the project would not result in a new population of employees that would result in growth inducement beyond that already projected for the City.

The project would accommodate predicted growth, and would not result in a substantial increase in population. The project's residential units would help to meet housing demands from projected population growth in the City and the region as well as job growth projected for the area. Therefore, the project would result in less than significant impacts related to population and housing.

Significance Determination: Less than significant.

References

California Department of Finance (CDOF), *Table 2L E-5 City/County Population and Housing Estimates,* 2012.

Institute of Transportation Engineers, *Trip Generation,* 7th edition, 2012.

Southern California Association of Governments (SCAG), *Profile of the City of Wildomar*, 2013.

U.S. Census Bureau, official website, search: Wildomar City, http://factfinder.census.gov/faces/nav/jsf/pages/community_facts.xhtml, 2010, accessed May 15, 2015.

3.12 Public Services

This section provides an analysis of the ability of public service providers to accommodate the proposed project and whether the project would require expanded or new facilities that could result in environmental impacts.

3.12.1 Environmental Setting

Fire Protection Services

The City of Wildomar contracts with the Riverside County Fire Department (RCFD) for fire protection services through a cooperative agreement with the California Department of Forestry and Fire Protection (CAL FIRE). RCFD services include providing fire suppression, emergency medical, rescue, and fire prevention services while serving as the operational area coordinator for the California Fire and Rescue Mutual Aid System for all fire service jurisdictions in Riverside County.

RCFD comprises 17 battalions with 95 stations throughout Riverside County. The fire stations are divided into two operational divisions: East Operations and West Operations. The two divisions comprise six subdivisions: Bautista, Indio, Moreno, Northwest, Oak Glen, and Southwest. The City of Wildomar is located in the Southwest Division, which is comprised of four battalions and encompasses the southwestern portion of Riverside County from the San Diego county line to the south, to the southern edge of the City of Moreno Valley to the north, and east to the western portion of the Hemet Valley. Wildomar is served primarily by the eight stations that are a part of Battalion 2 (Temecula) (RCFD, 2012). The locations of the seven stations are listed below (RCFD 2012).

- Elsinore Fire Station #10, 410 West Graham Avenue, Lake Elsinore (battalion headquarters)
- Lakeland Village Fire #11, 33020 Maiden Lane, Lake Elsinore
- El Cariso Fire Station #51, 32353 Ortega Highway, Lake Elsinore
- Wildomar Fire Station #61, 32637 Gruwell Street, Wildomar
- Bear Creek Fire Station #75, 38900 Clinton Keith Road, Murrieta
- McVicker Park Fire Station #85, 29405 Grand Avenue, Lake Elsinore
- Canyon Hills Fire Station #94, 22770 Railroad Canyon Road, Lake Elsinore

The department consists of 1,200 career firefighters, 200 administrative support personnel, and 300 volunteer reserve firefighters who responded to 121,059 incidents in 2011, averaging 325 emergency responses per day (RCFD 2012).

Response Times and Service Standards

The Riverside County Fire Department developed a methodology to determine the location of future fire stations. This methodology was established utilizing principles recommended in the National Fire Protection Association (NFPA) Handbook, Volume II, 20th edition. The principles utilized by the RCFD are listed below (RCFD, 2009).

- Consideration of criteria established by the Insurance Services Offices, Inc. (ISO) regarding the distribution of fire companies in the community.
- Consideration of NFPA Standard 1710 as a guideline, which calls for an engine company within 4 minutes of travel time to fire incidents and emergency medical service (EMS) calls, and a full first-alarm group.
- Ability to respond within 8 minutes to a minimum of 90 percent of all annual incidents.
- Consideration of the proximity of travel time to other station protection zones for timely inclusion in the full first-alarm response group.
- Consideration of rapid and safe access to multi-directional major response routes.
- Consideration of appropriate locations given the land use issues in the surrounding environment.
- Consideration of utility availability, plot size, and surrounding traffic control issues.
- Consideration of historical and projected call volume (response workload) in the area of concern using risk versus cost analysis.

The closest fire station that provides fire protection and paramedic services to the project site is Wildomar Fire Station #61 located at 32637 Gruwell Street in Wildomar and 1.67 miles west of the project site. The next nearest station is Station 75 (Bear Creek) located at 38900 Clinton Keith Road in Murrieta and 2.75 miles southwest of the project site.

The City of Wildomar currently collects fire protection fees for the Riverside County Fire Department. For commercial development, the fees are based on the square footage of the proposed project. For residential development, the fees are based on the number of residential units. The fees collected are used to address future fire protection facilities and equipment needs.

Police Protection

Law enforcement in the City of Wildomar is provided by the Riverside County Sheriff Department (RCSD). RCSD is composed of 2,049 sworn officers and 1,808 civilian personnel, and is responsible for law enforcement services over a 7,300 square-mile area that includes unincorporated areas of the county as well as 17 incorporated cities (RCSD, 2015). Services provided by the RCSD include: first responder service, police services, search and rescue services, mutual aid coordination services, enforcement of criminal law on Tribal Lands, jail system services, court services, Coroner-Public Administrator services, and Joint Task Force services (RCSD, 2015). The primary RCSD station that would serve the project site is the RCSD Lake Elsinore Station located at 333 Limited Avenue, Lake Elsinore, approximately 6 miles north

of the project site. Responses to calls for service are dispatched to the Lake Elsinore Station through the RCSD's central dispatch communication center located in the City of Riverside. According to the County of Riverside, the target personnel to population ratio for the city is 1 Deputy Sheriff per 1,000 people (County of Riverside, 2015).

Schools

The project site is served by the Lake Elsinore Unified School District (LEUSD). LEUSD was formed in 1989 and encompasses 144 square miles, with 24 schools serving approximately 22,000 students (LEUSD, 2015).

The boundaries of the school district extends northwest to Lake Elsinore, northeast to Canyon Lake, south to Wildomar, and several unincorporated communities, including Lakeland Village and Horsethief Canyon. Currently, the district includes 13 elementary schools, four middle schools, three high schools, two Kindergarten (K) through 8 schools, two alternative schools, and a new K through 12 virtual school. The nearest elementary schools to the project site include the Ronald Reagan Elementary school that is located approximately 0.35 miles northeast of the project site, the Donald Graham Elementary school that is located 0.65 miles northwest of the project site, and the Wildomar Elementary school that is located approximately 1.17 miles west of the project. **Table 3.12-1** provides enrollment data and capacity for the 2011-2012 school year for the schools that serve the project site.

TABLE 3.12-1
EXISTING LEUSD SCHOOLS SERVING THE PROJECT AREA

School/Type	Location	Grade Level	Enrollment September 2011-2012	School's Capacity September 2011-2012
Ronald Reagan Elementary School	35445 Porras Rd. Wildomar, 92595	K through 5	682	800
David Brown Middle School	21861 Grand Ave. Wildomar, 92595	6 through 8	971	1,633
Elsinore High School	21800 Canyon Dr. Wildomar, 92595	9 through 12	2,097	3,353
		Total	**3,750**	**5,786**

SOURCE: LEUSD, 2014.

According to the LEUSD's (2012) School Facilities Needs Analysis, the generation rates for high density residential homes include 0.2644 per unit for elementary school (K–5), 0.1315 per unit for middle school (grades 6–8), and 0.1743 per unit for high school (grades 9–12). Based on these rates, the project will generate 51 elementary school students, 25 middle school students, and 33 high school students, for a total of 109 students. During the past ten years, the LEUSD's enrollments have increased from 17,769 students for the 2001/2002 school year to 22,171 students from the academic year of 2011/2012. **Table 3.12-2** shows the rapid growth in

enrollment earlier in the decade, while growth has slowed in recent years, and in declined from 2008 to 2011.

TABLE 3.12-2
LAKE ELSINORE UNIFIED SCHOOL DISTRICT ENROLLMENT 2001/02-2011/12

Academic Year	District Enrollment	Change from Previous Year	Percentage Change
2001-02	17,769	-	-
2002-03	18,933	+1,164	6.55%
2003-04	19,711	+778	4.11%
2004-2005	20,203	+492	2.5%
2005-06	20,652	+449	2.22%
2006-07	21,525	+873	4.23%
2007-08	21,109	+584	2.71%
2008-09	21,756	-353	-1.6%
2009-10	22,216	+460	2.11%
2010-11	22,065	-151	-0.68%
2011-12	22,171	+106	0.48%

SOURCE: California Department of Education, 2012

Transportation

The LEUSD has approved the establishment of a fee-based transportation program in order to continue transportation services to eligible students. Kindergarten students are eligible for the transportation program (school buses) if they reside more than 0.75 mile from the school, elementary school students beyond 1.5 miles, middle school students beyond 2.5 miles, and high school students beyond 3.5 miles from the school. Parents desiring transportation services to transport children from their homes to the school must apply for the service annually, receive district approval, and pay a $170.00 semi-annual fee.

Parks

According to the City of Wildomar Parks Department, the City owns three parks with a total area of approximately 15 acres (City of Wildomar, 2015). In addition, the city reserves 306.93 acres of land dedicated to open space recreation. Therefore, the City has a total of 313.93 acres of parks and open space/recreation. The City also has an additional 220.92 acres of land dedicated to open space conservation. The nearest regional park to the City of Wildomar is the Lake Skinner Recreation Area that is located approximately 12.5 miles to the east. The 600-acre park offers overnight camping, fishing, swimming, sailing, picnicking, and other activities.

The City of Wildomar Municipal Code Chapter 16.20 of Title 16 requires fees in lieu of dedication or dedication of parkland to help mitigate the impacts of property improvements pursuant to the Quimby Act of 1975. The code includes an open space requirement of 3 acres of

parkland per 1,000 residents. In lieu of parkland dedication, the City of Wildomar allows developers to pay impact fees to fairly distribute the costs of park expansion and maintenance to new development. The impact fee structure is defined in the City of Wildomar Development Impact Fee Study (City of Wildomar, 2015).

The nearest community park to the project site is Windsong Park located at 35459 Prairie Road that is approximately 1.1 miles northwest of the project site (see **Table 3.12-3**). Windsong Park encompasses about 2 acres and includes basketball courts, a picnic pavilion, and children's play areas. Table 3.12-3 provides a summary of the parks in the vicinity of the project area, including Windsong Park.

TABLE 3.12-3
PUBLIC PARKS SERVING THE PROJECT AREA

Park	Type	Amenities	Approximate Acres	Distance from the Project Site
Windsong Park 35459 Prairie Road Wildomar, CA	Neighborhood	• Outdoor basketball • Picnic tables • Children's play area	2	1.8 miles
Marna O'Brian Park 35459 Palomar Street Wildomar, CA	Community	• Outdoor basketball • Baseball fields • Football/Soccer fields • Gazebo with view area • Picnic tables • Children's play area	9.6	2.8 miles
Regency –Heritage Park 20171 Autumn Oaks Place Wildomar, CA	Neighborhood	• Children's play area • BBQs • Picnic tables • Outdoor basketball • Dog park	3.3	3.0 miles

SOURCE: City of Wildomar, 2014

As of 2012, the City of Wildomar's estimated population was 32,719 which resulted in a parkland demand of about 98 acres based on 3 acres of parkland per 1,000 residents. With only 15 acres of parkland, the City has a deficit in the amount of parkland available for public use.

Libraries

The City of Wildomar is a member of the Riverside County Library District (RCLD), which operates 33 libraries throughout Riverside County and has an annual circulation of 3.4 million items (Christmas, 2010). According to the City's General Plan, the County Library System has District-wide standards of 1.2 volumes and 0.5 square feet of library space per capita. The Mission Trail Library located at 34303 Mission Trail, is the library nearest to the project site, approximately 2.7 miles north of the project site.

Hospitals

The project site is within the proximity of four hospitals: Inland Valley Medical Center (within one mile), Rancho Springs Medical Center (within five miles), Loma Linda University Medical Center – Murrieta (within six miles), and Temecula Valley Hospital (within 14 miles). The Inland Valley Medical Center is a 122-bed facility that serves as the region's only trauma center and provides medical services, trauma surgery, intensive care, diagnostic imaging, rehabilitation, emergency department and other medical care. This hospital is located at 36485 Inland Valley Drive in Wildomar. The Rancho Springs Medical Center has 120 licensed beds and contains a neonatal intensive care unit and emergency room. This hospital is located at 25500 Medical Center Drive in Murrieta. The Loma Linda University Medical Center – Murrieta is a 106 inpatient bed facility and includes a cancer care, heart care, orthopedic, rehabilitation, and surgery and emergency facilities. This hospital is located is located at 28062 Baxter Road in Murrieta. The Temecula Valley Hospital was recently opened in 2013 with 140 beds and major specialty services such as open heart surgery, stroke center, and emergency department. This hospital is located at 31700 Temecula Parkway in Temecula.

3.12.2 Regulatory Framework

Fire Protection Services

State

California Fire Code

The 2007 California Fire Code (Title 24, Part 9 of the California Code of Regulations) establishes regulations to safeguard against hazards of fire, explosion, or dangerous conditions in new and existing buildings, structures, and premises. The Fire Code also establishes requirements intended to provide safety and assistance to firefighters and emergency responders during emergency operations. The provisions of the Fire Code apply to the construction, alteration, movement, enlargement, replacement, repair, equipment, use and occupancy, location, maintenance, removal, and demolition of every building or structure throughout the State of California (CBSC, 2008). The Fire Code includes regulations regarding fire-resistance-rated construction, fire protection systems such as alarm and sprinkler systems, fire services features such as fire apparatus access roads, means of egress, fire safety during construction and demolition, and wildland-urban interface areas.

California Health and Safety Code

Additional state fire regulations are set forth in Section 13000 et seq. of the California Health and Safety Code, which includes regulations for building standards, fire protection and notification systems, fire protection devices such as extinguishers, smoke alarms, high-rise building and childcare facility standards, and fire suppression training.

California Occupational Safety and Health Administration

In accordance with the California Code of Regulations, Title 8, Sections 1270, Fire Prevention, and 6773, Fire Protection and Fire Fighting Equipment, the California Occupational Safety and Health Administration (Cal/OSHA) has established minimum standards for fire suppression and

emergency medical services. The standards include, but are not limited to, guidelines on the handling of highly combustible materials, fire hose sizing requirements, restrictions on the use of compressed air, access roads, and the testing, maintenance, and use of all firefighting and emergency medical equipment.

Local

Riverside County Fire Department Strategic Plan

The Riverside County Fire Department's (2009) Strategic Plan 2009–2029 covers fiscal years 2009–10 through 2029–30. The plan describes the array of fire and rescue services provided to citizens, and it provides an evaluation of the current status of various commonly used service performance measures. The plan also makes recommendations for staffing, facilities, and station sites and remodels.

Mutual Aid Agreements

Fire protection mutual aid is an agreement between two fire agencies in which they commit to respond to calls for service in the other agency's jurisdiction when they are called, at no cost to the requesting agency. Automatic aid is not only predetermined, but one or more additional departments are automatically dispatched to certain locations or types of alarms at the same time as the home department. Usually, both mutual and automatic aid agreements are written between the agencies.

The Riverside County Fire Department has four mutual aid and seven automatic aid agreements with other agencies. The specific agencies with which the County has current contracts for these services is listed in **Table 3.12-4**.

TABLE 3.12-4
RCFD CONTRACTUAL AGREEMENTS

Mutual Aid Agreements	Automatic Aid Agreements
City of Corona (Hazmat)	City of Palm Springs
Chuckawalla Valley State Prison Fire Dept.	Idyllwild Fire Protection District
March Air Force Base	City of Hemet
Niland Fire District	Morongo Band of Mission Indians
	Orange County Fire Authority
	Pechanga Band of Luiseno Mission Indians

SOURCE: RCFD 2009

Local

City of Wildomar General Plan

The City of Wildomar includes fire protection policies within their General Plan. **Table 3.12-5** includes the policies that are applicable to the proposed project.

TABLE 3.12-5
WILDOMAR GENERAL PLAN CONSISTENCY ANALYSIS – FIRE PROTECTION

General Plan Land Use Element Policy	Consistency Determination	Analysis
Policy LU 5.1: Ensure that development does not exceed the ability to adequately provide supporting infrastructure and services, such as libraries, recreational facilities, transportation systems, and fire/police/medical services	Consistent	The proposed project would increase the demand for fire protection services on the project site; however, the increase in services would not exceed the RCFD's ability to adequately provide service to the proposed project. Therefore, the project would be consistent with this policy.
General Plan Safety Element Policy		
Policy S 5.1: Develop and enforce construction and design standards that ensure that proposed development incorporates fire prevention features through the following: a. All proposed construction shall meet minimum standards for fire safety as defined in the County Building or Fire Codes, or by County zoning, or as dictated by the Building Official or the Transportation Land Management Agency based on building type, design, occupancy, and use. b. In addition to the standards and guidelines of the Uniform Building Code and Uniform Fire Code fire safety provisions, continue additional standards for high-risk, high occupancy, dependent, and essential facilities where appropriate under the Riverside County Fire Protection Ordinance. These shall include assurance that structural and nonstructural architectural elements of the building will not: • impede emergency egress for fire safety staffing/personnel, equipment, and apparatus; nor • hinder evacuation from fire, including potential blockage of stairways or fire doors. c. Proposed development in Hazardous Fire areas shall provide secondary public access, unless determined otherwise by the County Fire Chief. d. Proposed development in Hazardous Fire areas shall use single loaded roads to enhance fuel modification areas, unless otherwise determined by the County Fire Chief.		The proposed project would be required to implement the fire prevention standards and features within the fire codes for the proposed residential and commercial structures. Therefore, the project would be consistent with this policy.

Law Enforcement Services

State

Emergency Response/Evacuation Plans

Government Code Section 8607 (a) directs the Governor's Office of Emergency Services to prepare a Standard Emergency Management System (SEMS) program, which sets forth measures by which a jurisdiction should handle emergency disasters. The program is intended to provide effective management of multi-agency and multi-jurisdictional emergencies in California. SEMS consists of give organizational levels, which are activated as necessary: (1) Field Response, (2) Local Government, (3) Operation Area, (4) Regional, and (5) State.

Local governments must use SEMS to be eligible for funding of their response-related personnel costs under state disaster assistance programs. The City of Wildomar is generally responsible for emergencies that occur within city boundaries and has adopted an Emergency Operations Plan that is consistent with the SEMS.

Local

City of Wildomar Disaster Operation and Relief Plan

The City of Wildomar Emergency Plan assists the City to prepare for and facilitate coordinated and effective responses to emergencies in Wildomar and to provide adequate assistance to other jurisdictions as needed. The plan specifies actions for the coordination of operations, management, and resources during emergencies; governmental responsibilities during emergency events; and a plan for the organization of nongovernmental organizations providing support assistance.

City of Wildomar General Plan

The City of Wildomar includes one police protection policies within the Land Use Element of their General Plan. **Table 3.12-6** includes the policy that is applicable to the proposed project.

TABLE 3.12-6
WILDOMAR GENERAL PLAN CONSISTENCY ANALYSIS – POLICE PROTECTION

General Plan Land Use Element Policy	Consistency Determination	Analysis
Policy LU 5.1: Ensure that development does not exceed the ability to adequately provide supporting infrastructure and services, such as libraries, recreational facilities, transportation systems, and fire/police/medical services	Consistent	The proposed project would increase the demand for police protection services on the project site; however, the increase in services would not exceed the RCSD's ability to adequately provide service to the proposed project. Therefore, the project would be consistent with this policy.

Schools

State

School Facility Development Fees - Assembly Bill 2926

In September 1986, the State Legislature passed Assembly Bill 2926 (AB 2926) (Chapter 887, Statues of 1986). This bill granted school districts in California the power to levy fees on residential, commercial, and industrial development for the purpose of financing construction of school facilities. State law prohibits a city or county from issuing a building permit unless the local school district has certified that the application is in compliance with its fee program. School districts are also allowed to increase the level of fees every two years, based on the change in the Class B construction cost index, as determined by the State Allocation Board.

Development Impact Fees/SB 50

Proposition 1A, the Kindergarten-University Public Education Facilities Bond Act of 1998, or Senate Bill (SB) 50, was approved by the voters in November 1998. This proposition provided $6.7 billion in general obligation bonds for K-12 public school facilities and provided the first funding for the new School Facility Program, which provides state funding assistance for new construction and modernization. A primary result of SB 50 was the creation of different levels of developer fees. The Lake Elsinore Unified School District currently levies development impact fees on development within the district's boundaries consistent with SB 50. The current fees are $3.36 per square foot for new residential development and $0.54 per square foot for new commercial development (LEUSD, 2014).

Local

City of Wildomar General Plan

The City of Wildomar General Plan does not include policies related to schools.

Parks

State

Quimby Act (Government Code 66477)

State Subdivision Map, Section 66477 (Quimby Act) allows the legislative body of a city or county, by ordinance, to require the dedication of land, the payment of in-lieu fees, or a combination of both, for park and recreational purposes as a condition of approval for a final tract map or parcel map. The Quimby Act requires that developers dedicate land or pay fees for parkland acquisition. The goal of the Quimby Act is to require developers to help mitigate the impacts to parkland of new residential development.

Local

City of Wildomar General Plan

The City of Wildomar includes park and recreation policies within the Land Use Element and Multipurpose Open Space Element of their General Plan. **Table 3.12-7** includes the policies that are applicable to the proposed project.

TABLE 3.12-7
WILDOMAR GENERAL PLAN CONSISTENCY ANALYSIS – PARKS

General Plan Land Use Element Policy	Consistency Determination	Analysis
Policy LU 5.1: Ensure that development does not exceed the ability to adequately provide supporting infrastructure and services, such as libraries, recreational facilities, transportation systems, and fire/police/medical services	Consistent	The proposed project would increase the demand for park facilities due to the generation of residents on the project site; however, the increase in services would not exceed the City's ability to adequately provide parks to the future residents because the project will be required to pay parkland acquisition and improvement impact fees as a standard condition of approval. Therefore, the project would be consistent with this policy.
General Plan Multipurpose Open Space Element		
Policy OS 20.5: Require that development of recreational facilities occurs concurrent with other development in an area.	Consistent	The proposed project includes recreational uses associated with the proposed residential development on the project site. The recreational uses include a community pool and spa as well as a community recreation area that would contain a tot lot and half-court basketball amenity. Because the proposed project includes recreational facilities, the project would be consistent with this policy.

Libraries

Local

City of Wildomar General Plan

The City of Wildomar includes one library service policy within the Land Use Element of their General Plan. **Table 3.12-8** includes the policy that is applicable to the proposed project.

TABLE 3.12-8
WILDOMAR GENERAL PLAN CONSISTENCY ANALYSIS – LIBRARIES

General Plan Land Use Element Policy	Consistency Determination	Analysis
Policy LU 5.1: Ensure that development does not exceed the ability to adequately provide supporting infrastructure and services, such as libraries, recreational facilities, transportation systems, and fire/police/medical services	Consistent	The proposed project would increase the demand for library services within the City of Wildomar. Based on a City population of 32,719 in 2012, the estimated residential population on the project site, which would be about 630 people, would represent an increase in population by about 1.9 percent. This increase in library services demand would be considered less than significant and would not exceed the County's ability to provide library services to the future residents of the project. Therefore, the project would be consistent with this policy.

Hospitals

Local

City of Wildomar General Plan

The City of Wildomar includes one hospital policy within the Land Use Element of their General Plan. **Table 3.12-9** includes the policy that is applicable to the proposed project.

TABLE 3.12-9
WILDOMAR GENERAL PLAN CONSISTENCY ANALYSIS – HOSPITALS

General Plan Land Use Element Policy	Consistency Determination	Analysis
Policy LU 5.1: Ensure that development does not exceed the ability to adequately provide supporting infrastructure and services, such as libraries, recreational facilities, transportation systems, and fire/police/medical services	Consistent	The proposed project would increase the demand for hospital services within the City of Wildomar. Based on a City population of 32,719 in 2012, the estimated residential population on the project site, which would be about 630 people, would represent an increase in population by about 1.9 percent. Based on the operation of four hospitals in southwest Riverside County, the project's increase in hospital services demand would be considered less than significant and would not exceed the County's ability to provide hospital services to the future residents of the project. Therefore, the project would be consistent with this policy.

3.12.3 Impact Assessment

Thresholds of Significance

Based on Appendix G of the CEQA Guidelines, impacts related to public services would be considered significant if the proposed project would:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:
  - Fire protection;
  - Police protection;
  - Schools;
  - Parks; or
  - Other public facilities.

Methodology

The threshold of significance for this topic focuses on whether there would be adverse physical impacts associated with new or altered facilities for the provision of fire, police, schools, parks, library, and hospital services. The methodology, therefore, evaluates the ability to serve the City and the proposed project using these services and the potential need for new or physically altered facilities.

Impact 3.12-1: The proposed project would not result in adverse physical impacts with the provision for, or the need for, new or physically altered fire protection facilities.

The project would introduce approximately 630 residents to the site (see Section 3.11 Population and Housing). The nearest fire station to the project site is Wildomar Fire Station #61, located at 32637 Gruwell Street in Wildomar, 1.62 miles west of the 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 2012 RCFD annual report concluded that Station #61 responded to a total of 1,820 incidents in 2012 (RCFD, 2012). Considering the population was 32,719 in 2012, there was one incident for 17.98 people in 2012.

The proposed project would result in an additional 630 residents in the area and approximately 237 new employees to the area. Considering the incident rate of one incident per 17.98 people in 2012, the proposed project would generate an estimated 35 annual incidents. An additional 35 incidents would represent an increase of 1.9 percent in the number of incidents in Wildomar.

The Wildomar General Plan Policy S-5.1 instructs the City to develop and enforce construction and design standards which ensure that proposed development incorporates fire prevention features through specified minimum standards and the inclusion of certain safety features. These standards and features would be required with the construction of the proposed residential and commercial structures on the project site.

In addition, the proposed project would be required to pay development impact fees related to fire protection to enable the expansion of fire protection facilities, the addition of fire protection personnel, and the acquisition of additional fire equipment, as needed to maintain their performance standards. The costs for future fire protection facilities are allocated to future development based on the amount of service population added by each type of development. Before the Certificate of Occupancy is issued, the applicant must pay an impact fee for fire protection to the City of Wildomar. The current fees, which are subject to change, are $421.48 per multi-family residential dwelling unit as defined by the City of Wildomar in its Development Impact Fee schedule (City of Wildomar, 2015). As a standard condition of approval, the project applicant will be required to annex the project site into Community Facilities District (CFD) 2013-1. Prior to annexation, the project applicant would be required to provide development impact fees. The CFD would fund fire services for the project site.

Considering the estimated 1.9 percent increase in the number of incidents in Wildomar as a result of the proposed project, and the proposed project's required compliance with the Wildomar

General Plan Policy S-5.1, as well as the payment of development impact fees, impacts would be less than significant.

Significance Determination: Less than significant.

Impact 3.12-2: The proposed project would not result in adverse physical impacts with the provision for, or the need for, new or physically altered police protection facilities.

The completion of the proposed project would result in an increase of 630 residents in the City of Wildomar. Police protection services are provided by the Riverside County Sheriff's Department (RCSD). The nearest sheriff's station is the Lake Elsinore Station, located at 333 Limited Avenue in the City of Lake Elsinore, approximately six miles north of the project site. Traffic enforcement is provided for Riverside County in this area by the California Highway Patrol, with additional support from the RCSD.

The RCSD has established a recommended service ratio of 1 sworn law enforcement personnel for every 1,000 residents (RCSD, 2014). This service ratio takes into account the services to non-residential uses within the County. The proposed project would result in an estimated 630 people, thus requiring approximately 0.63 additional sworn law enforcement personnel to service the project area.

The proposed project would be located on a currently undeveloped site, but is surrounded by residential land uses to the east of the property. Because the proposed project is located in an area that already contains urban development, the RCSD will not be required to expand its service area to accommodate the proposed project upon completion.

The City of Wildomar has development impact fees to enable the expansion of police protection facilities, the addition of police personnel, and enables the City to obtain additional police equipment, as necessary. Thus, before construction begins, the applicant would pay an impact fee for police protection to the City. The current fee amount, which is subject to change, is $160.45 per multifamily residential unit and $151.80 per KSF for commercial land use designation (City of Wildomar, 2015). As a standard condition of approval, the project applicant will be required to annex the project site into Community Facilities District 2013-1. Prior to annexation, the project applicant would be required to provide development impact fees. The CFD would fund police services for the project site. The payment of the development impact fees and the project requiring less than one new officer would reduce the project's impact on police services to less than significant. In addition, because the project would require less than one new officer, the project would not require the construction or expansion of existing police facilities. Therefore, the project would result in less than significant environmental impacts associated with the provision of new or physically altered police facilities.

Significance Determination: Less than significant.

Impact 3.12-3: The proposed project would not result in adverse physical impacts with the provision for, or the need for, new or physically altered school facilities.

The proposed project would result in 630 new residents, which would generate an additional student population for the LEUSD. **Table 3.12-10** provides the generation rates that LEUSD uses to anticipate future student population and calculates the potential student population generated by the proposed project. As shown in Table 3.12-10, the project is anticipated to generate approximately 48 K-12 students.

TABLE 3.12-10
GENERATION RATES FOR THE PROPOSED PROJECT

Grade	Generation Rates (per Dwelling Unit)	Number of Students (191 Multi-Family Attached Dwelling Unit)
K-5	0.1303	25
6-8	0.0528	10
9-12	0.0706	13
Total		**48**

SOURCE: LEUSD, 2014.

Based on their existing capacity (see Table 3.12-2), LEUSD would be able to accommodate the 48 new students expected to be generated by the 191 multiple family attached townhouses that would be built as a result of the proposed project. Student enrollment within LEUSD is expected to gradually increase in the next few years (LEUSD, 2012). The district saw its first decline in enrollment in 2008, as a result of the housing market decline, and experienced a decline in enrollment of -1.02 percent from 2008 to 2012. However, 2016 is anticipated to be the first year of increased enrollment, from 20,151 in 2015 to 20,315 in 2016, a percent increase of 0.81 percent. **Table 3.12-11** below displays the five-year LEUSD enrollment projections.

TABLE 3.12-11
FIVE-YEAR DISTRICT WIDE ENROLLMENT PROJECTION BY GRADE LEVEL
(does not include special education students)

Grade	2011	2012	2013	2014	2015	2016
K	1645	1545	1501	1450	1485	1550
1	1650	1763	1611	1614	1520	1501
2	1698	1614	1734	1589	1592	1526
3	1647	1680	1605	1727	1584	1596
4	1552	1616	1651	1581	1701	1579
5	1552	1543	1610	1649	1578	1705
6	1596	1520	1521	1591	1616	1554
7	1542	1590	1519	1524	1593	1626
8	1601	1527	1581	1512	1518	1598
9	1682	1656	1597	1661	1591	1594
10	1586	1597	1579	1527	1592	1568
11	1573	1467	1484	1469	1421	1546
12	1460	1451	1256	1370	1360	1372
Subtotal	**20.784**	**20,569**	**20,349**	**20,264**	**20,151**	**20,315**
Percent Change		**-1.0%**	**-1.1%**	**-0.4%**	**-0.6%**	**0.8%**

SOURCE: LEUSD, 2014.

As shown in **Table 3.12-12**, the K-5, 6-8, and 9-12 schools would have available capacity to accommodate school children anticipated to be generated from the development of the 191 multiple family attached townhomes on the project site. Therefore, the LEUSD would not be required to construct new school to accommodate the anticipated students generated on the project site. The proposed project would result in a less than significant impact on LEUSD schools.

TABLE 3.12-12
PROJECT AREA SCHOOL CAPACITY WITH IMPLEMENTATION OF THE PROPOSED PROJECT

Grade	Current Enrollment of students in the Project Area 2011-2012	Potential Student population generated from Proposed Project	Available School Capacity	Remaining Capacity with Proposed Project
K-5	682	25	800	93
6-8	971	10	1,633	652
9-12	2,097	13	3,353	1,243
Total	**3,750**	**48**	**5,786**	**1,988**

SOURCE: ESA, 2016.

The project applicant would be required to pay a fee for the provision of school services pursuant to Senate Bill 50. In 2012, the fee for new residential development for LEUSD $3.36 per square foot for new residential development and $0.54 per square foot for new commercial development (LEUSD, 2014). All residential and non-residential implementing projects would be required to pay school impact fees in effect at the time of development.

Significance Determination: Less than significant.

Impact 3.12-4: The proposed project would not result in adverse physical impacts with the provision for, or the need for, new or physically altered park facilities.

The proposed project would increase the population of the City of Wildomar by introducing residential units into the project area. The additional 630 residents would increase the use of city parks. The proposed project would provide some recreational space for its residents (i.e., recreational facilities, a half basketball court, a tot lot, and community pool and spa); however, this additional population would increase demand for City-owned park and recreational space.

The City of Wildomar requires applicants of residential development to dedicate 3 acres of parkland per 1,000 residents or in lieu of dedication, pay a fee, to mitigate the impacts of property development or improvements. The proposed project would add 630 new residents to the project area and would, therefore, be required to provide a minimum of 1.89 acres of dedicated parkland in order to meet the dedication requirement. In lieu of parkland dedication, the City of Wildomar allows developers to pay impact fees to distribute the costs of park expansion to new development. Thus, the applicant would pay impact fees for parkland acquisition and improvement to the City. The current Park Acquisition impact fee, which is subject to change, is

$421.48 per multifamily residential dwelling unit, as defined by the City of Wildomar Development Impact Fee study (City of Wildomar, 2015). In addition, the City also imposes a Park Improvement impact fee that the applicant must pay before construction begins. The current Park Improvement impact fee, which is subject to change, is $470 per multifamily residential dwelling unit (City of Wildomar, 2014).

While the proposed project would result in an increase in demand for park facilities, payment of the impact fees would offset any increased deterioration of existing parks. Therefore, the proposed project would result in less than significant impacts related to park facilities.

Significance Determination: Less than significant.

Impact 3.12-5: The proposed project would not result in adverse physical impacts with the provision for, or the need for, new or physically altered library facilities.

The project would incrementally increase the demand for library services. However, due to the small population increase of the proposed project (630 people), the impact on library services is anticipated to be minimal and would not affect the County's ability to provide library services.

The City of Wildomar had an approximate population of 32,719 in 2012. The proposed project would be serviced by the Riverside County Library Systems. The nearest branch, the Mission Trail Community Library, provides residents six-days-a week service, including access to a regional catalog system that allows sharing of resources among a large network of libraries that lend to each other (City of Wildomar, 2015). While there would be an increase of 630 additional residents as a result of the proposed project, the project would represent an increase of about 1.9 percent in population. In addition, the Mission Trail Library would utilize the Riverside County Regional catalog system to share resources among a greater collection. Because of the nominal increase in project population that would demand library services, the implementation of the proposed project would require the construction or expansion of existing library services, and thus the project would result in a less than significant impact on the County's library services.

Significance Determination: Less than significant.

Hospitals

Impact 3.12-6: The proposed project would not result in adverse physical impacts with the provision for, or the need for, new or physically altered hospital facilities.

The proposed project is within the proximity of four hospitals in southwest Riverside County. These hospitals provide a combined total of 488 beds and each have an emergency department. The proposed project will result in the generation of approximately 593 new residents and approximately 238 new employees. Residents and employees of the project site may result in an increased demand for medical services in the project vicinity. The recent addition of the Temecula Valley Hospital increased the number of beds in the project vicinity from 348 to 488, an approximately 29 percent increase. With the recent addition of the Temecula Valley Hospital, the project potential increase in demand for medical services would not require the provision of

additional hospitals or expansions of existing hospitals in the project vicinity. Therefore, the proposed project would result in a less than significant impact on hospital services.

Significance Determination: Less than significant.

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3.13 Recreation

This section provides the environmental setting and impact analysis for parks, open space, and recreational resources related to the proposed project. The purpose of this section is to assess impacts of the proposed project on recreational services.

3.13.1 Environmental Setting

Existing Conditions

Cleveland National Forest

The Cleveland National Forest was created in 1908 and encompasses three mountain ranges: the Santa Ana, Palomar, and Laguna Mountains. The project site is located within the Santa Ana mountain range. Cleveland National Forest includes approximately 460,000 acres and provides numerous recreation facilities including: 15 family campgrounds, seven group campgrounds, over 650 campsites, 356 miles of trail, 10 trailheads, seven picnic areas, 23 miles of motorcycle trails, and seven miles of four-wheel drive off-road routes (USDA, 2015). There are four existing wilderness areas within the Cleveland National Forest: the Agua Tibia wilderness which is 15,890 acres; the Hauser wilderness which is 6,834 acres; the Pine Creek wilderness which is 13,368 acres; and the San Mateo Canyon which is 38,912 acres (USDA, 2015). According to the Land Management Plan (forest plan) published in 2005, the City of Wildomar is located within vicinity of the Cleveland National Forest designation of "Elsinore Place" (USDA, 2005). Further discussion of "Elsinore Place" theme, setting, desired condition, program emphasis and relevant forest-specific design criteria is provided below, under "Regulatory Framework."

Santa Ana Mountain Recreational Area

The Santa Ana Mountains form a 61-mile peninsular mountain range located within the Cleveland National Forest, northwest of the project site. The Wildomar campground is located here, in close proximity to Corral Canyon and Bobcat Meadows. The Wildomar and Corral Canyon areas are rugged, dry, and full of fanciful rock formations. The Corral Canyon Open Highway Vehicles (OHV), although not an official scenic byway, provides many vistas of the valley below. There is also opportunity to follow the Santa Ana Mountains' ridge line and view several vistas of the Lake Elsinore area, and some vistas serve as hang-gliding launch points. There are many biking and hiking opportunities available in the Santa Ana Mountains, including the proposed Santa Ana River bicycle path that will run from Huntington Beach to near the San Bernardino Mountains. The Ortega Corridor (Highway 73 through Santa Ana Mountains) offers a network of hiking trails for a variety of skill levels. The El Carios Nature Trail is an easy, self-guided loop for beginners, while the San Juan Trail is the longest trail in the Corridor those looking for more of a challenge. Other recreational opportunities in the region include Big Bear Lake, Lake Elsinore and Lake Irvine, which are popular lakes in the Santa Ana watershed (U.S. National Forest Campground Guide, 2015).

Riverside County Parks

The project area is located within Riverside County Regional Park and Open-Space District (District), which includes a variety of community parks, aquatic and nature centers, campgrounds, sports centers and historical sites (Riverside County, 2015). These recreational facilities fall under the jurisdiction of the County's Park and Recreation Bureau. The County's General Plan Circulation element also identifies designated regional Riding and Hiking Trails and bike ways existing and planned for the future. There are numerous parks located and operated by Riverside County that provide active recreational facilities such as athletic fields, splash pads, community recreation buildings, picnic areas and playgrounds. Galleron Park, Perrett Park, and Willow Park are all community parks and are all located in proximity to the project site and the City of Wildomar. The nearest regional park to the project site is the Lake Skinner Recreation Area. There are eight active campgrounds located within Riverside County, none are in close proximity to the project site, but are located east of the project site in the San Jacinto Mountain range. The Aquatics Division of the Park and Recreation Bureau operates the Cove Waterpark, Jurupa Aquatic Center, and the Perris-Menifee Aquatic Center, which offer swimming lessons, summer camp activities and other recreational classes to the public.

City of Wildomar Parks

Within the City of Wildomar, there are three community parks encompassing about 15 acres of parkland. Windsong Park being the nearest park to the project site is 1.8 miles to the northwest and encompasses about 2 acres. Windsong Park is a neighborhood park that includes basketball courts, an improved picnic pavilion and a tot-lot for young children. The second nearest park to the project site is Marna O'Brien Park, located about 2.8 miles northwest from the project site and encompasses about 9.6 acres. Marna O'Brien Park includes amenities such as a children's playground, basketball court, baseball fields, football-soccer fields, and a custom gazebo and picnic areas. Regency-Heritage Park is located about 3 miles northwest of the project site and encompasses about 3.3 acres. Regency-Heritage Park is a neighborhood park with two basketball courts, a granite walkway, picnic shelters, and park benches. This park also includes a dog park.

Project Site Setting

There are no structured recreational facilities located on the project site. The project site consists of vacant, undeveloped land. The nearest recreational facilities to the project site are located on Westpark Street immediately north of the project site.

3.13.2 Regulatory Framework

Federal

U.S. Forest Service – Cleveland National Forest Land Management Plan (2005)

Published in 2005, the revised forest land management plan for the Cleveland National Forest describes the strategic direction at the broad program-level for managing the land and its resources over the next 10 to 15 years (USDA, 2005). The forest plan divides the national forest into a series of geographical units that are referred to as "Places." Each has its own landscape

character. Landscape character has been described as an overall visual and cultural impression of landscape attributes, defined as the physical appearance and cultural context of a landscape that gives it an identity and "sense of place" (USDA, 2005).

Each unit or Place has a theme, setting, desired condition and program emphasis section:

- **Theme** – the theme refers to the images of the landscape that can be defined with a brief set of physical, visual, or cultural attributes that characterize the sense of place.
- **Setting** – the setting provides a description of the landscape character of the Place. The approximate number of acres of special designation overlays found in each place is listed in this section.
- **Desired Condition** – the desired conditions paint a picture of what the Place could be as the national forest implements activities in order to move toward the overall forest-wide desired conditions.
- **Program Emphasis** – the program emphasis identifies prioritized activities that the national forest intends to emphasize over the next three to five years.

Elsinore Place is located in the project vicinity. The desired condition and program emphasis of Elsinore Place, as defined in the forest plan, are as follows:

Desired Condition: The Elsinore Place is one of the most visible landscapes on the national forest and is maintained as an undeveloped island in the rapidly developing southern Riverside County and a natural appearing urban backdrop to the Interstate 15 corridor. The valued landscape attributes to be preserved over time are the undeveloped quality and character of the urban backdrop, including the natural appearing skyline silhouette of the Santa Ana Mountains, and the scenic integrity of areas visible from the Interstate 15 and Ortega Highway corridors.

Program Emphasis: Provide a variety of quality recreation experiences including the improvement of developed recreation facilities. Maintain the natural appearance of the urban backdrop. Resource damage and unauthorized wilderness use by off-highway vehicles will be minimized. Implement forest health projects to improve oak regeneration. Improve community protection and defensible space. Coordinate planning for access, boundary management, flood control, and fire prevention in the urban interface with neighboring communities and county governments. Enhance community protection efforts in this Place and increase fire prevention efforts. Acquire land that facilitates access and boundary management and protect sensitive habitats and habitat linkages. Improve road conditions to accommodate fire equipment and to supply safe public access. Address trespass and encroachments and emphasize health and public safety.

The forest plan also identifies forest-specific design criteria as part of their land management plan strategy. The following forest-specific design criteria apply to the project site:

CNF S3: Off-highway vehicle use is limited to designated routes and areas.

CNF S4: Motorized use of Forest Service system roads is limited to state licensed operators only unless the road is designated for use by non-licensed operators.

State

Quimby Act

The purpose of the 1975 Quimby Act, pursuant to California Government Code 66477, was to help mitigate the impacts of residential subdivisions by requiring them to dedicate land or pay fees for parkland acquisition. Revenues generated through the Quimby Act cannot be used for the operation and maintenance of park facilities (Westrup, 2002). The Quimby Act was designed to ensure "adequate" open space acreage in jurisdictions adopting Quimby Act standards (i.e., 3-5 acres per 1,000 residents). In 1982, the Quimby Act was substantially amended via AB 1600. The amendments further defined acceptable uses of or restrictions on Quimby funds, provided acreage/population standards and formulas for determining the exaction, and indicated that the exactions must be closely tied (nexus) to a project's impacts. In other words, AB 1600 requires agencies to clearly show a reasonable relationship between the public need for the recreation facility or park land and the type of development project upon which the fee is imposed (Westrup, 2002). Cities or counties with a high ratio of parkland to inhabitants can set a standard of 5 acres of parkland per 1,000 residents. The calculation of a city's or county's parkland-to-population ratio is based on a comparison of the population county of the last federal census to the amount of city-or-county-owned parkland.

Local

City of Wildomar General Plan

The City of Wildomar Multipurpose Open Space Element of the General Plan provides one recreational policy relevant to the proposed project. This policy is discussed in Table 3.13-1.

TABLE 3.13-1
WILDOMAR GENERAL PLAN CONSISTENCY ANALYSIS – RECREATION

General Plan Multipurpose Open Space Element	Consistency Determination	Analysis
Policy OS 20.5: Require that development of recreational facilities occurs concurrent with other development in an area.	Consistent	The proposed project includes recreational uses associated with the proposed residential development on the project site. The recreational uses include a community pool and spa as well as a community recreation area that would contain a tot lot and half-court basketball amenity. Because the proposed project includes recreational facilities, the project would be consistent with this policy.

City of Wildomar Municipal Code

Chapter 16.20 of Title 16 requires fees in lieu of dedication or dedication of parkland at a ratio of three acres per 1,000 residents. The code defines a park as a parcel or parcels of land, exclusive of natural open space, which is open and available for use by the general public and which serves the recreational needs of the public.

3.13.3 Impact Assessment

Thresholds of Significance

Based on Appendix G of the CEQA Guidelines, recreation impacts would be considered potentially significant if the proposed project would:

- Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? or
- Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Methodology

This analysis is based on a review of public information about Wildomar parks and recreational facilities. Additionally, Cleveland National Forest and Santa Ana Mountains Recreational Area policies and programs were reviewed for project applicability. Potential recreation impacts associated with the proposed project are evaluated based on the proximity of the project site to designated recreational facilities, and the project's potential contribution to demand for future facilities.

Construction and operation of the proposed project would result in physical changes to the project area. The recreational impacts are described below.

Impact 3.13-1: The project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.

The proposed project would develop 191 new multiple family attached townhomes on an undeveloped lot surrounded by single family residential land uses in the City of Wildomar. The 191 new residential units would increase the population of the City by an estimated 630 residents. California Planning, Zoning, and Development Laws (Section 66477, Quimby Act) allow a jurisdiction to establish requirements for the dedication of local park acreage, in lieu fees, or a combination of both for residential developments. The City of Wildomar has adopted its own Development Impact Study, which includes parkland acquisition impact fees. The basic standard for determining the dedication or in-lieu fee requirement is 3.0 acres of park land per thousand residents. The proposed project would be required to pay an in-lieu fee of $421.48 per multi-family residential dwelling unit, which would result in a total fee of $80,502 in parkland acquisition fees.

The addition of 630 residents to the area is not a significant increase in population that could cause substantial physical deterioration of existing recreational facilities particularly since access to larger regional parks are within proximity of the project site. The project site is surrounded by existing single family residential land uses, thus the introduction of 630 new residents would not increase the use of existing regional and neighborhood parks substantially. Moreover, the close proximity of the project site to recreational amenities provided by the Cleveland National Forest and other nearby facilities is large enough to accommodate an increase of residents to the area. Moreover, the project site is also located within the Riverside County Regional Park and Open Space District, which includes a variety of recreational facilities (parks, riding and hiking trails, campgrounds, etc.) in close proximity to the City of Wildomar and the project site. The proposed project includes recreational amenities available for residents on the project site (i.e., two recreational facilities, a half basketball court and a tot lot) as well as a community pool and spa. Therefore, the proposed project would not result in an increase in the use of recreational facilities in a manner such that physical deterioration of recreational facilities would occur or be accelerated. As a result, impacts to recreation would be less than significant.

Significance Determination: Less than significant.

Impact 3.13-2: The project would not include recreational facilities or require the construction or expansion of recreational facilities which would have an adverse physical effect on the environment.

The project site is located in close proximity to a network of existing trails, including the Santa Ana mountain range, located within in the Cleveland National Forest as well as existing parks that contain recreational amenities. The proposed project includes the construction of recreational uses; however, the proposed project's recreational uses would not result in an adverse physical effect on the environment. In addition, the proposed project would not require the expansion or construction of new recreational facilities off of the project site. Therefore, the proposed project would result in less than significant recreational impacts.

Significance Determination: Less than significant.

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3.14 Transportation and Traffic

This section provides an evaluation of the potential for the proposed project to significantly affect traffic operations in and around the project area. This analysis is a summary of the Transportation Impact Analysis (TIA) Report prepared by Trames Solutions Inc. (March, 2015), which is provided in Appendix I-1 of this EIR.

3.14.1 Environmental Setting

Existing Roadway Network

Regional access to the Project area is provided by six-lane Interstate 15 (I-15) to the west of the project site, with interchanges at Clinton Keith Road (in proximity to the project) and at Baxter Road to the north. Local access to the project site is provided by Depasquale Road, Cooper Court, and Catt Road, which connect with a surrounding roadway network of arterials, collectors, and secondary roads. Roadways in the project area are classified per the City of Wildomar's Draft General Plan Circulation Element (listed in **Table 3.14-1**).

TABLE 3.14-1
STUDY AREA ROADWAY SEGMENTS

Roadway	Classification	Number of Lanes
Clinton Keith Road	Urban Arterial	4 to 6
George Avenue	Secondary	2
Baxter Road	Secondary	2
Indian Valley Road	Secondary	2

SOURCE: City of Wildomar Draft Circulation Plan, 2014

Existing Bus Transit Facilities

The Project area is served by the Riverside Transit Agency (RTA), a public transit agency serving the 2,500 square miles of western Riverside County region surrounding the City of Wildomar. RTA Route 7 currently services the area. Route 7 runs between the Inland Valley Medical Center and the Lake Elsinore Outlet Mall. There are bus stops along Clinton Keith Road in the vicinity of the project between the I-15 Freeway and Inland Valley Road. The headways between buses are about one hour intervals. It is estimated that the distance from the nearest bus stop to the project site is about a quarter of a mile (Trames Solutions Inc., 2015).

RTA reviews and updates transit service periodically to address ridership, budget, and community demand needs. Changes in land use can affect these periodic adjustments, which may lead to either enhanced or reduced service where appropriate. It is important to note that the Riverside Transit Agency is currently completing its Comprehensive Operational Analysis (COA), which may modify these routes from their current configuration. This COA may also recommend

changes to the bus lines either in the short-term or long-term horizon. Therefore, no information can be provided regarding future bus service in the project area at this time.

Bicycle and Trails Network

Bicycle facilities are provided throughout Riverside County, including Class I, II, and III facilities. Bicycling in the County is more concentrated in the cities and urbanized portions of unincorporated areas and is more recreational than commute-oriented. Class I facilities are off-road, dedicated paths. Class II facilities are typically painted bicycle lanes that share right-of-way with automobiles. Class III facilities are designated bicycle routes, with bikes and vehicles sharing the roadways with minimal striping. According to the City of Wildomar Draft Circulation Element, Wildomar does not have an independent system of bike paths, but is included as part of the county's bikeway circulation system. While the county has a variety of bike path and trail designations, only bicycle paths (lanes painted adjacent to the existing road way) currently exist in the City.

Although the County's current bicycle plan provides for connections between major urban and recreational facilities within the county, implementation of the plan has occurred only to a limited extent. There is no comprehensive bicycle or trail system that links Wildomar to the rest of Riverside County. The Riverside Countywide Trail Map does not portray any bicycle routes through the City of Wildomar.

Pedestrian Facilities

Pedestrian facilities throughout Wildomar include sidewalks, walkways, bridges, crosswalks, signals, illumination, and benches. These facilities provide a vital link between other modes of transportation and the community. The City of Wildomar has adopted a trails and bikeways map that serves to guide development of trails throughout the city, as well as connect to the regional trail system (City of Wildomar, 2015).

The City of Wildomar Regional and Roadside Multi-Use Trail map shows the regional, community and historic and patron trails that run through the City. There are 26 city-designated historic trails, 17 located on the western side of the City and 9 located on the eastern side. There are seven identified patron trails in the City, one located on the western side, and six on the eastern side. Overall, the existing trail system throughout the City consists of fragmented trail lengths, and do not yet connect to the larger regional trails (City of Wildomar, 2012)Historic Trails are designated trails that recognize the rich history of Riverside County. The historic trail running through Wildomar is the Southern Immigrant Trail. The Historic Trails route designations are graphical representations of the general location of the historic route, and serve to provide opportunities to recognize the historic significance of these routes. Design Guideline Trails are specific trails planned throughout the county by individual communities that each contain some trail development standards that are different from countywide trail standards. These trails are developed and prepared with extensive citizen input, and in close cooperation with the County and special districts that would be involved in the construction and/or maintenance of the trail.

In proximity to proposed project, sidewalks are primarily provided on both sides of the street throughout the residential areas to the north, east and south of the project site. Connectivity is limited throughout the project area. The main thoroughfare is Depasquale Road, with smaller streets stemming off into separate residential cul-de-sacs. In addition to connectivity, the following five other factors that might affect the pedestrian experience were taken into account as part of the analysis:

- Sidewalk Conditions—this refers to whether the sidewalks are in a state of good repair. Sidewalks that are broken or cracked can sometimes deter travel, particularly for those who are mobility impaired such as those in wheel chairs, persons using walkers, and strollers. Sidewalks throughout the Project area tend to be in good condition. There is a lack of significant wear and damage, and there are few areas where extensive repair would be required.
- Shading—persons are more inclined to walk in areas where there is shade present, particularly in Western Riverside County with its relatively warm weather and limited rainfall as compared to other locations. Shading is fairly limited in the Project area.
- Grade—persons are more inclined to walk in areas that are relatively flat or have limited grade changes. Grade change in the Project area is fairly modest.
- Amenities Offered—all other factors being equal, persons are more inclined to walk in interesting environments with shopping, retail, restaurants, and other similar uses. There would be many amenities offered within the majority of the Project area, including commercial retail and restaurant options.
- Buffers—a more walkable environment is one in which there is some degree of separation between the pedestrian and the motorist.

The County of Riverside also has an extensive planned trail network. Although the County plans to implement a regional non-motorized transportation, it is not fully constructed yet. Riverside County currently has one developed trail that the Riverside County Regional Park and Open Space District maintains, the Santa Ana River Trail. The Santa Ana River Trail is part of a planned regional trail extending across multiple jurisdictions, from the Pacific Ocean in Orange County to the San Bernardino Mountains in San Bernardino County (Riverside County, 2015). Some communities within Riverside County have trails built and maintained by a nongovernmental agency such as a homeowner's association, a community service area, or a local park and recreation district. These trails do not typically connect to the County trail system, resulting in a fragmented system. Riverside County Regional Park and Open Space District is preparing a Trails Development Standards Policy Manual, which is anticipated to direct in all trails planning, construction, and maintenance activities (Riverside County, 2015).

The City of Wildomar has currently adopted the County trails network plan that will guide the development of trails throughout the city and connect to the regional trail system. The City is working to create a plan within the city that would provide for bicycle paths, sidewalks, horse paths, trails, etc., and work to remove existing and prevent the construction of new impediments to these features (City of Wildomar, 2015).

Existing Traffic Volumes and Levels of Service

Intersection Assessment

The study intersections are listed in **Table 3.14-2**. The City of Wildomar requires the use of the Transportation Research Board – Highway Capacity Manual (HCM), 2010 or most recent update. The HCM defines level of service as a qualitative measure, which describes operational conditions within a traffic stream, generally in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. For signalized intersections, average total delay per vehicle for the overall intersection is used to determine level of service. The study area intersections which are stop sign controlled with stop control on the minor street only have been analyzed using the unsignalized intersection methodology of the HCM. Closely spaced intersections are to be analyzed using analysis tools capable of accounting for turn lane storage, queue length, blockage, etc., such as Synchro 8.0.

TABLE 3.14-2
STUDY AREA INTERSECTIONS

Intersection	Traffic Control
1. Palomar Street / Clinton Keith Road	Signal
2. Hidden Springs Road / Clinton Keith Road	Signal
3. I-15 Southbound Ramps / Clinton Keith Road	Signal
4. I-15 Northbound Ramps / Clinton Keith Road	Signal
5. Catt Road – Arya Road / Clinton Keith Road	Signal
6. George Avenue / Clinton Keith Road	Signal
7. Inland Valley Drive / Clinton Keith Road	Signal
8. Smith Ranch Road / Clinton Keith Road	Signal
9. Copper Craft Drive / Clinton Keith Road	Signal
10. Westpark Street / Depasquale Road	Side-Street Stop
11. George Avenue / Depasquale Road	Side-Street Stop
12. Grand Avenue / Clinton Keith Road	Signal
13. George Avenue / La Estrella Street	All-Way Stop
14. Inland Valley Drive / Prielipp Road	All-Way Stop
15. Nutmeg Street / Jackson Avenue	Signal
16. Monte Vista Drive / Baxter Road	Side-Street Stop
17. I-15 Northbound Ramps / Baxter Road	Signal
18. 1-15 Southbound Ramps / Baxter Road	Signal
19. Driveway 1 / Westpark Street (*Future)*	(*Side-Street Stop*)
20. Driveway 2 / Westpark Street (*Future)*	(*Side-Street Stop*)
21. Driveway 3 / Westpark Street (*Future)*	(*Side-Street Stop*)
22. Driveway 4 / Westpark Street (*Future)*	(*Side-Street Stop*)

Level of Service Analysis

The traffic analysis employs a methodology based on empirical research conducted by the Transportation Research Board (TRB) and other authorities. The 2010 Highway Capacity Manual methodology for signalized and all-way stop-controlled intersections estimates the average control delay for vehicles travelling through the intersection. For side-street stop-controlled intersections, the methodology estimates the control delays for each turning movement and identified the delay for the approach with the longest delay. The methodology assigns a qualitative letter grade that represents the operating level-of-service condition of the intersection. These grades range from LOS A (minimal delay) to LOS F (excessive congestion). LOS E represents at capacity operations. Descriptions of the LOS letter grades, with the associated ranges of delay) for signalized and unsignalized intersections are provided in **Table 3.14-3**).

TABLE 3.14-3
INTERSECTION LEVEL OF SERVICE CRITERIA

Level of Service	Description	Signalized Delay (seconds)	Unsignalized Delay (seconds)
A	Operations with very low delay occurring with favorable progression and/or short cycle length.	≤ 10.0	≤ 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	> 10.0 to 20.0	>10.0 to 15.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	> 20.0 to 35.0	>15.0 to 25.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	> 35.0 to 55.0	>25.0 to 35.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences.	> 55.0 to 80.0	>35.0 to 50.0
F	Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.	> 80.0	>50.0

SOURCE: *Highway Capacity Manual* (Transportation Research Board, 2010).

Existing intersection level of service calculations are based upon manual AM and PM peak hour turning movement counts conducted in May 2014 and January 2015. Existing (2014) AM and PM peak hour intersection turning movement volumes are shown in Figures 3-D and 3-E in the TIA (in Appendix J of this EIR). For ramp analysis purposes, the I-15 freeway mainline volume data were obtained from the Caltrans Performance Measurement System (PeMS) website. Freeway mainline peak hour volumes have been obtained between May 27 through 29, 2014 and have been flow conserved with freeway-ramp-to-arterial peak hour count data. The maximum value observed within the three day period is utilized from the AM and PM peak hours. In addition, data from Caltrans indicates that truck traffic is about nine percent of total traffic along the I-15 freeway within the study area (Caltrans, 2014).

Existing (2014) Delay and Level of Service

Intersections

The City of Wildomar has established Level of Service (LOS) D as the maximum allowable threshold for the intersection operations, i.e., LOS E or F is considered unacceptable. As shown in **Table 3.14-4**, all study intersections are currently operating acceptably, with the exception of the following two intersections:

17. I-15 Northbound Ramps / Baxter Road (LOS E in the AM peak hour)
18. I-15 Southbound Ramps / Baxter Road (LOS F in the AM peak hour)

TABLE 3.14-4
INTERSECTION LEVEL OF SERVICE: EXISTING (2014) CONDITIONS

Intersection		Traffic Control[1]	Delay (sec.)		Level of Service	
			AM Peak	PM Peak	AM Peak	PM Peak
1.	Palomar St./Clinton Keith Road	Signal	23.1	23.5	C	C
2.	Hidden Springs Road/Clinton Keith Road	Signal	20.4	19.0	C	B
3.	I-15 Southbound Ramps/Clinton Keith Road	Signal	13.1	11.4	B	B
4.	I-15 Northbound Ramps/Clinton Keith Road	Signal	16.6	14.2	B	B
5.	Catt Road – Arya Road/Clinton Keith Road	Signal	10.4	10.8	B	B
6.	George Ave./Clinton Keith Road	Signal	12.4	11.1	B	B
7.	Inland Valley Dr./Clinton Keith Road	Signal	9.8	11.4	A	B
8.	Smith Ranch Road/Clinton Keith Road	Signal	8.3	6.0	A	A
9.	Copper Craft Dr./Clinton Keith Road	Signal	5.7	5.1	A	A
10.	George Ave./Depasquale Road	SSSC	11.6	9.2	B	A
11.	Westpark St./Depasquale Road	SSSC	8.6	8.6	A	A
12.	Grand Av./Clinton Keith Road	Signal	9.0	9.2	A	A
13.	George Av./La Estrella St.	AWSC	12.4	7.8	B	A
14.	Inland Valley Dr./Prielipp Road	AWSC	9.2	14.2	A	B
15.	Nutmeg St./Jackson Av.	Signal	26.7	25.0	C	C
16.	Monte Vista Dr./Baxter Road	SSSC	28.0	10.0	D	A
17.	I-15 Northbound Ramps/Baxter Road	Signal	35.8	16.9	**E**	C
18.	I-15 Southbound Ramps/Baxter Road	Signal	>80	29.2	**F**	D

[1] SSSC = Side-Street Stop Control; AWSC = All-Way Stop Control
[2] Bold typeface signifies unacceptable LOS

SOURCE: Trames Solutions Inc., 2015

Freeway Facilities

Area freeway ramps and segments analyzed for this study currently operate at an acceptable LOS D or better during peak hours (see **Tables 3.14-5** and **3.14-6**, respectively).

TABLE 3.14-5
FREEWAY RAMP ANALYSIS FOR EXISTING (2014) CONDITIONS

Freeway	Ramp Location	Lanes on Freeway[1]	Ramp Volumes		Density[2]		Level of Service	
			AM	PM	AM	PM	AM	PM
I-15 Southbound	Southbound Off-Ramp at Clinton Keith Road	3	688	824	20.7	20.7	C	C
	Southbound On-Ramp at Clinton Keith Road	3	991	667	25.6	21.3	C	C
I-15 Northbound	Northbound Off-Ramp at Clinton Keith Road	3	424	885	14.9	24.3	B	C
	Northbound On-Ramp at Clinton Keith Road	3	769	688	20.9	26.4	C	C

1 Existing ramp locations consist of 2 lanes (on/off ramps)
2 Density is measured by passenger cars per lane (pc/mi/ln)

SOURCE: Trames Solutions Inc., 2015

TABLE 3.14-6
FREEWAY SEGMENT ANALYSIS FOR EXISTING (2014) CONDITIONS

Freeway	Segment	Lanes on Freeway	Volumes		Density[1]		Level of Service	
			AM	PM	AM	PM	AM	PM
I-15 Southbound	North of Clinton Keith Road	3	4,404	4,005	24,7	22.0	C	C
	South of Clinton Keith Road	3	4,707	3,848	27.0	21.0	D	C
I-15 Northbound	South of Clinton Keith Road	3	3,359	5,035	18.2	29.7	C	D
	North of Clinton Keith Road	3	3,704	4,838	20.2	28.0	C	D

1 Density is measured by passenger cars per lane (pc/mi/ln)

SOURCE: Trames Solutions Inc., 2015

3.14.2 Regulatory Framework

State

Caltrans Operation Standards

The California Department of Transportation (Caltrans) *Guide for the Preparation of Traffic Impact Studies* (2002) includes criteria for evaluating the effects of land use development and changes to the circulation system on state highways. The LOS for operating State highway facilities is based on Measures of Effectiveness (MOE) identified in the Highway Capacity Manual (HCM). LOS D is considered to be the limit of acceptable traffic operations for Caltrans-maintained facilities.

Congestion Management Program

The purpose of the State-mandated Congestion Management Program (CMP) is to monitor roadway congestion and assess the overall performance of the region's transportation system. Based upon this assessment, the CMP contains specific strategies and improvements to reduce traffic congestion and improve the performance of a multi-modal transportation system. Proposition 111, approved in 1990, requires the preparation, implementation, and annual updating of a CMP in each of California's urbanized counties. One required element of the CMP is a process to evaluate the transportation and traffic impacts of large projects on the regional transportation system. That process is undertaken by local agencies through a transportation impact report, usually conducted as part of the CEQA project review process. Authority for local land use decisions including project approvals and any required mitigation remains the responsibility of local jurisdictions. The criteria for which a project is subject to the regulations set forth in the CMP are determined by the trip generation potential for the project. Currently, the average daily traffic threshold is 2,400 vehicles, or 200 peak-hour trips. At full buildout, the trip generation for the Project would exceed the CMP thresholds, and therefore, a traffic impact report (Appendix J) was prepared.

Local

Riverside Transit Agency

The Riverside Transit Agency (RTA) is the Consolidated Transportation Service Agency for western Riverside County and is responsible for coordinating transit services throughout the approximate 2,500-square-mile service area. The RTA provides both local and regional services throughout the region with 36 fixed routes, eight Commuter Link routes, and Dial-A-Ride services. Wildomar is served by Route 7, which heads north to the City of Lake Elsinore; Route 8, which heads around Lake Elsinore; and Route 23, which heads north to the City of Murrieta. The routes include connections to other routes into and beyond Riverside County.

City of Wildomar General Plan – Circulation Element

The City of Wildomar General Plan defines traffic congestion using the same LOS grading system described above. The minimum LOS deemed acceptable by the City of Wildomar varies (LOS C, D or E), depending on circumstances (see Policy 2.1, below). Policies within the Circulation Element that are applicable to the proposed project are discussed in **Table 3.14-7**.

TABLE 3.14-7
WILDOMAR GENERAL PLAN CONSISTENCY ANALYSIS – TRANSPORTATION AND TRAFFIC

General Plan Circulation Element Policies	Consistency Determination	Analysis
Policy C 1.4: Utilize existing infrastructure and utilities to maximum extent practicable and provide for the logical, timely, and economically efficient extension of infrastructure and services.	Consistent	The proposed project would extend the proposed Westpark Street from the existing Catt Road to Depasquale Road. The utilization of these existing streets would represent a logical and efficient extension of roadway infrastructure. The project would be consistent with this policy.
Policy C 2.1: Maintain the following countywide target Levels of Service: LOS "C" along all County maintained roads and conventional state highways. As an exception, LOS "D" may be allowed in Community Development areas, only at intersections of any combination of Secondary Highways, Major Highways, Arterials, Urban Arterials, Expressways, conventional state highways or freeway ramp intersections. LOS "E" may be allowed in designated community centers to the extent that it would support transit-oriented development and walkable communities. Support development of a variety of transportation options for major employment and activity centers including direct access to transit routes, primary arterial highways, bikeways, park-n-ride facilities, and pedestrian facilities.	Inconsistent	The proposed project would result in an exceedance of current level of service thresholds for the I-15 Northbound and Southbound Ramps/Baxter Road intersections. Because the recommended improvements (signals and eastbound right turn lanes) are not funded, the City cannot guarantee that the proposed improvements would be constructed as proposed above. Therefore, the project would exceed the current level of service standard.
Policy C 2.3: Traffic studies prepared for development entitlements (tracts, plot plans, public use permits, conditional use permits, etc.) shall identify project related traffic impacts and determine the "significance" of such impacts in compliance with CEQA.	Consistent	A traffic impact study was prepared for the proposed project and determined the significance of potential impacts on the transportation system. The project would be consistent with this policy.
Policy C 3.9: Design off-street loading facilities for all new commercial and industrial developments so that they do not face surrounding roadways or residential neighborhoods. Truck backing and maneuvering to access loading areas shall not be permitted on the public road system, except when specifically permitted by the Transportation Department.	Consistent	The proposed commercial uses on the project site include off-street loading facilities. No truck backing and maneuvering will be required on the public road system. The project would be consistent with this policy.
Policy C 3.26: Plan off-street parking facilities to support and enhance the concept of walkable and transit-oriented communities.	Consistent	The proposed project includes adequate parking facilities within the proposed commercial and residential areas. No parking would be required on the streets. The project would be consistent with this policy.

TABLE 3.14-7
WILDOMAR GENERAL PLAN CONSISTENCY ANALYSIS – TRANSPORTATION AND TRAFFIC

General Plan Circulation Element Policies	Consistency Determination	Analysis
Policy C 4.4: Plan for pedestrian access that is consistent with road design standards while designing street and road projects. Provisions for pedestrian paths or sidewalks and timing of traffic signals to allow safe pedestrian street crossing shall be included.	Consistent	The proposed project includes access for pedestrian from the proposed residential areas to the proposed commercial area on the site. The project would be consistent with this policy.
Policy C 5.2: Encourage the use of drought-tolerant native plants and the use of recycled water for roadway landscaping.	Consistent	The proposed project includes the use of drought tolerant native landscape species throughout the project site including along the proposed Westpark Street. The project would be consistent with this policy.

3.14.3 Impact Assessment

Thresholds of Significance

Based on Appendix G of the CEQA Guidelines, traffic and circulation impacts would be considered significant if the project would:

- 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;
- 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;
- 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;
- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- Result in inadequate emergency access; or
- Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

Based on the Riverside County traffic study guidelines, a significant impact occurs when the addition of project traffic, as defined by a "with project" scenario, causes an intersection that operates at an acceptable level of service (i.e., LOS D or better) under the "without project" traffic condition to degrade to an unacceptable level of service (i.e., LOS E or F). Therefore, the following criteria were utilized to identify significant project-related traffic impacts.

- If an intersection is projected to operate at an acceptable level of service without the project and the addition of project traffic, as measured by 50 or more peak-hour trips, is expected to cause the intersection to operate at an unacceptable level of service, the impact is considered significant.

In addition, for intersections within the jurisdictional authority of the City of Wildomar, the City requires an additional test be performed for intersection locations found to operate at a deficient level of service (i.e., LOS E of F) under pre-project conditions.

- If an intersection operates at an unacceptable level of service without the project, and the addition of project traffic (as measured by 50 peak-hour trips or more) results in an increase of more than 5.0 seconds to the peak-hour delay, the impact is considered significant. Mitigation is then required to bring the "with" project" scenario delay to within 5.0 seconds of the pre-project condition.

A significant cumulative impact has been identified when an intersection is projected to operate worse than the requisite level of service standard under pre-project conditions, and the project's measurable increase in traffic, as defined by 50 or more peak-hour trips, would contribute to the deficiency. Cumulative traffic impacts are created as a result of a combination of the proposed project together with other future developments contributing to the overall traffic impacts and requiring additional improvements to maintain acceptable level of service operations with or without the project.

A project's contribution to a cumulative significant impact can be reduced to less than significant if the project is required to implement or fund its fair share of improvements designed to alleviate the potential cumulative impact. If full funding of future cumulative improvements is not reasonably assured, a temporary unmitigated cumulative impact would be identified and would exist until the needed improvement is fully funded and constructed.

Regarding the above-described significance criterion for air traffic, the nearest airport is Skylark Field Airport, which is located 3.80 miles northwest of the proposed project site. Due to the distance of the airports from the project site, the proposed project would not result in any change in air traffic patterns or travels, and this issue area will not be analyzed further in this Draft EIR.

Project Trip Generation

Trip generation represents the amount of traffic that is both attracted to (inbound to) and produced by (outbound from) a development. For the purpose of this analysis, the following proposed land uses were evaluated:

- 191 multi-family dwelling units
- Two 8,000 square-foot (sq.-ft.) high-turnover restaurants
- 85,000 sq.-ft. supermarket
- 17,354 sq.-ft. shopping center

Trip generation rates for the proposed project (based upon data collected by the Institute of Transportation Engineers) are shown in **Table 3.14-8**. Average trip rates were used except for the shopping center, for which fitted-curve equations were used, to take into consideration that trips are reduced on a square footage basis as the size of the shopping center increases. This is attributed to a combining of trips by both patrons visiting (and trucks delivering goods to) multiple stores in a single trip. A portion of the project's shopping center trips are anticipated to consist of pass-by traffic, which are not new trips, but those that are already on the roadway system and would "pass-by" the project on their way to a primary destination. As shown in **Table 3.14-9**, the proposed development is projected to generate about 13,574 trips per day, with 588 trips during the AM peak hour and 1,211 trips during the PM peak hour.

TABLE 3.14-8
PROJECT TRIP GENERATION RATES

Land Use	ITE Code	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Residential Condo / Townhouse	230	0.07	0.37	0.44	0.35	0.17	0.52	5.81
High Turnover (Sit-Down) Restaurant	932	5.95	4.86	10.81	5.91	3.94	9.85	127.15
Supermarket	850	2.11	1.29	3.40	4.83	4.65	9.48	102.24
Shopping Center	820	1.91	1.17	3.08	5.13	5.55	10.68	125.36

SOURCE*: Trames Solutions Inc., 2015, using* ITE (Institute of Transportation Engineers) Trip Generation Manual, 9th Edition, 2012.

TABLE 3.14-9
PROJECT TRIP GENERATION SUMMARY

Land Use	Quantity	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Residential Condo / Townhouse	191 DU	13	71	84	67	32	99	1,110
High Turnover (Sit-Down) Restaurant	16 TSF	95	78	173	95	63	158	2,034
Supermarket	85 TSF	179	110	289	411	395	806	8,690
Shopping Center	17.354 TSF	33	20	53	89	96	185	2,175
Pass by (20%) Reduction		(7)	(4)	(11)	(18)	(19)	(37)	(435)
Shopping Center Subtotal		26	16	42	71	77	148	1,740
Total Project Trips		**313**	**275**	**588**	**644**	**567**	**1,211**	**13,574**

DU= Dwelling Units; TSF= Thousand Square Feet

SOURCE*: Trames Solutions Inc., 2015*

Impact Assessment

Impact 3.14-1: The project would result in an increase in existing traffic that would conflict with an applicable plan, ordinance or policy establishing measures of effectiveness (i.e., level of service standards) for the performance of the circulation system.

Traffic volumes for the Existing Plus Project scenario include existing traffic volumes plus Project volumes. Existing Plus Project lane configurations would be the same as for existing conditions because no roadway improvements, except those within the project area and at project driveways, are proposed.

Intersections

As shown in **Table 3.14-10**, the following study area intersections are projected to operate at an unacceptable level of service (LOS E or worse) during the peak hours:

5. Catt Road – Arya Road at Clinton Keith Road (LOS B to LOS F in PM peak hour)
14. Inland Valley Drive at Prielipp Road (LOS B to LOS E in PM peak hour)
18. I-15 Southbound Ramps at Baxter Road (LOS C to LOS E in PM peak hour; currently operates at LOS F in AM peak hour and project would add more than 5.0 seconds to the delay)

The addition of project-generated traffic would cause the existing PM peak-hour level of service to degrade from acceptable to unacceptable at the intersections of Catt Road-Arya Road / Clinton Keith Road (#5), Inland Valley Drive / Prielipp Road (#14), and I-15 Southbound Ramps / Baxter Road (#18) and would result in an increase of more than 5.0 seconds to the existing AM peak-hour delay at I-15 Southbound Ramps / Baxter Road (#18), which is considered a significant impact.

The addition of Project-generated traffic would result in an increase of 3.6 seconds to the AM peak-hour delay at the intersection of I-15 Northbound Ramps at Baxter Road (#17), which is considered a less than significant impact.

TABLE 3.14-10
INTERSECTION LEVEL OF SERVICE FOR EXISTING PLUS PROJECT CONDITIONS

Intersection		Traffic Control[1]	Delay (sec.)		Level of Service	
			AM	PM	AM	PM
1.	Palomar St./Clinton Keith Road	Signal	23.3	30.5	C	C
2.	Hidden Springs Road/Clinton Keith Rd	Signal	25.2	25.7	C	C
3.	I-15 SB Ramps/Clinton Keith Road	Signal	19.3	16.8	B	B
4.	I-15 NB Ramps/Clinton Keith Road	Signal	15.3	17.5	B	B
5.	Catt Road-Arya Road/Clinton Keith Rd	Signal	18.2	_[2]	B	**F**
	- *With Improvements*	*Add lanes*	*20.0*	*27.5*	*B*	*C*
6.	George Ave./Clinton Keith Road	Signal	13.2	14.0	B	B
7.	Inland Valley Dr./Clinton Keith Road	Signal	14.0	18.1	B	B
8.	Smith Ranch Road/Clinton Keith Road	Signal	8.4	9.2	A	A
9.	Copper Craft Dr./Clinton Keith Road	Signal	7.4	11.5	A	B
10.	George Ave./Despasquale Road	SSSC	14.1	12.3	B	B
11.	Westpark St-Catt Road/Despasquale Rd	SSSC	10.2	13.4	B	B
12.	Grand Av./Clinton Keith Road	Signal	10.6	13.3	B	B
13.	George Ave./La Estrella Ave.	AWSC	14.0	8.3	B	A
14.	Inland Valley Dr./ Prielipp Road	AWSC	11.0	43.1	B	**E**
	- *With Improvements*	*Signal*	*27.8*	*38.4*	*C*	*D*
15.	Nutmeg St./Jackson Av.	Signal	27.2	26.1	C	C
16.	Monte Vista Dr./Baxter Road	SSSC	31.6	10.6	D	B
17.	I-15 NB Ramps/Baxter Road	AWSC	39.4	17.9	**E**	B
18.	I-15 SB Ramps/Baxter Road	AWSC	>80	37.6	**F**	**E**
	- *With Improvements*	*Signal & Add lanes*	*18.8*	*10.6*	*B*	*B*
19.	Access Driveway 1/Westpark St.	SSSC	13.4	27.6	B	D
20.	Access Driveway 2/Westpark St.	SSSC	13.9	26.2	B	D
21.	Access Driveway 3/Westpark St.	SSSC	13.7	28.4	B	D
22.	Access Driveway 4/Westpark St.	SSSC	8.6	8.9	A	A

[1] AWSC=All-Way Stop Control; SSSC = Side-Street Stop Control.
[2] Volume to capacity ratio >1.0. Intersection unstable. LOS= F
[3] Bold typeface signifies unacceptable LOS; Shading signifies a significant impact.

SOURCE*:* Trames Solutions Inc., 2015.

Mitigation Measures

TRA-1: The following improvements are required to reduce impacts under the existing plus project conditions on the study area intersections. For each improvement, the project applicant, as directed by the City Engineer, shall either fully fund the improvement, construct the improvement, pay the applicable City Development Impact Fee (DIF) or pay a pro-rated share of the improvement, as identified below.

Catt Road-Arya Road/Clinton Keith Road

- The project applicant, as directed by the City Engineer, shall construct or provide a fair share prior to the approval of a final map for the modification of the northbound striping to provide a dedicated left turn lane and a shared through/right turn lane.
- The project applicant, as directed by the City Engineer, shall construct or provide a fair share prior to the approval of a final map for a separate southbound left turn lane.

Inland Valley Drive/Prielipp Road

- The project applicant, as directed by the City Engineer, shall construct prior to the approval of a final map or pay the applicable City Development Impact Fee (DIF) prior to issuance of a building permit for the installation of a traffic signal.
- The project applicant, as directed by the City Engineer, shall construct prior to the approval of a final map or pay a fair share prior to issuance of a building permit for the modification of the westbound striping to provide one through lane and one right turn lane.

I-15 Southbound Ramps/Baxter Road

- The project applicant shall provide its fair share toward the funding of the installation of an interim traffic signal. The fair share contribution shall be determined by the City of Wildomar City Engineer.
- The project applicant shall provide its fair share toward the funding of the addition of an interim separate eastbound right turn lane. The fair share contribution shall be determined by the City of Wildomar City Engineer.

Significance after Mitigation: Significant and unavoidable. The project applicant would provide the project's fair share toward the interim improvements required at I-15 Southbound Ramps/Baxter Road interchange. The I-15 Southbound Ramps/Baxter Road interchange is anticipated to be improved in the future through the TUMF Program. However, the traffic signal and eastbound right turn lane improvements are not included in the TUMF improvements. Therefore, these improvements are considered to be interim improvements until the ultimate TUMF improvements are constructed. These interim improvements are not currently funded. Because funding for the interim improvements is uncertain, the City cannot guarantee that the proposed improvements would be constructed as proposed above. Therefore, impacts at the I-15 Southbound Ramps/Baxter Road interchange would remain significant and unavoidable.

The improvements at the Catt Road-Arya Road/Clinton Keith Road and Inland Valley Drive/Prielipp Road intersections would reduce potential impacts to less than significant.

Freeway Facilities

The freeway ramp and segment analysis results for existing plus project conditions are summarized below in **Table 3.14-11** and **Table 3.14-12**, respectively. As shown in the tables, the freeway ramps and segments analyzed for this study were found to operate at an acceptable LOS D or better during the peak hours. The project impacts on study area freeway ramps and segments under the existing plus project conditions would be less than significant.

TABLE 3.14-11
FREEWAY RAMP ANALYSIS FOR EXISTING PLUS PROJECT CONDITIONS

Freeway	Ramp Location	Lanes on Freeway	Ramp Volumes		Density[1]		Level of Service	
			AM	PM	AM	PM	AM	PM
I-15 Southbound	Southbound Off-Ramp at Clinton Keith Road	3	705	863	20.8	18.7	C	B
	Southbound On-Ramp at Clinton Keith Road	3	1,012	699	26.8	21.6	C	C
I-15 Northbound	Northbound Off-Ramp at Clinton Keith Road	3	441	924	15.0	24.5	B	C
	Northbound On-Ramp at Clinton Keith Road	3	790	720	21.1	26.6	C	C

[1] *Density is measured by passenger cars per lane (pc/mi/ln)*
SOURCE*: Trames Solutions Inc., 2015.*

TABLE 3.14-12
FREEWAY SEGMENT ANALYSIS FOR EXISTING PLUS PROJECT CONDITIONS

Freeway	Segment	Lanes on Freeway	Volumes		Density[1]		Level of Service	
			AM	PM	AM	PM	AM	PM
I-15 Southbound	North of Clinton Keith Road	3	4,421	4,044	24.8	24.7	C	C
	South of Clinton Keith Road	3	4,728	3,880	27.1	21.2	D	C
I-15 Northbound	South of Clinton Keith Road	3	3,376	5,074	18.3	30.0	C	D
	North of Clinton Keith Road	3	3,725	4,870	20.3	28.3	C	D

[1] *Density is measured by passenger cars per lane (pc/mi/ln)*
SOURCE*: Trames Solutions Inc., 2015.*

Impact 3.14-2: Ambient growth and the project-generated trips would result in an increase in existing traffic that would conflict with an applicable plan, ordinance or policy establishing measures of effectiveness (i.e., level of service standards) for the performance of the circulation system.

Some traffic volume increases on roadways can be attributed to vehicles originating outside of the study area. These types of trips either end up within the study area or pass-through onto an outside destination. Therefore, to account for these trips (termed "ambient growth") under conditions prior to the project being operational, a growth rate of two percent was applied to existing traffic volumes to account for traffic not attributed to the project or other planned developments within the study area.

Intersections

As shown in **Table 3.14-13,** the following intersections are projected to operate at an unacceptable LOS E or worse during the peak hours under existing plus ambient growth plus project conditions:

5. Catt Road-Arya Road / Clinton Keith Road

14. Inland Valley Drive / Prielipp Road

16. Monte Vista Drive / Baxter Road

17. I-15 Northbound Ramps / Baxter Road

18. I-15 Southbound Ramps / Baxter Road

Ambient growth and the addition of project-generated trips would cause the existing PM and/or AM peak-hour level of service to degrade from acceptable to unacceptable at the intersections of Catt Road-Arya Road / Clinton Keith Road (#5), Inland Valley Drive / Prielipp Road (#14), and Monte Vista Drive / Baxter Road (#16), and would result in an increase of more than 5.0 seconds to the peak-hour delay at the intersections of I-15 Northbound Ramps / Baxter Road (#17) and I-15 Southbound Ramps / Baxter Road (#18). Therefore, the project would result in potential significant impacts at the study area intersections identified above under the existing plus ambient growth plus project conditions.

TABLE 3.14-13
INTERSECTION LEVEL OF SERVICE FOR
EXISTING PLUS AMBIENT PLUS PROJECT (2017) CONDITIONS

Intersection		Traffic Control[1]	Delay (sec.)		Level of Service	
			AM	PM	AM	PM
1.	Palomar St./Clinton Keith Road	Signal	23.9	31.4	C	C
2.	Hidden Springs Road/Clinton Keith Road	Signal	28.5	26.6	C	C
3.	I-15 SB Ramps/Clinton Keith Road	Signal	17.3	17.0	B	B
4.	I-15 NB Ramps/Clinton Keith Road	Signal	13.8	17.6	B	B
5.	Catt Road-Arya Road/Clinton Keith Road	Signal	19.1	- -[2]	B	**F**
	- *With Improvements*	*Add lanes*	*20.4*	*27.6*	*C*	*C*
6.	George Ave./Clinton Keith Road	Signal	14.3	15.1	B	B
7.	Inland Valley Dr./Clinton Keith Road	Signal	15.2	19.9	B	B
8.	Smith Ranch Road/Clinton Keith Road	Signal	9.2	9.3	A	A
9.	Copper Craft Dr./Clinton Keith Road	Signal	7.4	11.3	A	B
10.	George Ave./Despasquale Road	SSSC	14.7	12.6	B	B
11.	Westpark St-Catt Road/Despasquale Road	SSSC	10.2	13.4	B	B
12.	Grand Av./Clinton Keith Road	Signal	10.8	13.5	B	B
13.	George Ave./La Estrella Ave.	AWSC	15.3	8.4	C	A
14.	Inland Valley Dr./ Prielipp Road	AWSC	11.5	51.4	B	**F**
	- *With Improvements*	*Signal*	*27.8*	*33.9*	*C*	*C*
15.	Nutmeg St./Jackson Av.	Signal	27.8	26.7	C	C
16.	Monte Vista Dr./Baxter Road	SSSC	42.5	10.8	**E**	B
	- *With Improvements*	*Signal*	*17.2*	*8.2*	*B*	*A*
17.	I-15 NB Ramps/Baxter Road	AWSC	50.8	20.6	**F**	C
	- *With Improvements*	*Signal*	*25.2*	*17.8*	*C*	*B*

TABLE 3.14-13
INTERSECTION LEVEL OF SERVICE FOR
EXISTING PLUS AMBIENT PLUS PROJECT (2017) CONDITIONS

Intersection	Traffic Control[1]	Delay (sec.)		Level of Service	
		AM	PM	AM	PM
18. I-15 SB Ramps/Baxter Road	AWSC	>80	48.3	**F**	**E**
- *With Improvements*	*Signal & Add lanes*	*19.5*	*10.8*	*B*	*B*
19. Access Driveway 1/Westpark St.	SSSC	13.4	27.6	B	D
20. Access Driveway 2/Westpark St.	SSSC	13.9	26.2	B	D
21. Access Driveway 3/Westpark St.	SSSC	13.7	28.4	B	D
22. Access Driveway 4/Westpark St.	SSSC	8.6	8.9	A	A

[1] AWSC=All-Way Stop Control; SSSC = Side-Street Stop Control.
[2] Volume to capacity ratio >1.0. Intersection unstable. LOS= F
[3] Bold typeface signifies unacceptable LOS; Shading signifies a significant impact.

SOURCE: Trames Solutions Inc., 2015.

Mitigation Measures

TRA-2: The following improvements are required to reduce impacts under the existing plus ambient plus project conditions on the study area intersections. For each improvement, the project applicant, as directed by the City Engineer, shall either fully fund the improvement, construct the improvement, pay the applicable City Development Impact Fee (DIF) or pay a pro-rated share of the improvement, as identified below.

Catt Road-Arya Road/Clinton Keith Road

Implementation of Mitigation Measure TRA-1 is required.

Inland Valley Drive/Prielipp Road

Implementation of Mitigation Measure TRA-1 is required.

Monte Vista Drive/Baxter Road

- The project applicant, as directed by the City Engineer, shall construct prior to the approval of a final map or pay the applicable City Development Impact Fee (DIF) prior to issuance of a building permit for the installation of a traffic signal.

I-15 Northbound Ramps/Baxter Road

- The project applicant shall provide its fair share toward the funding of the installation of an interim traffic signal. The fair share contribution shall be determined by the City of Wildomar City Engineer.
- The project applicant shall provide its fair share toward the funding of the addition of an interim separate eastbound right turn lane. The fair share contribution shall be determined by the City of Wildomar City Engineer.

I-15 Southbound Ramps/Baxter Road

Implementation of Mitigation Measure TRA-1 is required.

Significance after Mitigation: Significant and unavoidable. The project applicant would provide the project's fair share toward the interim improvements required at I-15 Northbound and Southbound Ramps/Baxter Road interchange. These interchanges are anticipated to be improved in the future through the TUMF Program. However, the traffic signals and eastbound right turn lane improvements are not included in the TUMF improvements. Therefore, these improvements are considered to be interim improvements until the ultimate improvements are constructed. These interim improvements are not currently funded. Because funding for the interim improvements is uncertain, the City cannot guarantee that the proposed improvements would be constructed as proposed above. Therefore, impacts at the I-15 Northbound Ramps/Baxter Road interchange would remain significant and unavoidable.

The improvements at the Catt Road-Arya Road/Clinton Keith Road, Inland Valley Drive/Prielipp Road, and Monte Vista Drive/Baxter Road intersections would reduce potential impacts to less than significant.

Freeway Facilities

The freeway ramp and segment analysis results for EAP conditions are summarized in **Tables 3.14-14** and **3.14-15**, respectively**.** As shown in the tables, the ramps and segments analyzed for this study were found to operate at an acceptable LOS D or better during the peak hours. The project impacts on study area freeway ramps and segments under the EAP conditions would be less than significant.

TABLE 3.14-14
FREEWAY RAMP ANALYSIS FOR
EXISTING PLUS AMBIENT PLUS PROJECT (2017) CONDITIONS

Freeway	Ramp Location	Lanes on Freeway[1]	Ramp Volumes		Density[2]		Level of Service	
			AM	PM	AM	PM	AM	PM
I-15 Southbound	Southbound Off Ramp at Clinton Keith Road	3	747	913	22.3	20.1	C	C
	Southbound On Ramp at Clinton Keith Road	3	1,071	739	28.4	22.9	D	C
I-15 Northbound	Northbound Off Ramp at Clinton Keith Road	3	467	978	16.1	26.2	B	C
	Northbound On Ramp at Clinton Keith Road	3	837	761	22.3	28.3	C	D

[1] Existing ramp locations consist of 2 lanes (on/off ramps).
[2] Density is measured by passenger cars per lane (pc/mi/ln)

SOURCE: Trames Solutions Inc., 2015.

TABLE 3.14-15
FREEWAY SEGMENT ANALYSIS FOR
EXISTING PLUS AMBIENT PLUS PROJECT (2017) CONDITIONS

Freeway	Segment	Lanes on Freeway[1]	Volumes		Density[2]		Level of Service	
			AM	PM	AM	PM	AM	PM
I-15 Southbound	North of Clinton Keith Road	3	4,685	4,284	26.8	23.9	D	C
	South of Clinton Keith Road	3	5,010	4,111	29.5	22.7	D	C
I-15 Northbound	South of Clinton Keith Road	3	3,578	5,376	19.4	32.9	C	D
	North of Clinton Keith Road	3	3,948	5,130	21.7	30.8	C	D

[1] Existing ramp locations consist of 2 lanes (on/off ramps).
[2] Density is measured by passenger cars per lane (pc/mi/ln)

SOURCE: *Trames Solutions Inc., 2015.*

Impact 3.14-3: Ambient growth, project-generated trips and cumulative projects would result in an increase in existing traffic that would conflict with an applicable plan, ordinance or policy establishing measures of effectiveness (i.e., level of service standards) for the performance of the circulation system.

Traffic generated by other approved projects in the study area was added to the traffic under EAP conditions, described above. In addition, traffic generated by anticipated projects that are proposed and are currently in the review process, but not yet fully approved, was included.

Intersections

As shown in **Table 3.14-16**, the following study intersections are projected to operate at an unacceptable LOS E or worse during peak hours under EAPC conditions:

2. Hidden Springs Road / Clinton Keith Road

5. Catt Road-Arya Road / Clinton Keith Road

7. Inland Valley Drive / Clinton Keith Road

14. Inland Valley Drive / Prielipp Road

16. Monte Vista Drive / Baxter Road

17. I-15 Southbound Ramps / Baxter Road

18. I-15 Northbound Ramps / Baxter Road

Ambient growth, project-generated trips and cumulative projects would cause the existing PM and/or AM peak-hour level of service to degrade from acceptable to unacceptable at the intersections of Hidden Springs Road / Clinton Keith Road (#2), Catt Road-Arya Road / Clinton Keith Road (#5), Inland Valley Drive / Clinton Keith Road (#7), Inland Valley Drive / Prielipp Road (#14), and Monte Vista Drive / Baxter Road (#16), and would result in an increase of more than 5.0 seconds to the peak-hour delay at the intersections of I-15 Northbound Ramps / Baxter Road (#17) and I-15 Southbound Ramps / Baxter Road (#18). The project's contribution to the

significant impacts on the study area intersections under the EAPC conditions would be cumulatively considerable and thus cumulatively significant.

TABLE 3.14-16
INTERSECTION LEVEL OF SERVICE FOR
EXISTING PLUS AMBIENT PLUS PROJECT PLUS CUMULATIVE (2017) CONDITIONS

Intersection	Traffic Control[1]	Delay (sec.)		Level of Service	
		AM	PM	AM	PM
1. Palomar St./Clinton Keith Road	Signal	35.4	50.0	D	D
2. Hidden Springs Road/Clinton Keith Road	Signal	- - [2]	- - [2]	**F**	**F**
- *With Improvements*	*Add lanes*	*31.7*	*31.6*	*C*	*C*
3. I-15 SB Ramps/Clinton Keith Road	Signal	15.3	17.3	B	B
4. I-15 NB Ramps/Clinton Keith Road	Signal	12.6	16.6	B	B
5. Catt Road-Arya Road/Clinton Keith Road	Signal	21.8	>80	C	**F**
- *With Improvements*	*Add lanes*	*24.2*	*32.4*	*C*	*C*
6. George Ave./Clinton Keith Road	Signal	13.9	13.5	B	B
7. Inland Valley Dr./Clinton Keith Road	Signal	16.9	- - [2]	B	**F**
- *With Improvements*	*Add lanes*	*15.8*	*19.2*	*B*	*B*
8. Smith Ranch Road/Clinton Keith Road	Signal	8.2	9.1	A	A
9. Copper Craft Dr./Clinton Keith Road	Signal	6.8	9.5	A	A
10. George Ave./Despasquale Road	SSSC	15.4	13.1	C	B
11. Westpark St-Catt Road/Despasquale Road	SSSC	10.2	13.4	B	B
12. Grand Av./Clinton Keith Road	Signal	10.9	13.9	B	B
13. George Ave./La Estrella Ave.	AWSC	15.6	8.5	C	A
14. Inland Valley Dr./ Prielipp Road	AWSC	11.5	51.4	B	**F**
- *With Improvements*	*Signal*	*37.8*	*31.8*	*D*	*C*
15. Nutmeg St./Jackson Av.	Signal	33.8	29.3	C	C
16. Monte Vista Dr./Baxter Road	SSSC	>80	11.9	**F**	B
- *With Improvements*	*Signal*	*19.3*	*8.8*	*B*	*A*
17. I-15 NB Ramps/Baxter Road	AWSC	72.0	35.3	**F**	**E**
- *With Improvements*	*Signal*	*28.7*	*20.0*	*C*	*B*
18. I-15 SB Ramps/Baxter Road	AWSC	>80	>80	**F**	**E**
- *With Improvements*	*Signal*	*20.5*	*11.0*	*C*	*B*
19. Access Driveway 1/Westpark St.	SSSC	13.4	27.6	B	D
20. Access Driveway 2/Westpark St.	SSSC	13.9	26.2	B	D
21. Access Driveway 3/Westpark St.	SSSC	12.8	28.4	B	D
22. Access Driveway 4/Westpark St.	SSSC	8.6	8.9	A	A

[1] AWSC=All-Way Stop Control; SSSC = Side-Street Stop Control.
[2] Volume to capacity ratio >1.0. Intersection unstable. LOS= F
[3] Bold typeface signifies unacceptable LOS; Shading signifies a significant impact.

SOURCE: Trames Solutions Inc., 2015.

Mitigation Measures

TRA-3: The following improvements are required to reduce impacts under the existing plus ambient plus project plus cumulative (2017) conditions on the study area intersections. For each improvement, the project applicant, as directed by the City Engineer, shall either fully the improvement, construct the improvement, pay the applicable Development Impact Fee (DIF) or pay a pro-rated share of the improvement, as identified below.

Hidden Springs Road/Clinton Keith Road

- The project applicant, as directed by the City Engineer, shall construct prior to the approval of a final map or pay a fair share prior to issuance of a building permit for a second southbound left turn lane.

Catt Road-Arya Road/Clinton Keith Road

Implementation of Mitigation Measure TRA-1 is required.

Inland Valley Drive/Clinton Keith Road

- The project applicant, as directed by the City Engineer, shall construct prior to the approval of a final map or pay the applicable City Development Impact Fee (DIF) for a second westbound through lane.

Inland Valley Drive/Prielipp Road

Implementation of Mitigation Measure TRA-1 is required.

Monte Vista Drive/Baxter Road

Implementation of Mitigation Measure TRA-2 is required.

I-15 Northbound Ramps/Baxter Road

Implementation of Mitigation Measure TRA-2 is required.

I-15 Southbound Ramps/Baxter Road

Implementation of Mitigation Measure TRA-1 is required.

Significance after Mitigation: Significant and unavoidable. The project applicant would provide the project's fair share toward the interim improvements required at I-15 Northbound Ramps/Baxter Road interchange and the I-15 Southbound Ramps/Baxter Road interchange. These interchanges are anticipated to be improved in the future through the TUMF Program. However, the traffic signals and eastbound right turn lane improvements are not included in the TUMF improvements. Therefore, these improvements are considered to be interim improvements until the ultimate improvements are constructed. These interim improvements are not currently funded. Because funding for the interim improvements is uncertain, the City cannot guarantee that the proposed improvements would be constructed as proposed above. Therefore, impacts at the I-15 Northbound Ramps/Baxter Road interchange and I-15 Southbound Ramps/Baxter Road interchange would remain significant and unavoidable.

The improvements at the Hidden Springs Road/Clinton Keith Road, Catt Road-Arya Road/Clinton Keith Road, Inland Valley Drive/Clinton Keith Road, Inland Valley Drive/Prielipp Road, and Monte Vista Drive/Baxter Road intersections would reduce potential impacts to less than significant.

Freeway Facilities

The freeway ramp analysis results for EAPC conditions are summarized in **Table 3.14-17**. The freeway ramps analyzed for this study were found to operate at an acceptable LOS D or better) during the peak hours. The impact on the study area freeway ramps under the EAPC conditions would be less than cumulatively significant. The project's contribution to impacts at the study area freeway ramps would be less than cumulatively considerable and thus less than cumulatively significant.

TABLE 3.14-17
FREEWAY RAMP ANALYSIS FOR
EXISTING PLUS AMBIENT PLUS PROJECT PLUS CUMULATIVE (2017) CONDITIONS

Freeway	Ramp Location	Lanes on Freeway[1]	Ramp Volumes		Density[2]		Level of Service	
			AM	PM	AM	PM	AM	PM
I-15 Southbound	Southbound Off Ramp at Clinton Keith Road	3	835	1,094	23.6	22.4	C	C
	Southbound On Ramp at Clinton Keith Road	3	1,260	951	30.7	25.7	D	C
I-15 Northbound	Northbound Off Ramp at Clinton Keith Road	3	579	1,239	17.4	30.3	B	D
	Northbound On Ramp at Clinton Keith Road	3	954	926	23.8	30.8	C	D

[1] Existing ramp locations consist of 2 lanes (on/off ramps).
[2] Density is measured by passenger cars per lane (pc/mi/ln)

SOURCE: Trames Solutions Inc., 2015.

The freeway segment analysis results for EAPC conditions are summarized in **Table 3.14-18.** As shown on in the table, the I-15 northbound freeway segment, south of Clinton Keith Road, is projected to operate at an unacceptable LOS E during the PM peak hour, which is considered a significant cumulative impact. The project's contribution to the significant impacts on the study area freeway segments would be cumulatively considerable and thus cumulatively significant.

The other study segments would operate at an acceptable LOS D or better and cumulative impacts would be less than significant. The project's contribution to the impacts on the other study area freeway segments would be less than cumulatively considerable and thus less than cumulatively significant.

TABLE 3.14-18
FREEWAY SEGMENT ANALYSIS FOR
EXISTING PLUS AMBIENT PLUS PROJECT PLUS CUMULATIVE (2017) CONDITIONS

Freeway	Segment	Lanes on Freeway	Volumes		Density[1]		Level of Service	
			AM	PM	AM	PM	AM	PM
I-15 Southbound	North of Clinton Keith Road	3	4,919	4,682	28.7	26.8	D	D
	South of Clinton Keith Road	3	5,345	4,540	32.6	25.7	D	C
I-15 Northbound	South of Clinton Keith Road	3	3,803	5,874	20.8	38.5	C	**E**
	- *With Improvements*	*4*			*15.4*	*24.7*	*B*	*C*
	North of Clinton Keith Road	3	5,562	5,562	23.2	34.8	C	D

[1] Density is measured by passenger cars per lane (pc/mi/ln)

SOURCE: Trames Solutions Inc., 2015.

Mitigation Measure

No feasible mitigation is available.

Significance after Mitigation: Significant and unavoidable. To reduce potential impacts on the Northbound I-15 south of Clinton Keith Road to less than significant, a fourth northbound lane is required. The widening of I-15 is considered infeasible because this improvement is under the jurisdiction of the Federal Highway Administration and widening of the I-15 has not been funded. There is no mechanism for a project applicant to provide a fair share contribution toward the future widening of I-15. Therefore, the City cannot ensure that widening would occur to reduce the impact, and the impact would be significant and unavoidable.

Impact 3.14-4: The project would result in an increase in Horizon Year (2035) traffic that would conflict with an applicable plan, ordinance or policy establishing measures of effectiveness (i.e., level of service standards) for the performance of the circulation system.

The analysis of Long Range Horizon Year (2035) conditions is required because the proposed project is proposing a General Plan amendment. Horizon Year (2035) traffic volumes were derived from the Riverside County Transportation and Analysis Model (RivTAM), with a review and adjustment to ensure a minimum growth of ten percent and to apply conservative flow of traffic between closely-spaced intersections.

Horizon Year (2035) Without Project

Intersections

As shown in **Table 3.14-19**, the following six study area intersections are projected to operate at an unacceptable level of service (LOS E or worse) during the peak hours:

1. Palomar Street at Clinton Keith Road
2. Hidden Springs Road at Clinton Keith Road

7. Inland Valley Drive at Clinton Keith Road
16. Monte Vista Drive at Baxter Road
17. I-15 Northbound Ramps at Baxter Road (currently operates at LOS E)
18. I-15 Southbound Ramps at Baxter Road (currently operates at LOS F)

TABLE 3.14-19
INTERSECTION ANALYSIS FOR HORIZON YEAR (2035) WITHOUT PROJECT CONDITIONS

Intersection		Traffic Control[1]	Delay[2] (sec.)		Level of Service	
			AM	PM	AM	PM
1.	Palomar St./Clinton Keith Road	Signal	48.8	—[4]	D	**F**
2.	Hidden Springs Road/Clinton Keith Road	Signal	—[4]	—[4]	**F**	**F**
3.	I-15 SB Ramps/Clinton Keith Road	Signal	26.7	18.7	C	B
4.	I-15 NB Ramps/Clinton Keith Road	Signal	26.4	38.5	C	D
5.	Catt Rd – Arya Rd/Clinton Keith Rd	Signal	21.5	23.1	C	C
6.	George Ave./Clinton Keith Road	Signal	17.0	17.8	B	B
7.	Inland Valley Dr./Clinton Keith Road	Signal	—[4]	—[4]	**F**	**F**
8.	Smith Ranch Road/Clinton Keith Road	Signal	8.3	9.2	A	A
9.	Copper Craft Dr./Clinton Keith Road	Signal	12.2	9.1	B	A
10.	George Ave./Despasquale Road	SSSC	13.5	10.1	B	B
11.	Westpark St-Catt Road/Despasquale Rd.	SSSC	8.6	8.6	A	A
12.	Grand Av./Clinton Keith Road	Signal	12.1	12.4	B	B
13.	George Ave./La Estrella Ave.	AWSC	19.2	10.1	C	B
14.	Inland Valley Dr./ Prielipp Road	AWSC	10.2	17.3	B	C
15.	Nutmeg St./Jackson Av.	Signal	30.3	28.8	C	C
16.	Monte Vista Dr./Baxter Road	SSSC	>80	11.9	**F**	B
17.	I-15 NB Ramps/Baxter Road	AWSC	>80	57.8	**F**	**F**
18.	I-15 SB Ramps/Baxter Road	AWSC	>80	>80	**F**	**F**

[1] SSSC = Side-Street Stop Control; AWSC = All-Way Stop Control
[2] Bold typeface signifies unacceptable LOS

SOURCE: Trames Solutions, Inc., 2015.

Freeway Facilities

The freeway ramp and segment analysis results for Horizon Year (2035) Without Project conditions are summarized in **Tables 3.14-20** and **3.14-21**, respectively. As shown in the tables, all of the freeway ramps and mainline segments analyzed for this study are projected to operate at unacceptable LOS E or worse during the peak hours.

TABLE 3.14-20
FREEWAY RAMP ANALYSIS FOR HORIZON YEAR (2035) WITHOUT PROJECT CONDITIONS

Freeway	Ramp Location	Lanes on Freeway[1]	Ramp Volumes		Density[2]		Level of Service	
			AM	PM	AM	PM	AM	PM
I-15 SB	SB Off Ramp at Clinton Keith Rd.	3	1,412	1,508	27.2	>45	C	**F**
	SB On Ramp at Clinton Keith Rd.	3	1,367	1,016	31.0	>45	D	**F**
I-15 NB	NB Off Ramp at Clinton Keith Rd.	3	836	1,332	>45	35.7	**F**	**F**
	NB On Ramp at Clinton Keith Rd.	3	1,483	1,483	>45	37.5	**F**	**F**

[1] Existing ramp locations consist of 2 lanes (on/off ramps)
[2] Density is measured by passenger cars per lane (pc/mi/ln)

SOURCE: Trames Solutions, Inc., 2015.

TABLE 3.14-21
FREEWAY SEGMENT ANALYSIS FOR HORIZON YEAR (2035) WITHOUT PROJECT CONDITIONS

Freeway	Segment	Lanes on Freeway	Volumes		Density[1]		Level of Service	
			AM	PM	AM	PM	AM	PM
I-15 SB	North of Clinton Keith Rd.	3	5,394	8,487	33.1	>45	D	**F**
	South of Clinton Keith Rd.	3	5,349	7,995	32.6	>45	D	**F**
I-15 NB	South of Clinton Keith Rd.	3	7,607	6,422	>45	>45	**F**	**F**
	North Clinton Keith Rd.	3	8,254	6,572	>45	>45	**F**	**F**

[1] Density is measured by passenger cars per lane (pc/mi/ln)

SOURCE: Trames Solutions, Inc., 2015.

Horizon Year (2035) With Project

Intersections

As shown in **Table 3.14-22**, the addition of traffic generated by the proposed project would exacerbate the unacceptable conditions at the above-described six study area intersections, and would cause the following two additional intersections to operate at an unacceptable LOS E or worse:

5. Catt Road-Arya Road at Clinton Keith Road

14. Inland Valley Drive at Prielipp Road

The proposed project would cause the Horizon Year (2035) peak-hour level of service to degrade from acceptable to unacceptable at the intersections of Catt Road-Arya Road/Clinton Keith Road (#5), and Inland Valley Drive/Prielipp Road (#14), and would cumulatively contribute to unacceptable service levels at the intersections of Palomar Street at Clinton Keith Road (#1), Hidden Springs Road / Clinton Keith Road (#2), Inland Valley Drive / Clinton Keith Road (#7),

TABLE 3.14-22
INTERSECTION ANALYSIS FOR HORIZON YEAR (2035) WITH PROJECT CONDITIONS

Intersection	Traffic Control[1]	Delay (sec.)		Level of Service	
		AM	PM	AM	PM
1. Palomar St./Clinton Keith Road					
- Without Improvements	Signal	50.1	—[2]	D	**F**
- *With Improvements*	*Add lanes*	*38.0*	*49.6*	*D*	*D*
2. Hidden Springs Road/Clinton Keith Road					
- Without Improvements	Signal	—[2]	—[2]	**F**	**F**
- *With Improvements*	*Add lanes*	*32.7*	*47.4*	*C*	*D*
3. I-15 SB Ramps/Clinton Keith Road	Signal	27.1	22.2	C	C
4. I-15 NB Ramps/Clinton Keith Road	Signal	20.7	27.4	C	C
5. Catt Rd – Arya Rd/Clinton Keith Rd					
- Without Improvements	Signal	35.3	—[2]	D	**F**
- *With Improvements*	*Add lanes*	*24.8*	*39.5*	*C*	*D*
6. George Ave./Clinton Keith Road	Signal	16.8	18.1	B	B
7. Inland Valley Dr./Clinton Keith Road					
- Without Improvements	Signal	—[2]	—[2]	**F**	**F**
- *With Improvements*	*Add lanes*	*17.7*	*20.7*	*B*	*C*
8. Smith Ranch Road/Clinton Keith Road	Signal	8.7	10.3	A	B
9. Copper Craft Dr./Clinton Keith Road	Signal	13.0	11.5	B	B
10. George Ave./Despasquale Road	SSSC	17.3	14.1	C	B
11. Westpark St-Catt Rd./Despasquale Rd.	SSSC	10.1	11.8	B	B
12. Grand Av./Clinton Keith Road	Signal	12.0	12.9	B	B
13. George Ave./La Estrella Ave.	AWSC	22.6	11.1	C	B
14. Inland Valley Dr./ Prielipp Road					
- Without Improvements	AWSC	12.7	56.2	B	**F**
- *With Improvements*	*Signal*	*37.8*	*38.8*	*D*	*D*
15. Nutmeg St./Jackson Av.	Signal	37.1	32.6	D	C
16. Monte Vista Dr./Baxter Road					
- Without Improvements	SSSC	>80	13.0	**F**	B
- *With Improvements*	*Signal*	*21.9*	*9.6*	*C*	*A*
17. I-15 NB Ramps/Baxter Road					
- Without improvements	AWSC	>80	60.8	**F**	**F**
- *With improvements*	*Signal*	*51.0*	*24.7*	*D*	*C*
18. I-15 SB Ramps/Baxter Road					
- Without Improvements	AWSC	>80	>80	**F**	**F**
- *With Improvements*	*Signal*	*20.2*	*13.3*	*C*	*B*
19. Access Driveway 1/Westpark St.	SSSC	23.8	28.9	B	D
20. Access Driveway 2/Westpark St.	SSSC	14.3	27.3	B	D
21. Access Driveway 3/Westpark St.	SSSC	14.2	30.0	B	D
22. Access Driveway 4/Westpark St.	SSSC	8.7	9.0	A	A

[1] AWSC=All-Way Stop Control; SSSC = Side-Street Stop Control.
[2] Volume to capacity ratio >1.0. Intersection unstable. LOS= F
[3] Bold typeface signifies unacceptable LOS; Shading signifies a significant impact.

SOURCE: Trames Solutions Inc., 2015.

and Monte Vista Drive / Baxter Road (#16), I-15 Northbound Ramps / Baxter Road (#17) and I-15 Southbound Ramps / Baxter Road (#18). Therefore, the project's contribution to the significant impacts on the study area intersection under the Horizon Year (2035) with Project conditions would be cumulatively considerable and thus cumulatively significant.

Mitigation Measure

TRA-4: The following improvements would mitigate the deficient intersections to operate at an acceptable level of service. The following improvements are required to reduce impacts under the Horizon Year (2035) with Project conditions on the study area intersections. For each improvement, the project applicant, as directed by the City Engineer, shall either fully fund the improvement, construct the improvement, pay the applicable City Development Impact Fee (DIF) or pay a pro-rated share of the improvement, as identified below.

Palomar Street/Clinton Keith Road

- The project applicant, as directed by the City Engineer, shall construct prior to the approval of a final map or pay a fair share prior to issuance of a building permit for a second southbound left turn lane.
- The project applicant, as directed by the City Engineer, shall construct prior to the approval of a final map or pay a fair share prior to issuance of a building permit for a separate eastbound right turn lane.
- The project applicant, as directed by the City Engineer, shall construct prior to the approval of a final map or pay a fair share prior to issuance of a building permit for the modification to the traffic signal to provide a westbound right turn overlap phase.

Hidden Springs Road/Clinton Keith Road

Implementation of Mitigation Measure TRA-3 is required.

- The project applicant, as directed by the City Engineer, shall construct prior to the approval of a final map or pay the applicable City Development Impact Fee (DIF) prior to issuance of a building permit for the modification of the traffic signal to provide a westbound right turn overlap phase.

Catt Road-Arya Road / Clinton Keith Road

Implementation of Mitigation Measure TRA-1 is required.

Inland Valley Drive/Clinton Keith Road

Implementation of Mitigation Measure TRA-3 is required.

- The project applicant, as directed by the City Engineer, shall construct prior to the approval of a final map or pay the applicable City Development Impact Fee (DIF) prior to issuance of a building permit for the modification of the northbound striping to provide one left turn lane and one shared left/right turn lane.

Inland Valley Drive/Prielipp Road

Implementation of Mitigation Measure TRA-1 is required.

Monte Vista Drive/Baxter Road

Implementation of Mitigation Measure TRA-2 is required.

I-15 Northbound Ramps/Baxter Road

Implementation of Mitigation Measure TRA-1 is required.

I-15 Southbound Ramps/Baxter Road

Implementation of Mitigation Measure TRA-1 is required.

Significance after Mitigation: Significant and unavoidable. The project applicant would provide the project's fair share toward the interim improvements required at I-15 Northbound Ramps/Baxter Road interchange and the I-15 Southbound Ramps/Baxter Road interchange. These interchanges are anticipated to be improved in the future through the TUMF Program. However, the traffic signals and eastbound right turn lane improvements are not included in the TUMF improvements. Therefore, these improvements are considered to be interim improvements until the ultimate improvements are constructed. These interim improvements are not currently funded. Because funding for the interim improvements is uncertain, the City cannot guarantee that the proposed improvements would be constructed as proposed above. Therefore, impacts at the I-15 Northbound Ramps/Baxter Road interchange and I-15 Southbound Ramps/Baxter Road interchange would remain significant and unavoidable.

The improvements at the Palomar Street/Clinton Keith Road, Hidden Springs Road/Clinton Keith Road, Catt Road-Arya Road/Clinton Keith Road, Inland Valley Drive/Clinton Keith Road, Inland Valley Drive/Prielipp Road, and Monte Vista Drive/Baxter Road intersections would reduce potential impacts to less than significant.

Freeway Facilities

As shown in **Tables 3.14-23** and **3.14-24**, the addition of cumulative and project traffic under the Horizon Year (2035) with Project condition would exacerbate the unacceptable conditions at the study area freeway ramps and mainline segments. Therefore, the project's contribution to cumulative impacts on the study area freeway ramps and mainline segments would be cumulatively considerable and therefore cumulatively significant.

TABLE 3.14-23
FREEWAY RAMP ANALYSIS FOR HORIZON YEAR (2035) WITH PROJECT CONDITIONS

Freeway	Ramp Location	Lanes on Freeway	Ramp Volumes AM	Ramp Volumes PM	Density[1] AM	Density[1] PM	Level of Service AM	Level of Service PM
I-15 SB	SB Off Ramp at Clinton Keith Rd		5,411	8,526				
	- Without Improvements	3			33.2	>45	D	**F**
	With Improvements	*5*			*17.6*	*30.4*	*B*	*D*
	SB On Ramp at Clinton Keith Rd		5,370	8,027				
	- Without Improvements	3			32.8	>45	D	**F**
	With Improvements	*5*			*17.4*	*27.9*	*B*	*D*
I-15 NB	NB Off Ramp at Clinton Keith Rd		7,624	6,461				
	- Without Improvements	3			>45	>45	**F**	**F**
	With Improvements	*5*			*26.0*	*21.2*	*C*	*C*
	NB On Ramp at Clinton Keith Rd		8,275	6,604				
	- Without Improvements	3			>45	>45	**F**	**F**
	With Improvements	*5*			*29.1*	*21.8*	*D*	*C*

[1] Density is measured by passenger cars per lane (pc/mi/ln)

SOURCE: Trames Solutions, Inc., 2015.

TABLE 3.14-24
FREEWAY SEGMENT ANALYSIS FOR HORIZON YEAR (2035) WITH PROJECT CONDITIONS

Freeway	Ramp Location	Lanes on Freeway	Volumes AM	Volumes PM	Density[2] AM	Density[2] PM	Level of Service AM	Level of Service PM
I-15 SB	North of Clinton Keith Rd		5,411	8,526				
	- Without Improvements	3			33.2	>45	D	**F**
	With Improvements	*5*			*17.6*	*30.4*	*B*	*D*
	South of Clinton Keith Rd		5,370	8,027				
	- Without Improvements	3			32.8	>45	D	**F**
	With Improvements	*5*			*17.4*	*27.9*	*B*	*D*
I-15 NB	South of Clinton Keith Rd		7,624	6,461				
	- Without Improvements	3			>45	>45	**F**	**F**
	With Improvements	*5*			*26.0*	*21.2*	*C*	*C*
	North of Clinton Keith Rd		8,275	6,604				
	- Without Improvements	3			>45	>45	**F**	**F**
	With Improvements	*5*			*29.1*	*21.8*	*D*	*C*

[1] Density is measured by passenger cars per lane (pc/mi/ln)

SOURCE: Trames Solutions, Inc., 2015.

Mitigation Measure

No feasible mitigation is available.

Significance after Mitigation: Significant and unavoidable. To reduce potential impacts on the Northbound and Southbound I-15, north and south of Clinton Keith Road, a fourth and fifth freeway mainline lane is required. The widening of I-15 is considered infeasible because this improvement is under the jurisdiction of the Federal Highway Administration and widening of the I-15 has not been funded. There is no mechanism for a project applicant to provide a fair

share contribution toward the future widening of I-15. Therefore, the City cannot ensure that widening would occur to reduce the impact, and the impact would be significant and unavoidable.

Impact 3.14-5: The project would not substantially increase hazards due to a design feature or incompatible uses.

The City of Wildomar implements development standards designed to ensure standard engineering practices are used for all improvements. The proposed project would be checked for compliance with these standards as part of the review process conducted by the City. Improvements to the transportation and circulation system surrounding the project site would be implemented (see Mitigation Measures TRA-1, TRA-2, TRA-3, TRA-4), and all such improvements would be designed and constructed to local, regional, and federal standards. As such, they would not introduce any hazardous design features. The proposed project would include four new driveway site access points along Westpark Street to connect Depasquale Road and Catt – Arya Road. Because the project site is currently undeveloped, construction of these driveways and street would not result in a roadway or traffic hazard. The proposed project would not include any dangerous design features, curves, or intersections. As such, project impacts related to hazardous roadway design features would be less than significant.

Significance determination: Less than significant.

Impact 3.14-6: The project could result in inadequate emergency access during project construction.

All the roadways proposed within the project meet the City's design standards for access. During construction of improvements associated with the project (such as the construction of a separate southbound left turn lane at Catt Road – Arya Road / Clinton Keith Road, or the provision of a second westbound through lane at Inland Valley Drive / Clinton Keith Road), the roadways may be temporarily blocked or subject to detours and delays, which could temporarily affect emergency access. Therefore, the proposed project has a potential to result in significant impacts related to emergency access during construction.

Mitigation Measure

TRA-5: Prior to the issuance of a grading permit, the project applicant shall prepare and obtain City approval of a traffic management plan (TMP) to minimize potential impacts during construction. Included among the provisions, the project's contractor will coordinate with the City of Wildomar, Riverside County, and local police, fire, and emergency medical service providers regarding construction scheduling and any other practical measures to maintain adequate access to properties and response times. The TMP may also limit construction activity during typical weekday morning and evening peak traffic hours that would adversely affect traffic flow along Clinton Keith Road. The TMP shall include contact information for the general public who may have questions concerning the project and access of their property. Two-way traffic flow through the construction zone shall be maintained throughout the construction period.

Significance after mitigation: Less than significant.

Impact 3.14-7: The project would result in an increase in existing traffic that could conflict with an applicable congestion management program, including level of service standards established by the county congestion management agency for designated roads or highways.

The focus of the CMP is the development of an Enhanced Traffic Monitoring System in which real-time traffic count data can be accessed by Riverside County Transportation Commission (RCTC) to evaluate the condition of the Congestion Management System (CMS) as well as meet other monitoring requirements at the State and federal levels. Per the adopted level of service target of LOS E, a deficiency plan is required when a CMS segment falls to LOS F. Preparation of a deficiency plan is the responsibility of the local agency where the deficiency is located. Other agencies identified as contributors to the deficiency also will be required to coordinate with the development of the plan. The plan must contain mitigation measures, including Transportation Demand Management (TDM) strategies and transit alternatives, and a schedule of mitigating the deficiency. To ensure that the CMS is appropriately monitored to reduce the occurrence of CMP deficiencies, it is the responsibility of local agencies, when reviewing and approving development proposals, to consider the traffic impacts on the CMS. The main CMP facility within Southwestern Riverside County is I-15; there are no CMP arterials or roadway segments within the project area. As described under Impacts 3.14-1, 3.14-2, 3.14-3, and 3.14-4, the project would cause (or contribute to, with ambient growth and cumulative projects) LOS F conditions at the intersections of I-15 Northbound and Southbound Ramps at Baxter Road, and on I-15 ramps and mainline segments at the Clinton Keith Road interchange. The project's contribution to cumulative traffic at the Northbound and Southbound I-15 Ramps at Baxter Road intersections and the I-15 ramps and mainline segments at the Clinton Keith Road interchange would be cumulatively considerable and thus cumulatively significant.

Mitigation Measures

Implementation of Mitigation Measures TRA-1, TRA-2, TRA-3 and TRA-4.

Significance after Mitigation: Significant and unavoidable. The project applicant would provide the project's fair share toward the improvements required at I-15 Northbound and Southbound Ramps/Baxter Road interchange. However, the traffic signals and eastbound right turn lane improvements are considered to be interim. These improvements would be provided as part of the ultimate interchange improvement, but the interim improvements are not currently funded. Because funding for the interim improvements is uncertain, the City cannot guarantee that the proposed improvements would be constructed as proposed above. Therefore, impacts at the I-15 Northbound and Southbound Ramps/Baxter Road interchange would remain significant and unavoidable.

To reduce potential impacts on the Northbound and Southbound I-15, north and south of Clinton Keith Road, a fourth and fifth freeway mainline lane is required. The widening of I-15 is considered infeasible because this improvement is under the jurisdiction of the Federal Highway Administration and widening of the I-15 has not been funded. There is no mechanism for a project applicant to provide a fair share contribution toward the future widening of I-15. Therefore, the City cannot ensure that widening would occur to reduce the impact, and the impact would be significant and unavoidable.

References

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3.15 Utilities

The purpose of this section is to analyze the effects the proposed project would have on utilities. The analysis identifies and evaluates key utilities within the City of Wildomar and provides a determination of the impacts that could occur from the development of the project.

3.15.1 Environmental Setting

Water Service

Water Supply

The main water supplier for the City of Wildomar is the Elsinore Valley Municipal Water District (EVMWD). The population within the current 98.5 square mile service area is about 123,375 (EVMWD, 2011). The EVMWD consists of two divisions within the service area: the Elsinore Division and the Temescal Division. The Elsinore Division makes up the majority of the service area with approximately 39,000 accounts encompassing 96 square miles. The Temescal Division is located northwest of the Elsinore Division, and consists of approximately 500 accounts and encompasses 2.5 square miles (EVMWD, 2011).

The EVMWD receives its water from a connection to the Metropolitan Water District of Southern California (Metropolitan), local surface water from Canyon Lake, and local groundwater from Lake Elsinore. Over the past few years with the implementation of Back Basin groundwater storage projects, EVWMD has reduced its groundwater pumping within the Elsinore Basin to an amount that is close to its annual average natural recharge of 5,500 acre-feet per year (AFY) and in the Coldwater Basin to an amount that is close to its annual average natural recharge of 1,250 AFY. In 2008, EVMWD served approximately 29,728 acre-feet (AF) of total water to retail and wholesale users (EVMWD, 2011). Based on 2010, about 68 percent of the EVWMD's water supply is imported, and the district's total water production (i.e., groundwater, surface water, recycled water, and lake replenishment) equals about 32 percent of EWMD's water supply. **Table 3.15-1** summarizes EVMWD's current and projected water supplies under normal conditions.

Water Demand

In 2010, the approximate amount of total water demand in the EVMWD service area was 34,182 AF that includes potable and non-potable water demand as shown in **Table 3.15-2**. The land use with the highest water demand within the service area is single family residential which represented about 40 percent of the total water demand. By 2035, the EVMWD predicts the water demand would be 59,991 AF. The percentage of water demand from single family residential uses within the service area compared to the total water demand would be reduce to about 45 percent in 2035. The population within the EVMWD service area is projected to increase from 123,375 in 2010 to 185,102 in 2035 at a rate of 2.0 percent per annum. Since EVMWD's population is expected to increase in through 2035, additional water supply sources are necessary to meet future potable water demands. Currently, supplies are sufficient to meet normal year demands, but additional infrastructure such as pumping facilities and conveyance

facilities will be required to meet peak demands under maximum day conditions (MDD) (EVMWD, 2011).

TABLE 3.15-1
EVMWD PLANNED WATER SUPPLY SOURCES (AF)

Water Supply Sources	2010	2015	2020	2025	2030	2035
Metropolitan	35,200	48,100	48,100	48,100	48,100	48,100
Groundwater[1]	2,978	6,750	6,750	6,750	6,750	6,750
Surface Water[2]	4,900	4,900	4,900	4,900	4,900	4,900
Recycled Water	449	1,014	1,905	2,430	2,430	2,430
Lake Replenishment[3]	8,401	8,401	8,401	8,401	8,401	8,401
Total Supplies	**51,928**	**69,165**	**70,056**	**70,581**	**70,581**	**70,581**

[1] Assumes that groundwater pumping in the Elsinore and the Coldwater Basins will not exceed the natural recharge in the basins. Natural recharge in the Elsinore Basin is 5,500 acre-ft/yr while natural recharge in the Coldwater Basin is 1,250 acre-ft/yr
[2] Represents production from the Canyon Lake WTP during a median year hydrology (MWH, 2009)
[3] Lake Replenishment and Discharge to Temescal Wash

SOURCE: EVMWD Urban Water Management Plan, 2011

TABLE 3.15-2
EXISTING AND PROJECTED AVERAGE WATER DEMANDS IN THE EVMWD (AFY)

Year	2005	2010	2015	2020	2025	2030	2035[1]
Single Family Residential	14,765	13,829	20,159	21,836	23,728	25,498	27,057
Multi Family Residential	824	772	1,312	1,449	1,603	1,747	1,875
Commercial, Institutional, Industrial	2,523	2,363	4,006	4,423	4,892	5,331	5,719
Landscape/Golf Courses	5,193	4,865	7,220	7,839	8,538	9,192	9,768
Agricultural	2,316	2,170	2,170	2,170	2,170	2,170	2,170
Other[2]	1,423	1,333	1,924	2,081	2,258	2,424	2,571
Potable Demand	**27,044**	**25,332**	**36,791**	**39,796**	**43,189**	**46,362**	**49,160**
Recycled & Non-Domestic Demand [3]	--	8,850	9,415	10,306	10,831	10,831	10,831
Total Water Demand	**27,044**	**34,182**	**46,206**	**50,104**	**54,020**	**57,193**	**59,991**

[1] It is assumed that the proportion of the individual water use sectors contributing to total demand will be the same as historical years
[2] Includes water to construction, miscellaneous, and other temporary water use.
[3] Recycled water for agriculture, landscape, golf courses, construction and residential.

SOURCE: EVMWD Urban Water Management Plan, 2011.

In Determining design requirements for water facilities, EVMWD has developed water use consumption rates by type of land use. These factors are shown in **Table 3.15-3**.

TABLE 3.15-3
EVMWD WATER CONSUMPTION

Land Use	Average Daily Demand
Single Family or Duplex	500 gal/unit 2,500 gal/acre
Multi Family Low Rise	400 gal/unit 4,000 gal/acre
Multi Family High Rise	300 gal/unit
Commercial Use	3,000 gal/acre
Commercial/Industrial Mix	100 gal/1,000 square ft.
Commercial/Residential Mix	120 gal/1,000 square ft.
Hotels	350 gal/unit
Schools, Parks	60 gal/student 4,000 gal/acre
Open Space	2,000 gal/acre

SOURCE: EVMWD Design Standards and Standard Drawings, 2015

Project Area Water Infrastructure

Based on a review of the EVMWD Water Master Plan, there is a 10-inch to 12-inch diameter sewer line that extends along Catt Road to the project site. Along Clinton-Keith Road on the east side of I-15, there is a 14-inch to 16-inch diameter sewer line.

Wastewater

Wastewater Treatment and Infrastructure

The EVMWD is the nearest service provider for wastewater collection and treatment for the project area. EVMWD operates three wastewater treatment facilities: the Regional Wastewater Treatment Plant (WWTP), Horsethief Canyon WWTP, and Railroad Canyon WWTP. Moreover, the flow in the southern part of the EVMWD's service area is treated at the Santa Rose WRF operated by the Rancho California Water District (RCWD) (EVMWD, 2011). These four treatment plants serve four major service areas in the EVMWD's wastewater collection system. Each service area consists of gravity collectors, trunk lines, lift stations, and force mains, which convey flow to the treatment plants. The Regional WWTP service area contains 21 lift stations, the Railroad Canyon WWTP service area contains seven lift stations, and the Horsethief Canyon service area contains two lift stations. A majority of the EVMWD's wastewater collection system consists of 8-inch through 15-inch-diameter collector and trunk sewer lines. Additionally, EVMWD has two major interceptor sewers ranging in size from 12 inches to 27 inches in diameter. The EVMWD's system also contains 30 force mains, with diameters ranging in size from 4 inches to 16 inches.

The project site is located within the Regional WWTP service area. The WWTP was originally constructed in 1981 with a capacity of 2.0 mgd. Increases in treatment capacities have occurred

since 1981, and the last increase in capacity was in 2002 when the capacity increased to 8.0 mgd. As of 2010, the average daily flow into the WWTP was 6.0 mgd. EVMWD anticipates upgrading the capacity to 16 mgd and then to 23.5 mgd by the year 2027.

Based on a review of the EVMWD Wastewater Master Plan, average wastewater generation rates are 109 gpd per person for residential uses and non-residential land uses are based on acreage as shown in **Table 3.15-4**.

TABLE 3.15-4
EVMWD WASTEWATER GENERATION

Land Use	Average Daily Demand
Residential	109 gpd/capita[1]
Commercial Retail	1,500 gal/acre[2]
Commercial Office	1,800 gpd/acre[2]
Light Industrial	550 gpd/acre[2]
Heavy Industrial	1,800 gpd/acre[2]
Business Park	600 gpd/acre[2]
Public Facilities	1,150 gpd/acre[2]
Community Center	1,500 gpd/acre[2]
Open Space - Recreation	200 gpd/acre[2]

[1] Source: Table 3.5 in EVMWD Wastewater Master Plan 2008.
[2] Source: Table 3.8 in EVMWD Wastewater Master Plan 2008.

SOURCE: ESA 2016

Project Area Sewer Infrastructure

Based on a review of the EVMWD Water Master Plan, there is a 10-inch to 12-inch diameter sewer line that extends along Catt Road to the project site. Along Clinton-Keith Road on the east side of I-15, there is a 14-inch to 16-inch diameter sewer line.

Solid Waste

Waste Management of the Inland Empire (WM) is a privately operated company under contract with the City of Wildomar to provide solid waste collection and disposal services to the area located to the east of I-15. WM hauls residential waste to the El Sobrante Landfill located in Corona. El Sobrante is a state-of-the-art waste disposal facility that protects the environment and minimizes the impact to the local landscape. It is a Class III regional disposal facility, and is an integral part of the Riverside county waste disposal system, and processes an estimated 43 percent of the County's annual waste. In addition, El Sobrante is a public-private entity and operates in conjunction with Riverside County. El Sobrante is permitted for 70,000 tons per week and a maximum of 16,000 tons per day. Currently, El Sobrante is processing an estimated 8,000 tons daily. Further, the landfill is permitted to be open 24 hours per day and Riverside

County residents can dispose their waste at El Sobrante Landfill from 6:00a.m. to 6:00p.m. The site is expected to close in 2045, when it reaches capacity.

CR&R Incorporated (CR&R) is a privately operated company under contract with the City of Wildomar to provide solid waste collection and disposal services to the area located to the west of I-15. CR&R has the option of hauling residential waste to any permitted waste facility in Riverside County (i.e., transfer station or landfill). Transfer stations can process waste prior to disposal at landfills. CR&R serves more than 2.5 million people throughout Orange, Los Angeles, San Bernardino, Imperial and Riverside counties. CR&R recycles over 120,000 tons of materials each year (CR&R, 2015).

Energy Conservation

Public Resources Code Section 21100(b)(3) and CEQA Guidelines Section 15126.4 require EIRs to describe, where relevant, the wasteful, inefficient, and unnecessary consumption of energy caused by a project. In 1975, Assembly Bill (AB) 1575 was passed, which created the California Energy Commission (CEC). The CEC serves to forecast future energy needs, license thermal power plants of 50 megawatts or larger, develop energy technologies and renewable energy resources, plan for and direct state responses to energy emergencies and promote energy efficiency through the adoption and enforcement of applicant and building energy efficiency standards. AB 1575 also amended the Public Resources Code Section 21100(b)(3) to require EIRs to consider the wasteful, and unnecessary consumption of energy caused by a project. Thereafter, the California Resources Agency created Appendix F of the CEQA Guidelines,

CEQA Guidelines Appendix F is an advisory document that assists EIR preparers in determining whether a project would result in the inefficient, wasteful, and unnecessary consumption of energy.

3.15.2 Regulatory Framework

State

California Code of Regulations Water Usage

The California Administrative Code (CAC) establishes efficiency standards for reducing water usage in new water fixtures. Title 24 CAC, Section 25352, addresses pipe insulation requirements, which reduce the amount of hot water used before reaching equipment and fixtures. Title 20 CAC, Section 1604, provides efficiency standards for water fixtures including lavatory faucets, showerheads, and sink faucets.

California Urban Water Management Planning Act

Section 10610 of the California Water Code establishes the Urban Water Management Planning Act. The act states that every urban water service provider that serves 3,000 or more customers or that supply over 3,000 AF of water annually should prepare an Urban Water Management Plan (UWMP) every five years. The goal of an UWMP is to ensure the appropriate level of reliability

in water service sufficient to meet the needs of customers during normal, dry, and multiple dry years. The Elsinore Valley Municipal Water District adopted its 2010 UWMP in July 2011.

Section 15155 of the CEQA Guidelines Water Supply Assessment

Section 15155 of the CEQA Guidelines was updated on July 27, 2007 to include the requirement to develop a water supply assessment. The assessment is required when a residential development of more than 500 dwelling units is proposed. If the development is part of an existing public water system that has fewer than 5,000 service connections, an assessment is required when the proposed residential development would account for an increase of 10 percent or more in the number of the public water system's existing service connections. This project does not require a Water Supply Assessment per SB 610, as discussed in Section 3.15.3, Impact 3.15-3 below.

Senate Bill (SB) 610 and SB 221

Senate Bill 610 (Chapter 643, Statutes of 2001) and Senate Bill 221 (Chapter 642, Statutes of 2001) amend the state law to improve the link between information on water supply availability and certain land use decisions made by cities and counties. SB 610 and SB 221 are companion measures which seek to promote more collaborative planning between local water suppliers and cities and counties. Under SB 610, water assessments must be furnished to local governments for inclusion in any environmental documentation for certain projects (as defined in Water Code 10912[a]) subject to the California Environmental Quality Act. Under SB 221, approval by a city or county of certain residential subdivisions requires an affirmative written verification of sufficient water supply. The foundational document for compliance with both SB 610 and SB 221 is the Urban Water Management Plan (UWMP). Both statutes repeatedly identify the UWMP as a planning document that, if properly prepared, can be used by a water supplier to meet the standards set forth in both statutes (CDWR, 2003).

California Integrated Waste Management Act of 1989 (AB 939)

The California Integrated Waste Management Act of 1989 (AB 939) redefined solid waste management in terms of both objectives and planning responsibilities for local jurisdictions and the State. The Act was adopted in an effort to reduce the volume and toxicity of solid waste that is landfilled and incinerated by requiring local governments to prepare and implement plans to improve the management of waste resources. AB 939 required each of the cities and unincorporated portions of the counties to divert a minimum of 25 percent of the solid waste sent to landfills by 1995 and 50 percent by the year 2000. To attain goals for reductions in disposal, AB 939 established a planning hierarchy utilizing new integrated solid waste management practices. These practices include source reduction, recycling and composting, and environmentally safe landfill disposal and transformation. Other state statutes pertaining to solid waste include compliance with the California Solid Waste Reuse and Recycling Act of 1991 (AB 1327), which requires adequate areas for collecting and loading recyclable materials within a project site.

California Building Energy Efficiency Standards

The California Green Building Standards Code, CALGreen, was adopted as part of the California Building Standards Code (California Code of Regulations, Title 24, Part 11) and became effective January 1, 2011. Part 11 establishes voluntary standards on planning and design for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation and internal air contaminants.

The California Energy Commission recently adopted changes to the 2013 Building Energy Efficiency Standards contained in the California Code of Regulations, Title 24, Part 6 (also known as the California Energy Code) and associated administrative regulations in Part 11 (collectively referred to here as the standards). The 2013 Building Energy Efficiency Standards are 25 percent more efficient than previous standards for residential construction. The standards offer builders better windows, insulation, lighting, ventilation systems, and other features that reduce energy consumption in homes and businesses.

3.15.3 Impact Assessment

Thresholds of Significance

Based on Appendix G of the CEQA Guidelines impacts related to utilities issues may be considered potentially significant if the proposed project would:

- Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board;
- Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cease cause significant environmental effects;
- Have insufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed;
- Result in a determination by the wastewater treatment provided which serves or may serve the project that it has adequate capacity to serve the projects projected demand in addition to the providers existing commitments;
- Not be served by a landfill with sufficient permitted capacity to accommodate the projects solid waste disposal needs; or
- Not comply with federal, state, and local statutes and regulations related to solid waste.

Based on Appendix F of the CEQA Guidelines, impacts related to energy use may be considered significant if the proposed project would:

- Result in the inefficient, wasteful and unnecessary consumption of energy.

Methodology

Impacts in the following issue areas were found to not be significant in the Initial Study prepared for the proposed project (see Appendix A), and will not be discussed further in this EIR:

Comply with federal, state, and local statutes and regulations related to solid waste—The project would comply with federal, state, and local statutes and regulations related to solid waste. The project does not propose activities that would conflict with statutes and regulations related to solid. The project would comply with debris removal and recycling requirements and shall contract with the City's waste hauler/franchisee for all bins and their removal in accordance with City Ordinances.

Impact 3.15-1: The proposed project would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.

The proposed project would increase densities and intensities of land use within the project site for residential and commercial land uses, which would result in increases in the levels of wastewater. Currently, the project site is undeveloped, vacant land zoned for Commercial Office (CO). Wastewater generated from the proposed project would be treated by EVMWD's Regional WWTP. In 2005, EWMWD was issued a National Pollutant Discharge Elimination System (NPDES) permit from the San Diego Regional Water Quality Control Board (RWQCB) to discharge effluent into Lake Elsinore and Temescal Wash (EVMWD, 2011). The Waste discharge requirements for EVMWD are based on all applicable state and federal regulations, policies and guidance, and include limitations on effluent discharge and receiving water. In general, effluent discharge requirements include specifications for adequate disinfection treatment and limitations on radioactivity, pollutant concentrations, sediments, pH, temperature, and toxicity.

The proposed residential and commercial land uses within the project site are uses that do not typically discharge wastewater that contains harmful levels of toxins. All effluent would comply with the wastewater treatment standards of the San Diego RWQCB. In addition, as discussed under Impact 3.15-4 below, wastewater generated by the proposed project would not exceed the existing capacity of the Regional WRF. Therefore, the proposed project would result in less than significant impacts related to the wastewater treatment requirements of the RWQCB.

Significance Determination: Less than significant.

Impact 3.15-2: The proposed project would require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cease and cause significant environmental effects.

The proposed project includes the construction of new water and wastewater facilities to serve the proposed commercial and residential uses. These facilities would connect to the existing facilities within Catt Road south of the project site and extend north within Westpark Street. Based on **Table 3.15-6**, the project would result in the demand of water of about 90,602 gallons of water

per day. Table **3.15-7** shows that the project would generate about 89,850 gallons of wastewater per day.

TABLE 3.15-6
PROJECT WATER DEMAND

Land Use	units/sf	Average Daily Water Demand[1]	Total Average Daily Water Demand
Multiple Family Townhomes	191 units	400 gpd/unit	76,400 gpd
Commercial Retail	118,354 sf	120 gpd/1,000 sf	14,202 gpd
Total			**90,602 gpd**

[1] Source: EVMWD Design Standards and Standard Drawings, 2015.

SOURCE: ESA, 2016.

TABLE 3.15-7
PROJECT WASTE WATER GENERATION

Land Use	Units (persons)/acres	Average Daily Wastewater Generation[1]	Total Average Daily Wastewater Generation
Multiple Family Townhomes	191 units (630 persons)	109 gpd/capita	68,670 gpd
Commercial Retail	14.12 acres	1,500 gpd/acre	21,180 gpd[2]
Total			**89,850 gpd**

Note: The total average daily wastewater generated by the project is greater than the total average water demand. The wastewater generation factor used to estimate wastewater represents a worst-case estimate.

[1] Source: EVMWD Design Standards and Standard Drawings, 2015.

SOURCE: ESA, 2016.

The EVMWD has reviewed the project and has determined that existing water and sewer facilities are adequate to serve the project by providing a will-serve letter (EVMWD, 2013). Therefore, the implementation of the project would not require offsite water or sewer improvements; other than connections to existing lines. The proposed project would result in less than significant environmental impacts associated with offsite water and sewer improvements.

Significance Determination: Less than significant.

Impact 3.15-3: The proposed project would have sufficient water supplies available to serve the project from existing entitlements and resources, and would not require new or expanded entitlements.

As previously discussed, the proposed project would be served by the EVMWD. Currently, the EVWMD obtains its potable water from a connection to the Metropolitan Water District of Southern California, local surface water from Canyon Lake, and local groundwater from Lake

Elsinore. As shown in Table 3.15-6, the estimate water demand for the proposed project is 90,603 gpd which represents 101 AF per year.

As shown in Table 3.15-1, the EVMWD had water supplies of 51,928 AF in 2010 and 69,165 AF in 2015 and a projected supply of 70,581 AF in 2035. As shown in Table 3.15-2, the average water demand within EVMWD was 34,182 AF in 2010, 46,206 AF in 2015 and a projected average water demand of 59,991 in 2035. In comparing water supply to water demand, EVMWD has an excess of water supply in 2010 (17,746 AF), 2015 (22,959 AF), and 2035 (10,590 AF).

With the implementation of the proposed residential and commercial uses, the project would result in a demand of 101 AF per year which could be accommodated by the EVMWD's water supply. Therefore, the project would result in a less than significant impact on the water supplies available within EVMWD.

An evaluation is prepared to determine if a Water Supply Assessment (WSA) in accordance with Senate Bill 610 is required for the proposed project. A WSA provides a detailed evaluation of water supply availability during normal year, single dry-year, and multiple dry-years conditions over a 20-year projection period. According to SB 610, a project generating a demand for water that is equivalent to 500 residential units would require a WSA. As a conservative estimate, water demand for residential units is 300 gpd/unit. Assuming 500 units, a total average water demand would be 150,000 gpd which represent about 168 AF per year. As shown above, the project demand for water would be less than the demand for 500 residential units (i.e., 90,603 gpd for the project compared to 150,000 gpd for 500 residential units), and therefore, a WSA is not required for the proposed project.

Significance Determination: Less than significant.

Impact 3.15-4: The project would not result in a determination by the wastewater treatment provider that there is inadequate capacity to serve the project's projected demand in addition to the providers existing commitments.

The project site is located within the Regional WWTP service area. As of 2010, the Regional WWTP had an existing average daily wastewater flow into the treatment plant of 6.0 mgd. The capacity of the treatment plant is 8 mgd and the remaining capacity is about 2 mgd. As shown in Table 3.15-7, the project would result in the generation of 89,850 gpd which represent about 0.09 mgd. Therefore, the Regional WWTP has adequate remaining capacity to serve the anticipated wastewater generated by the proposed project.

Significance Determination: Less than significant.

Impact 3.15-5: The proposed project would be served by a landfill with sufficient permitted capacity to accommodate the projects solid waste disposal needs.

Construction

During construction of the project, solid waste would be generated that may include a variety of building materials that can be recycled. Construction activities would generate solid waste consisting of cardboard and other paper products, metals, plastics and other building materials. Residential construction (multiple family attached townhomes) is expected to generate approximately 4.39 pounds per square foot (USEPA, 2003a). Non-residential (including commercial retail) is expected to generate approximately 3.86 pounds per square foot (USEPA, 2003b). Using the waste generation estimates for construction activities, the project would generate about 1,018 tons of solid waste (see **Table 3.15-7**).

Solid waste generated during construction activities would be disposed of at the El Sobrante Sanitary Landfill located at 10910 Dawson Canyon Road east of Interstate 15 in the Gavilan Hills. The California Integrated Waste Management Board (CIWMB) determined the remaining capacity of the landfill, as of 2013, was 109,000,000 tons with an estimated closure date of January 2045 (CalRecycle, 2009). The construction waste generated by the proposed project would represent 0.0009 percent of the remaining capacity at the landfill. Therefore, the existing capacity can accommodate the generation of solid waste from project construction.

TABLE 3.15-7
SOLID WASTE GENERATION ESTIMATES FOR PROJECT CONSTRUCTION

Development	New Development (square feet)	Total Solid Waste Generation Rate (pounds/square feet)	Total Solid Waste Generation (tons)[3]
Multiple Family units	359,931	4.39[1]	790
Commercial/Retail	118,354	3.86[2]	228
Total	**478,285**		**1,018**

[1] The average waste generation rate for residential construction is 4.39 lbs/sq ft for residential (USEPA 2003a).
[2] The average waste generation rate for non-residential construction (including commercial retail) is 4.34 lbs/sq ft (USEPA 2003b).
[3] There are 2,000 pounds of solid waste in one ton.

Operation

The operational activities associated with the proposed residential and commercial uses would result in increased generation of solid waste. Based on the construction of 191 multiple family residential units and construction of the proposed commercial retail uses that would result in the generation of 237 employees, the proposed project would be expected to generate approximately 881 tons of solid waste per year as shown in Table 3.15-8. As discussed above, the existing remaining capacity of the El Sobrante Sanitary Landfill is 109,000,000 tons. The annual solid waste generated by the proposed project would represent 0.0009 percent of the remaining capacity. Over a 20-year period, the proposed project would generate about 17,620 tons of solid waste which would represent about 0.02 percent of the remaining capacity at the El Sobrante Sanitary Landfill. Therefore, the current landfill services would be adequate to serve the project

proposed, and the project would result in a less than significant impact on existing landfill capacity.

TABLE 3.15-8
SOLID WASTE GENERATION ESTIMATES FOR PROJECT OPERATION

Development	New Development (units/employees)	Total Solid Waste Generation Rate (pounds/unit or employee/day)[1]	Total Solid Waste Generation (tons per year)[2]
Multiple Family units	191	12.23	426
Commercial/Retail	237	10.53	455
Total			**881**

[1] Source: City of Los Angeles 2006.
[2] There are 2,000 pounds of solid waste in one ton.

Significance Determination: Less than significant.

Impact 3.15-6: The proposed project would not result in the inefficient, wasteful and unnecessary consumption of energy.

Implementation of the proposed project would result in the increased use of energy in the form of electricity, natural gas, and petroleum. Based on the CalEEMod printouts in Appendix B-1, the proposed project would result in the use of 10.1 million British thermal units (BTU) per year and 5.8 million kilowatt hours (kWH) per year. The CalEEMod printouts in Appendix B-1 also identified that the proposed project would result in 21,802,935 vehicle miles travelled. Assuming a conservative gas mileage of 15 miles per gallon, the proposed project would result in the use of about 1.45 million gallons of gasoline per year.

The proposed project includes various design features that would result in the decrease of natural gas and electricity use within the proposed residential and commercial structures. In addition, the project includes features that would reduce the vehicle miles travelled associated with the project and therefore would reduce the use of gasoline. These design features are identified as Greenhouse Gas Reduction Features in Chapter 2, Project Description. The incorporation of these design features would demonstrate that the proposed project would not result in the inefficient, wasteful and unnecessary consumption of energy. Therefore, the proposed project would result in a less than significant impact related to the consumption of energy.

Significance Determination: Less than significant.

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CHAPTER 4
Cumulative Impacts

4.1 Introduction

A "cumulative impact" is the combination of the project-related impacts evaluated in an EIR together with related impacts other past, present, and reasonably foreseeable future projects. The CEQA Guidelines require that EIRs discuss the cumulative impacts of a project when the project's incremental effect is "cumulatively considerable," meaning that the project's incremental effects are considerable when viewed in connection with the effects of past, current, and probable future projects. According to CEQA Guidelines Section 15130 (a) and (b), the purpose of cumulative impacts analysis is to provide a discussion of significant cumulative impacts that reflects the severity of the impacts and their likelihood of occurrence. The CEQA Guidelines indicate that the discussion of cumulative impacts should include:

- Either: (A), a list of past, present, and probable future projects producing related or cumulative impacts; or (B), a summary of projections contained in an adopted general plan or similar document, or in an adopted or certified environmental document, which described or evaluated conditions contributing to a cumulative impact;
- A discussion of the geographic scope of the area affected by the cumulative effect;
- A summary of expected environmental effects to be produced by these projects; and,
- Reasonable, feasible options for mitigating or avoiding the project's contribution to any significant cumulative effects.

The analysis of cumulative effects focuses on the impacts of the proposed project in combination with other projects within the same geographic scope of the specific environmental issue.

4.2 Geographic Scope

The proposed project area is located in the southern portion of the City of Wildomar. This chapter considers the potential cumulative impacts of the proposed Specific Plan in combination with other identified cumulative development projects. The potential for specific project-generated impacts to contribute to a significant cumulative impact would occur if the impacts are located within the same generalized geographic area. This geographic area varies depending upon the resource area being evaluated (water quality, noise, etc.) and the geographic extent of the potential impact. The geographic areas used for cumulative analyses are described in each environmental issue discussion in this chapter. For example, the geographic area associated with

construction noise impacts would be limited to areas directly affected by construction noise associated with the proposed project in conjunction with the identified cumulative projects. In contrast, the geographic area that could be affected by the proposed project and cumulative construction-related air emissions would include the entire air basin. Construction impacts associated with increased noise, dust, erosion, and access limitations tend to be localized and could be exacerbated if other development or improvement projects occur within proximal locations to the proposed project area.

4.3 Cumulative Projects

CEQA Guidelines Section 15130(b)(1) requires that a discussion of cumulative impacts be based on either a list of past, present and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency; or a summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area-wide conditions contributing to the cumulative impact.

This EIR utilizes the "summary of projections" approach for certain environmental issues discussed in this cumulative analysis. Section 15130(d) of the CEQA Guidelines states that "previously approved land use documents such as general plans, specific plans, and local coastal plans may be used in cumulative impact analysis. A pertinent discussion of cumulative impacts contained in one or more previously certified EIRs may be incorporated by reference pursuant to the provisions for tiering and program EIRs. No further cumulative impact analysis is required when a project is consistent with a general, specific, master or comparable programmatic plan where the lead agency determines that the regional or area-wide cumulative impacts of the proposed project have been adequately addressed, as defined in section 15152(f), in a certified EIR for that plan." Additionally, if a cumulative impact was adequately addressed in a prior EIR for a community plan, zoning action, or general plan, and the project is consistent with that plan or action, then an EIR for such a project should not further analyze that cumulative impact (Section 15130(e) of the CEQA Guidelines).

The cumulative analysis for the proposed project is focuses on whether the impacts of the proposed project are cumulatively considerable within the context of impacts caused by other past, present and reasonably foreseeable future projects.

For the cumulative analyses whose geographic scope is the City of Wildomar, a list of projects that have been recently completed, under construction, approved but not yet under construction, and not approved and in the planning process is provided in **Table 4-1**. This list has been compiled based on information provided by the City of Wildomar.

TABLE 4-1
CUMULATIVE PROJECT LIST

Number	Address	Description	Status at time of NOP publication
1	Lennar Residential	A proposal to subdivide 23.2 acres into 67 lots for single family homes (ranging in size from 5,000 s.f. to 14,000 s.f. – average lot size of 7,772 s.f.), and a change of zone from R-R to R-4.	Approved (Under Construction and/or Completed)
2	Lesle Tract Map	An approved Tentative Tract Map (TM 36519) to subdivide approximately 5.4 acres into 10 lots (1/2 acre lots) for future single family residential homes.	Approved (Under Construction and/or Completed)
3	Richmond American	An approved Tentative Tract Map for the development of 149 single family residential lots (Plot Plan No. 15-0076) located at the southwest corner of Palomar Avenue and McVicar Street..	Approved (Under Construction and/or Completed)
4	Lennar North Ranch	Tentative Tract Map No. 32535 allows for the subdivision of 31.4 acres into 84 lots, and a plot plan for the development of 84 single residential dwelling units known as North Ranch.	Approved (Under Construction and/or Completed)
5	Rancon Medical & Retail Center	Parcel Map No. 36492 to subdivide 1 parcel of 29.40 acres into 13 parcels for commercial/retail, industrial and open space purposes, and Plot Plan No. 12-0053 for the development of 96,240 square feet of medical, office and retail uses. Future development of the industrial lots will result in 294,900 square feet of business park uses.	Approved (Not Yet Under Construction)
6	Cornerstone Church Preschool & Admin Bld.	A proposal to build a 2-story, 17,135 s.f. preschool building for 170 children; a 2,438 s.f. maintenance building and a future 3-story, 23,024 sq.ft. administration building and related 2 new parking lots.	Approved (Not Yet Under Construction)
7	Elm Street Subdivision	A proposed subdivision of 4.07 acres into 15 lots for future single family homes (ranging in size from 7,200 s.f. to 15,061 s.f. – average lot size of 9,000 s.f.) and a Zone Change from R-R (Rural Residential) to R-1 (One Family Dwelling).	Active (In Process/Not Approved)
8.	Wal-Mart Retail Project	Development of a proposed Wal-Mart retail building of 185,992 s.f. and a 7,800 s.f. retail pad on 22 acres. Includes a parcel map.	Approved (Not Yet Under Construction)
9.	McVicar Residential Project	A proposal to subdivide 14 acres into 49 lots (TM 32035) for future single family homes (lots ranging in size from 7,200 s.f. to 12,000 s.f. – average lot size of 8,000 s.f.). Includes a Zone Change from R-R (Rural Residential) to R-1 (One Family Dwelling).	Active (In Process/Not Approved)
10.	Inland Valley Medical	Development of a 39,000 s.f. medical office complex.	Active (In Process/Not Approved)
11.	Auto Zone Retail	Proposed project to construct a 29,767 s.f. commercial retail center with four retail pads, and a Zone Change from R-R (Rural Residential) to C-1/C-P (General Commercial) on 3.5 acres.	Active (In Process/Not Approved)

TABLE 4-1
CUMULATIVE PROJECT LIST

Number	Address	Description	Status at time of NOP publication
12.	Hoover Ranch	A proposed GPA and Zone Change from R-R (Rural Residential) to R-1 (One-Family Dwelling) and a Tract Map (TM NO. 31895) for the subdivision of 30 acres into 51 single family residential lots.	Active (In Process/Not Approved)
13.	Proposed Project (Westpark Promenade Development)	A proposed development project consisting of 191 multi-family townhomes residential units and 118,354 s.f. of retail/restaurant.	Active (In Process/Not Approved)
14.	Villa Sienna Apartment Project	A proposed GPA from MHDR to VHDR, a Zone Change from I-P (Industrial Park) to R-3 (General Residential) and a Plot Plan for the development of a 170-unit multi-family apartment project on 9.22 acres.	Active (In Process/Not Approved)
15.	Grove Park Mixed Use Project	A proposed GPA from Business Park to Commercial Retail for a 10.3 acre portion of the project site, a Change of Zone from R-R (Rural Residential) to CPS (Scenic Highway Commercial) on a 10.3 acre portion of the project site, a tentative parcel map (PM 36674) to subdivide the site into 2 parcels, and a Plot Plan to develop a 50,000 square-foot retail center (northerly portion) and a 162-unit multi-family apartment project	Active (In Process/Not Approved)
16.	Baxter Village Mixed Use Project	A proposed 35 acre mixed-use project consisting of the following: 1) a Change of Zone on from C-P-S to R-3 (General Residential) on 11.3 acres and to R-4 (Planned Residential) on 12.5 acres; 2) a Tentative Tract Map (TTM 36674) to subdivide 35 acres into 85 parcels to accommodate the mixed use project; and 3) a plot plan to develop a 75,000 square-foot commercial retail center, a 204 unit multifamily apartment project (at 30 units/acre), and a 67-lot single family development.	Active (In Process/Not Approved)
17.	Horizons/Strata Mixed Use Project	A proposed GPA from Business Park to Commercial Retail (on 5.2 acres) and High Density Residential (on 10.6 acres), a Change of Zone from R-R (Rural Residential) to R-3 (General Residential) on 10.6 acres and from R-R (Rural Residential) to C-1/C-P (General Commercial (on 5.2 acres), Tract Map (36672) to subdivide the site into 3 parcels, and a Plot Plan to develop an 86-unit assisted living facility and a 138-unit multi-family townhome/condominium project.	Active (In Process/Not Approved)
18.	Sehremelis PAR	A Pre-Application Review (PAR) for a proposed subdivision of 29 acres into 80 single family lots (former TM 29426).	PAR (Pre-Application Reviews)

TABLE 4-1
CUMULATIVE PROJECT LIST

Number	Address	Description	Status at time of NOP publication
19.	Spring Meadow Ranch GPA/SPA	A proposed amendment to the Farm Specific Plan to develop a mix of 1,192 single family units, commercial, civic, parks and open space land uses on 792 acres (formerly known as “Sunset Ridge”).	Active (In Process/Not Approved)
20.	Subway Commercial Project	An approved retail project consisting of a Change of Zone from R-R to C-1/C-P and a Plot Plan for the development of a 10,500 s.f. multi-tenant retail building on 1 acre.	Approved (Recently Completed)
21.	Orange Bundy/Parcel Map	An approved commercial Parcel Map (PM 30511) for a 7-lot commercial subdivision located on the SEC of Orange Street and Bundy Canyon Road.	Approved (Not Yet Under Construction)
22.	Oak Creek Canyon	An approved Specific Plan Amendment, General Plan Amendment, Change of Zone and Tract Map (TM 36388) to accommodate a 275 lot single family residential subdivision, and a 5-acre commercial pad with an EIR).	Approved (Not Yet Under Construction)
23.	Bundy Canyon Plaza	An approved retail project (CUP 3403) for the construction of a gasoline service station with carwash, three drive-thru restaurants pads, and two retail buildings (totaling approximately 36,990 s.f.) and an approved parcel map (PM 32257) for the subdivision of two existing parcels into six commercial parcels.	Approved (Under Construction)
24.	Lennar Homes (Andalusia I)	A Final Site Plan of Development for 55 lots with two recorded tracts (42 lots in T< 30839 & 13 lots within TM 30939).	Approved (Recently Completed)
25.	Meritage Homes	A Final Site Plan of Development package for 74 single family residential dwelling units within TM 31499.	Approved (Recently Completed)
26.	Lennar Homes (Andalusia II)	A Final Site Plan of Development for Tract Map 31837 for the development of 44 single family residential dwelling units.	Approved (Recently Completed))
27.	Stable Lanes Retail Center	An approved commercial/retail project consisting of two buildings totaling 20,894 s.f. and a 9,305 s.f. daycare facility on a 4.16 acre site.	Approved (Under Construction)
28.	Wildomar Square Retail Center	An approved commercial/retail project consisting of six buildings totaling 46,600 square feet on a 4.8 acre site. Includes a parcel map for 6 lots.	Approved (Under Construction)
29.	Rancon Monte Vista Residential	An approved residential tract map consisting of 126 single family attached/detached lots on a 20 acre site.	Approved (Not Yet Under Construction)
30.	Diversified Pacific Homes	An approved Plot Plan for TM 31479 (51 single family lots) on 15 acres.	Approved (Under Construction)
31.	Pacific Cove Investment	An approved Tentative Tract Map (TM 32024) for a 70 lot single family residential subdivision and future commercial office project on approximately 40 acres	Approved (Not Yet Under Construction)

TABLE 4-1
CUMULATIVE PROJECT LIST

Number	Address	Description	Status at time of NOP publication
32.	Beazer Homes	An approved Tentative Tract Map (TM 31667) for a 108 lot single family residential subdivision on approximately 35.2 acres.	Approved (Not Yet Under Construction)
33.	Sycamore Academy Charter School	A proposed Public Use Permit (PUP) for the development of a 28,000 square-foot charter school for 594 students (K-8 grade).	Approved (Under Construction)
34.	Clinton Keith Village Retail Center	A proposed Plot Plan and CUP for a 5-acre project site to develop a 40,000 square-foot commercial retail center, including a 7-Eleven gas station with alcohol sales located at the northeast corner of Clinton Keith Road and George Avenue.	Active (In Process/Not Approved)
35.	Baxter/Susan GPA/TTM	A proposed General Plan Amendment from VLDR to MDR, Change of Zone from R-R to R-1 & a Tentative Tract Map (TM 36956) to develop 48 single family residential lots located at the southeast corner of Baxter Road and Susan Drive.	Active (In Process/Not Approved)
36.	Ione/Palomar Residential	A Riverside County approved Tentative Tract Map for the development of 60 single family residential lots ranging in size for 8,000 square feet to 20,000 square feet located on the northwest corner of Palomar Avenue and Ione Lane.	Active (In Process/Not Approved)

Note: Based on the about table, cumualtive development totals within the City of Wildomar includes 3,066 units (2,306 single family and 760 multiple family), 648,088 square feet of retail/commercial/office uses, and two schools with 764 students. Based on a general population ratio of 3.3 people per unit, the cumulative residential development would result in about 10,118 residents.

Source: City of Wildomar, 2015.

4.4 Description of Cumulative Effects

Aesthetics

Similar to development of the proposed project, cumulative developments in the proposed project vicinity would be required to undergo a development review process to ensure that the proposals meet City design standards. Compliance with these design standards would result in less than significant cumulative alterations to the visual character of the project vicinity.

The existing scenic vistas in the project vicinity are from I-15 to the west toward the scenic resource of the Santa Ana Mountains. There are cumulative developments proposed on the west side of I-15 that could impact the motorists' view of the scenic Santa Ana Mountains; however, the majority of the cumulative development on the west side of I-15 consist of residential which would not substantially impede views of the Santa Ana Mountains. In addition, there are two non-residential developments (commercial/office and church) that are located about one or more miles from the I-15. The distance of these cumulative projects would not substantially affect views of

the Santa Ana Mountains. Therefore, the implementation of the proposed project along with cumulative developments would result in a less than significant effect on scenic vistas.

The proposed project would result in impacts related to light and glare. Cumulative development proposals in the vicinity of the project would also introduce new sources of light and glare in the area. Although the project and cumulative developments would increase light and glare in the project vicinity, the proposed project and cumulative developments would be required to adhere to the provisions of the City of Wildomar Light Pollution Ordinance (Section 8.64 of the Municipal Code) which provides requirements for total light output for new developments in order to preserve access to the night sky and prevent the "sky glow" condition at the Palomar Observatory. This compliance with the Light Pollution Ordinance would reduce potential light impacts to less than significant. In addition, the project as well as cumulative developments have the potential to increase glare in the project vicinity. Based on the nearest cumulative development is proposed on the west side of I-15 and south of Clinton Keith Road, the proposed project would not add to the potential glare impacts associated with cumulative development. Therefore, the proposed project would result in less than cumulatively considerable glare impacts; thus less than cumulatively significant.

Significance Determination: Less than significant.

Air Quality

The proposed project is located with the South Coast Air Basin (SCAB), and is classified as a State non-attainment area for ozone, PM_{10} and $PM_{2.5}$. Cumulative development consisting of the proposed project along with other reasonably foreseeable future projects in the SCAB and considered in the AQMP as a whole could violate an air quality standard or contribute to an existing or projected air quality violation. This is considered to be a significant cumulative impact. To determine the significance of the project's contribution to regional emissions, the South Coast Air Quality Management District (SCAQMD) uses the same significance thresholds for project specific and cumulative impacts for air quality emissions.. Projects that exceed the project specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. The proposed project's construction emissions would not exceed SCAQMD's daily thresholds during construction. Thus, because the proposed project's construction period impacts would be considered less than significant, the project does not result in a cumulatively considerable contribution, and the proposed project's short-term construction emissions would not be considered a significant cumulative impact, when considered with future development projections in the AQMP. Operational emissions associated with the proposed project would exceed the SCAQMD's thresholds of significance for NOx, even with the implementation of mitigation measures. Therefore, the proposed project would result in a cumulatively considerable net increase in non-attainment pollutants during operations, specifically for the ozone precursor NOx. Therefore, the project's long-term air emissions when considered with emissions based upon projections in the AQMP would be considered cumulatively significant. The implementation of AQ-1 through AQ-3 would reduce the project's contribution to NOx emissions; however, potential impacts would remain significant. No additional feasible mitigation measures have been identified to reduce this cumulative impact to less than significant. Furthermore, the proposed project would not include

uses that have substantial odor-generating sources, The project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of odor nuisances. Therefore, the proposed project would not result in a cumulatively considerable contribution to potential odor impacts.

Significance after Mitigation: Significant and unavoidable.

Biological Resources

The cumulative setting includes the project site and the still-undeveloped areas in the project vicinity to the north and east of the project site where the impacts of urbanization and threats to biological diversity and sensitive biological resources are considered most serious. The impacts on biological resources are primarily the result of urbanization of the area, habitat fragmentation, water pollution, and conversion of natural land to residential, commercial, and recreational use.

The project site is currently undeveloped, and the majority of the site supports a disturbed grassland community. The project has the potential to impact plant and wildlife species. Two special-status plant species that could be impacted by the implementation of the proposed project include the round-leaved filaree and the smooth tarplant. These plant species also have the potential to be located in other undeveloped areas in the project vicinity and could be cumulatively impacted. However, because these species were not observed during the general field surveys conducted on the project site during the respective blooming period for each species, and suitable habitat is marginal on the project site and is fragmented by surrounding development, a substantial population of this species is not expected to occur on the project site, and any loss of individual plants of this species would not threaten to eliminate or reduce the viability of a population or restrict the range of the plant species. Therefore, the project's contribution to potential cumulative impacts on these special-status plant species would be less than cumulatively considerable.

The proposed project also has the potential to impact special-status wildlife species during construction. There are four special-status species with a moderate or high potential to occur on the project site. These species include burrowing owl, Stephens' kangaroo rat (SKR), San Diego black-tailed jackrabbit, and coast horned lizard. Direct and indirect impacts these four wildlife species could be significant. These wildlife species also have the potential to be located in other undeveloped areas in the project vicinity and could be cumulatively impacted. The potential cumulative impacts on the SKR would be reduced to less than significant with the implementation of the standard SKR mitigation fee that would reduce the potential direct impact on the SKR habitat and indirect impact on the SKR to less than significant because the HCP fees are utilized to provide the establishment, expansion, and ongoing management of permanent SKR reserves. The remaining special-status species (burrowing owl, San Diego black-tailed jackrabbit, and coast horned lizard) could experience significant cumulative impacts. With the implementation of Mitigation Measures BIO-1 through BIO-3, the project's contribution to potential impacts would be reduced to less than cumulatively considerable, and thus less than cumulatively significant.

The project also has the potential to impact raptors and migratory birds during their nesting activities due to construction-related activities. Nesting of raptors and migratory birds is also a

potential in other undeveloped areas in the project vicinity. Therefore, potential cumulative impacts on raptors and migratory birds during nesting activities could be significant. With the implementation of Mitigation Measure BIO-4, the project's contribution to potential impacts would be reduced to less than cumulatively considerable, and thus less than cumulatively significant.

Because there are no critical habitats or sensitive natural communities present on the project site, the development of the proposed project would not contribute to potential cumulative impacts on critical habitats or sensitive natural communities.

Two drainage channels and a small riparian habitat are located on the project site and encompass about 16,000 square feet (0.36 acres) that are considered jurisdictional by the USACE, RWQCB, and CDFW. It is anticipated that other jurisdictional areas are also located in the vicinity of the project site and these jurisdictional areas could also be impacted. Therefore, the implementation of the proposed project and cumulative development in the project vicinity could result in a significant cumulative impact on jurisdictional areas. The proposed project will be required to implement Mitigation Measure BIO-5 which will mitigate for the loss of approximately 0.38 acre of jurisdictional areas. With the implementation of this measure, the project's contribution to potential impacts on jurisdictional areas would be less than cumulatively considerable and thus less than cumulatively significant.

In addition, the project also has the potential to impact downstream jurisdictional waters during construction activities. Future development along jurisdictional areas could also cumulatively contribute to downstream impacts on jurisdictional waters. To reduce this potential impact, the proposed project as well as cumulative development would be required to comply with the NPDES Construction General Permit that reduces impacts on waters. Therefore, impacts on downstream jurisdictional waters would be less than cumulatively significant.

Because the project site is isolated from other undisturbed habitat and no existing wildlife corridors or native wildlife nursery sites are located on the project site, the implementation of the proposed project would result in no cumulative impacts on the movement of migratory species, wildlife corridors, or native wildlife nursery sites.

Based on the City of Wildomar General Plan and discussions with City staff, trees within the City are not protected by an ordinance, and there is not a local tree policy. Therefore, the construction and operation of the proposed project would not contribute to a cumulative impact on a local tree policy or ordinance.

Finally, the proposed project could result in impacts to habitat conservation plans including the MSHCP for burrowing owls and riverine/riparian habitat and the HCP for the SKR. Both plans require payment of a mitigation fee to reduce potential impacts. Because the project site does not have occupied SKR, the payment of the mitigation fee for SKR would reduce the project's contribution to potential cumulative impacts on the SKR to less than cumulatively considerable, and thus less than cumulatively significant. Although the payment of the mitigation fee for the MSHCP is required, the potential presence of the burrowing owl and presence of riparian/riverine

habitat on the project site would still result in a potential significant impact. Because the proposed project includes the implementation of Mitigation Measures BIO-1, BIO-2 and BIO-6, the project's contribution to potential cumulative impacts on the burrowing owl and riparian/riverine habitat would be less than cumulatively considerable and thus less than cumulatively significant.

Significance after Mitigation: Less than significant.

Cultural Resources

The geographic scope for cumulative impacts to cultural resources includes the area east of the Santa Ana Mountains, in the geologic province known as the Peninsular Ranges. This geographic scope of analysis is appropriate because the archaeological, historic-era built resources, and tribal resources within these areas are expected to be similar because of their proximity and shared historic and prehistoric context. In addition, similar environments, landforms, and hydrology would result in similar land-use—and thus, similar site types. Cumulative impacts to cultural resources in this area could occur if any other existing or proposed projects, in conjunction with the project, had or would have impacts on cultural resources that, when considered together, would be cumulatively significant.

No historical or unique archaeological resources are known to be located within the project area. Since the proposed project includes ground disturbance that will range from four to 15 feet in depth, there is the potential that the project may impact unknown subsurface cultural resources that could qualify as historical or unique archaeological resources. The potential construction impacts of the project, in combination with other projects in the area, could contribute to a cumulatively significant impact on cultural resources. Because the proposed project includes the implementation of Mitigation Measures CUL-1 through CUL-5, the project's contribution to potential cumulative impacts on archaeological or historical resources would be less than cumulatively considerable, and thus less than cumulatively significant.

No known fossil localities have been found on the project site. However, exposures of the Pauba Formation that is known to contain significant vertebrate fossils that could be impacted. The Pauba Formation is also located in the project vicinity and could be impacted by cumulative development. This potential cumulative impact to paleontological resources could be significant. Because the proposed project includes the implementation of Mitigation Measures CUL-6 through CUL-9, the project's contribution to potential cumulative impacts on paleontological resources would be less than cumulatively considerable, and thus less than cumulatively significant.

No known human remains exist on the project site. However, since the project includes excavation, it is possible, but unlikely, that construction activities could impact unknown human remains. The impact on human remains is also a potential for cumulative development. However, since the treatment of human resources is governed by Public Resources Code Section 5097.98 and Health and Safety Code Section 7050.5, the potential to impact human remains would be less than cumulatively significant..

Significance after Mitigation: Less than significant.

Geology, Soils, and Seismicity

Geotechnical impacts are site-specific rather than cumulative in nature. Seismic events may damage or destroy a building on the project site, but the construction of a development project on one site would not cause any additional parcels to become more susceptible to seismic events, nor can a project affect local geology in such a manner as to increase risks regionally. As a result, the cumulative setting for fault rupture, fault seismicity, subsidence or collapse of soils, and expansive or corrosive soils for this project is the project boundaries. The cumulative setting for soil erosion or loss of topsoil includes the project site as well as areas downgradient of the project site (i.e., the I-15 and areas on the west side of the I-15.

The project site is located in a seismically active region with the active Elsinore Fault Zone located near the vicinity of the project site (i.e., less than two miles). The Elsinore Fault is identified as an Alquist-Priolo Earthquake Zone (AP Zone). The Elsinore Fault consists of multiple strands and is divided into seven sections. The portions of the Elsinore Fault that runs through the City are known as the Wildomar and the Glen Ivy South Faults. The Wildomar Fault is considered part of the AP Zone; however, the Glen Ivy Fault, which lies close to the northeastern corner of the project site is not considered an AP fault zone by the State.

Development of the proposed project includes a minimum setback of 50 feet from the Glen Ivy fault trace; and therefore, the potential for surface fault rupture to result in damage, destruction or injury to future development would be reduced to less than significant. Because the cumulative effect is defined by the project boundary and no additional related projects are within the project boundary, the cumulative fault rupture impact would be less than significant.

The project could expose people and structures on the project site to potentially adverse effects associated with earthquakes including seismic groundshaking and seismic-related ground failure. The City would require that all construction meet the latest standards of the California Building Code (CBC) for construction which considers proximity to potential seismic sources and the maximum anticipated groundshaking possible. Therefore, the proposed project would be in accordance with applicable City Ordinances and policies and consistent with the more recent version of the CBC, which requires structural design that can accommodate ground accelerations expected from known active faults and reduce impacts to groundshaking and seismic-related ground failure to less than significant. Because the cumulative effect is defined by the project boundary and no additional related projects are within the project boundary, the cumulative impact from seismic groundshaking and seismic-related ground failure would be less than significant.

During construction activities, the project could result in soil erosion and loss of topsoil; however, the project would be required to implement the construction best management practices (BMPs), that would be detailed in the Storm Water Pollution Prevention Plan (SWPPP) as required by the Construction General Permit from the National Pollution Discharge Elimination System program for sites greater than one acre. Each individual development project would be required to prepare a Water Quality Management Plan (WQMP) as required by the City. These SWPPPs, BMPs, and WQMPs are developed on a project-specific basis, and the specific criteria that would be

contained within them would vary from one project to another. However, at minimum, typical examples of construction BMPs could include installation of silt fences, hay bales or application of soil stabilization measures on exposed areas that are designed to minimize the potential for erosion to occur. The implementation of these required BMPs would reduce potential soil erosion and loss of topsoil so that the cumulative impact would be less than significant.

The proposed improvements to the project site could be subject to subsidence or collapse of soils. However, the project is required to adhere to City building codes requirements that require engineering techniques such as the use of engineered fill, surcharging, wick drains, compaction requirements, structural slabs, hinged slabs, flexible utility connections, and utility hangers to reduce potential impacts. Because the cumulative effect is defined by the project boundary and no additional related projects are within the project boundary, the potential for subsidence or collapse impacts would be less than cumulatively significant.

The project site contains soils that were found to have a low to very low potential for expansion based on laboratory testing taken during the geotechnical investigation. Despite the relatively low potential for expansion, standard geotechnical practices would assume conservative approaches to provide design measures to minimize the potential for expansion to adversely affect proposed improvements. Replacement of native soils with engineered fill or addition of soil amendments are effective means of mitigating expansive soils. As a requirement of the California Building Code, the applicant would be required to complete a final geotechnical investigation that includes site-specific recommendations to address potentially expansive soils. The project could also be exposed to corrosive soils; however, the selective use of the engineering characteristics of backfill materials could reduce potential effects to less than significant. Because the cumulative effect is defined by the project boundary and no additional related projects are within the project boundary, the potential for soil expansion and corrosive soils impacts would be less than cumulatively significant.

Significance Determination: Less than significant.

Greenhouse Gas Emissions and Climate Change

Global climate change is a change in the average weather on Earth that can be measured by wind patterns, storms, precipitation, and temperature. Therefore, the geographic scope for the analysis of cumulative construction and operational related impacts resulting from the emissions of GHG is worldwide. Construction and operation of the proposed project would incrementally contribute to GHG emissions along with past, present, and future activities, and the CEQA Guidelines acknowledge this is a cumulative impact. As such, impacts of GHG emissions analyzed under the project level impacts of this EIR also represent the cumulative analysis. Annual emissions of GHGs from project implementation would generate GHG emissions that exceed the SCAQMD guideline threshold of 3,000 MT CO_2e annually, could conflict with the applicable Scoping Plan and Western Riverside Council of Governments Climate Action Plan, and is considered a significant impact. Therefore, the proposed project's contribution to cumulative greenhouse gas emissions and conflicts with applicable plans is considered cumulatively significant. The project includes a number of project design features that would reduce greenhouse gas emissions. These

features are provided in Section 2, Project Description and are considered reasonable and feasible. No additional mitigation measures to reduce greenhouse gas emissions are feasible to implement with the proposed project.

Significance after Mitigation: Significant and unavoidable.

Hydrology and Water Quality

The cumulative setting for hydrology and water quality includes the Santa Margarita Watershed, which covers approximately 746 square miles, and the project site is located within the Santa Margarita Region (SMR). Implementation of the proposed project as well as cumulative development would result in increases in stormwater flow as well as degrade water quality during construction and operational activities through additional sources of polluted runoff.

The proposed project and cumulative development would include the use of construction equipment and construction-related chemicals such as fuels, oils, grease, solvents and paints. Construction activities that result in more than one acre of soil, which includes the proposed project and cumulative developments, are required to comply with the National Pollutant Discharge Elimination System (NPDES) Construction General Permit. In compliance with this permit, a Stormwater Pollution Prevention Plan (SWPPP) would be prepared and implemented, which would require erosion control, sediment control, non-stormwater and waste and material management BMPs, such as routine inspection and maintenance of equipment, that would prevent construction chemicals used on-site from washing into local water bodies. Prior to issuance of a grading permit for construction, the applicant of the proposed project as well as cumulative development would be required to submit a SWPPP that specifies the BMPs that would be used to prevent construction pollutants from contacting stormwater, with the intent of keeping sedimentation or any other pollutants from moving offsite and into receiving waters. Compliance with the NPDES Construction General Permit would reduce potential construction impacts to surface water quality to less than significant. Cumulative impacts to surface water quality would be less than significant. The proposed project's contribution to surface water quality impacts during construction activities would be less than cumulatively considerable and therefore less than significant.

Operational activities associated with the proposed project and cumulative development could adversely impact surface water quality. Pollutants to surface water could occur from pesticides, sediment, and nutrients from landscaping, fuels and metals from vehicles, and trash and debris. Each jurisdiction within the Santa Margarita Watershed is required to comply with the NPDES permit for the Municipal Separate Storm Sewer System (MS4). The NPDES MS4 permit requires source control BMPs to prevent pollution of stormwater runoff by preventing stormwater from coming into contact with potential pollutants such as sediment and chemicals. Structural and non-structural BMPs as well as treatment control BMPs are also required. Compliance with the NPDES MS4 permit would reduce potential cumulative impacts to surface water quality during operational activities to less than significant. The proposed project's contribution to surface water quality impacts during operational activities would be less than cumulatively considerable and therefore less than significant.

Implementation of the proposed project and cumulative developments would not substantially deplete groundwater supplies because the Elsinore Valley Municipal Water District (EVMWD) manages the groundwater basin's annual extraction and recharge. According to the EVWMD Urban Water Management Plan, water supply projections show that pumping would not exceed the annual recharge and pumping would not increase beyond current levels to the year 2035. In addition, the soils on the project site provide for extremely slow infiltration rates, and therefore, no substantial change in surface water infiltration on the project site would occur with the implementation of the project's impervious surfaces. Soils conditions on other cumulative project sites could result in a substantial change in infiltration. Therefore, together the project and cumulative development could result in a significant cumulative impact on groundwater supplies. However, the proposed project's contribution to groundwater supply impacts would be less than cumulatively considerable because groundwater pumping within the groundwater basin would not increase due to the project and infiltration rates on the project site are not substantial. Therefore, the project's cumulative impact on groundwater supplies is less than significant.

Construction and operational activities associated with the proposed project and cumulative development have the potential to alter the existing drainage patterns. Cumulatively, changes in existing drainage patterns could result in potential flooding, erosion, and sedimentation. However, during construction activities, the project and cumulative develop,ment are required to implement BMP in compliance with the NPDES Construction General Permit. In addition, during operational activities, BMPs are required to be in compliance with the NPDES MS4 permit. Therefore, potential cumulative impacts associated with the alteration of drainage patterns causing erosion, siltation or flooding would be less than significant. The proposed project's contribution to the alteration of drainage patterns causing erosion, siltation or flooding impacts during would be less than cumulatively considerable and therefore less than significant.

Implementation of the proposed project and cumulative development would introduce structures and people in areas that are currently undeveloped. Cumulatively, future development could be located within an existing flood zone or located in a dam failure inundation zone. If cumulative development is located in any of these hazardous areas, potential significant flooding impacts could occur. However, because the project site is not located in a flood zone or a dam failure inundation zone, the project's contribution to exposing people or structures to potential flooding impacts would be less than cumulatively considerable and therefore less than significant.

Significance Determination: Less than significant.

Hazards and Hazardous Materials

The cumulative geographic context for hazardous materials includes the project vicinity and all areas of the City of Wildomar, as well as area roadways used to transport hazardous materials. The proposed project has the potential to release hazardous substances and materials during transportation, construction or operation of the development. However, handling and use of these hazardous materials and the disposal of hazardous wastes would be required to follow the applicable laws and regulations of the federal and State government. The net result of compliance would be the reduction of risks and hazards to workers, the public, and environment to levels that

would be considered acceptable. Hazards and hazardous material impacts typically occur in a local or site specific context versus a cumulative context combined with other past, present, and future development projects because of the regulatory structure that minimizes releases to isolated incidents. Implementation of regulatory requirements of agencies such as Department of Toxic Substance Control, Regional Water Quality Control Board, Caltrans, and Riverside County Department of Environmental Health would similarly address site-specific hazards and emergency access and operation for all other existing projects and projects in the foreseeable future. As such, anticipated development projects (e.g., residential and commercial land uses) that would occur in the surrounding region would not significantly increase human health or safety risks. This impact is not considered cumulatively considerable because compliance with the regulatory requirements identified above ensures potentially hazardous conditions are regulated. Therefore, the proposed project would result in a less than significant cumulative impact.

The proposed project and cumulative development are not expected to impair the implementation of or interfere with the City's Emergency Plan because these projects are anticipated to provide greater access to sites that are currently undeveloped. In addition, the proposed project and cumulative projects are not expected to expose people or structures to wildland fires because these projects are not located in areas designated as wildland fire areas. Therefore, cumulative impacts would be less than significant. The project's contribution to potential impairment of the City's Emergency Plan or increase impacts from wildland fires would be less than cumulatively significant and thus less than significant.

Significance Determination: Less than significant.

Land Use and Planning

The setting for this cumulative analysis generally includes Wildomar, the surrounding cities, unincorporated areas of Riverside County, and all existing, proposed, approved, and planned projects in these areas. Development in the cumulative setting area would change the intensity of land uses in the region and would provide additional housing, employment and shopping opportunities.

Generally, land use conflicts are site-specific and do not result in cumulative impacts. Site-specific incompatibility issues are addressed and mitigated on a project-by-project basis through implementation of the City's General Plan policies and zoning regulations, as well as through the environmental review process. The proposed project would provide for development in an area of the city that is currently undeveloped. The land has been designated for Commercial Office (CO) development, since the adoption of the City's General Plan. The proposed project would consist of additional residential land uses with heightened density and would provide commercial retail opportunities for employment. This land use is compatible with the existing and anticipated development in the vicinity, which consists largely of residential communities and commercial retail areas. Therefore, development of the site, after the approval of the General Plan Amendment and Zone Code Change Amendment, is consistent with the City's expectations in this area. The proposed project would be consistent with the relevant regional goals and policies and consistent with the relevant General Plan policies of the City and would not result in land use

conflicts. Therefore, the project would not contribute to potential cumulatively considerable land use goal and policy impacts.

As stated above under Biological Resources, the proposed project could result in impacts to habitat conservation plans including the MSHCP for burrowing owls and riverine/riparian habitat and the HCP for the SKR. Both plans require payment of a mitigation fee to reduce potential impacts. Because the project site does not have occupied SKR, the payment of the mitigation fee for SKR would reduce the project's contribution to potential cumulative impacts on the SKR to less than cumulatively considerable, and thus less than cumulatively significant. Although the payment of the mitigation fee for the MSHCP is required, the potential presence of the burrowing owl and presence of riparian/riverine habitat on the project site would still result in a potential significant impact. Because the proposed project includes the implementation of Mitigation Measures BIO-1, BIO-2 and BIO-6, the project's contribution to potential cumulative impacts on the burrowing owl and riparian/riverine habitat would be less than cumulatively considerable and thus less than cumulatively significant.

Significance Determination: Less than significant.

Noise and Vibration

Cumulative noise assessment considers development of the proposed project in combination with ambient growth and other development projects within the vicinity of the proposed project. This cumulative development includes the same cumulative development evaluated in the traffic analysis. As noise is a localized phenomenon, and drastically decreases as distance from the source increases, only projects and ambient growth in the nearby area could combine with the proposed project to result in cumulative noise impacts.

Development of the proposed project in combination with the related projects would result in an increase in construction-related and traffic-related noise in the City. However, each of the related projects would be subject to Section 9.48.040 of the City's Municipal Code, which establishes general exterior noise standards for different land use designations. In addition, construction activities associated with all related projects would also be subject to Section 9.48.020(I) of the City's Municipal Code, which states that sound emanating from private construction projects located within one-quarter of a mile from an inhabited dwelling is exempt from the noise ordinance, provided that: 1) construction does not occur between the hours of 6:00 P.M. and 6:00 A.M. during the months of June through September; and 2) construction does not occur between the hours of 6:00 P.M. and 7:00 A.M. during the months of October through May. Although construction noise may be exempt, noise levels exceeding 85 dBA could be considered significant.

Construction noise is localized in nature and decreases substantially with distance. Consequently, in order to achieve a substantial cumulative increase in construction noise levels, more than one source emitting high levels of construction noise would need to be in close proximity to the proposed project. The nearest anticipated project to the project site is the proposed Wildomar Square Retail Center development, which consists of six buildings totaling 46,600 square feet on a 4.8-acre site located beyond 1,000 feet southwest of the project site and across from the I-15

Freeway. The next nearest related project would be the proposed Diversified Pacific Homes Development, which consist of the development of 51 single-family lots located approximately 1,300 feet northeast of the project site and beyond numerous existing intervening residential structures that are currently located west of George Avenue. Due to the distances of these two nearest related projects, and along with the intervening structures located between these two related projects sites and the project site (i.e., the I-15 Freeway and the numerous residential structures), a substantial increase in construction noise levels would not occur if construction for these two related projects occur at the same time as the proposed project. The proposed project would not result in a significant construction noise impact as discussed in Section 3.10, Noise and Vibration. Because the proposed project and related projects would not contribute to a substantial combined noise level, the project and related projects would result in a less than significant cumulative construction noise impact. Therefore, the project's contribution to cumulative construction noise would be less than cumulatively considerable and thus less than significant.

Cumulative development in the City may result in the exposure of people to or the generation of excessive groundborne vibration. As mentioned above, the nearest related projects to the proposed project are the proposed Wildomar Square Retail Center development, which is located beyond 1,000 feet southwest of the project site and across the I-15 Freeway, and the proposed Diversified Pacific Homes Development, which is located approximately 1,300 feet northeast of the project site and beyond numerous residential structures. Due to these distances, and the rapid attenuation of groundborne vibration, the proposed project and these two nearest related projects are not in close enough proximity to each other to affect the same sensitive receptors should construction for these two related projects occur at the same time as the proposed project. Only receptors located in the immediate vicinity of each construction site would be potentially impacted by each development. Construction activities associated with the proposed project and related projects would result in less than significant construction vibration impacts. Therefore, the project's contribution to cumulative construction vibration would be less than cumulatively considerable thus less than cumulatively significant.

Cumulative mobile source noise impacts would occur primarily as a result of increased traffic on local roadways due to implementation of the proposed project, ambient growth, and other developments in the City. Therefore, cumulative traffic-generated noise impacts have been assessed based on the contribution of the proposed project to the future cumulative base traffic volumes on the roadway segments located within and in proximity to the project area. The noise levels associated with existing traffic volumes and cumulative traffic volumes without and with the project are identified in **Table 4-2**.

As shown, cumulative development under build-out conditions with the proposed project would cumulatively increase noise levels that would exceed the noise increase criteria for 14 roadway segments. Therefore, the cumulative noise levels along the 14 roadway segments would be significant. To determine the project's contribution to these cumulative noise levels, an evaluation of build-out traffic noise levels without and with the project is provided in Table 4-2. As shown, there is one roadway segment that exceeds the noise level increase criteria. This segment is along Catt Road, north of Clinton Keith Road and there are existing residences located along the north side of this segment. Therefore, the project's contribution to the roadway noise levels would be

cumulatively considerable and thus cumulatively significant. It is noted that the anticipated cumulative traffic noise level along Catt Road, north of Clinton-Keith Road would be 64.8 dBA CNEL which is less than the City's 65 dBA CNEL residential noise compatibility guideline.

During operational activities related projects would not substantially increase noise levels on or immediately adjacent to the project site due to the distances and intervening structures between the nearest related projects and the project site as discussed previously. Because the proposed project could result in significant operational noise impacts due to the night time loading dock activities, mechanical HVAC equipment, trash pick-up and parking lot cleaning activities, the project's contribution to cumulative operational noise impacts would be cumulatively considerable and thus cumulatively significant.

Cumulative development in combination with ambient growth and other development would increase noise levels along I-15 and onto the project site. The project's proposed location of exterior recreational space within Parcel 3 and commercial restaurant dining patios could experience significant cumulative noise impacts. The project's contribution to the cumulative noise impacts would be cumulatively considerable and thus cumulatively significant.

Cumulative development in combination with ambient growth and other development would expose the proposed residence's interior areas to noise levels; however, these noise levels would be adequately attenuated through compliance with the California Building Code which requires the use of dual-paned windows that would provide adequate exterior to interior noise attenuation. The proposed project and related projects would result in less than significant cumulative noise impacts on the interiors fo the proposed residential units. Therefore, the project's contribution to the cumulative noise impacts on the interiors of the proposed residential units would be less than cumulatively considerable and thus less than cumulatively significant.

Mitigation Measures:

Implementation of Mitigation Measures NOI-1 through NOI-4 and NOI-6 is required. Although not require because the impact would be less than significant, the implementation of Mitigation Measure NOI-5 would ensure that interior noise levels within the proposed residential units would meet the interior noise standards.

Significance after Mitigation: Significant and unavoidable for the increase in cumulative traffic noise levels on existing residences along Catt Road, north of Clinton-Keith Road. No feasible measure is available to reduce this potential impact. Furthermore, although the noise level increase is significant, the noise level is below the City 65 dBA CNEL noise standard for residential uses.

TABLE 4-2
CUMULATIVE ROADWAY NOISE LEVELS WITH PROJECT

Roadway	Roadway Segment	Noise Levels in dBA CNEL[a]								
		Existing Traffic Volumes	Build-out Conditions without Project Traffic Volumes	Build-out Conditions with Project Traffic Volumes	Cumulative Increase (Existing vs. Buildout with Project)	Applicable Cumulative Significance Threshold[b]	Cumulative Significant Increase?	Project Contribution to Cumulative Increase (Buildout with vs. without Project)	Applicable Project Significance Threshold[c]	Project Contribution Significant?
Clinton Keith Road	East of Copper Craft	70.2	75.0	75.0	4.8	1.5	**Yes**	0.0	1.5	No
	Copper Craft Smith Ranch Rd.	70.2	74.1	74.4	4.2	1.5	**Yes**	0.3	1.5	No
	Smith Ranch Rd- Inland Valley Drive	70.7	74.0	74.4	3.7	1.5	**Yes**	0.4	1.5	No
	Inland Valley Dr-George Ave	72.4	74.7	75.3	2.9	1.5	**Yes**	0.6	1.5	No
	George Av-Catt Road	73.0	75.1	75.7	2.7	1.5	**Yes**	0.6	1.5	No
	Catt Rd-I-15	74.0	75.9	76.3	2.3	1.5	**Yes**	0.4	1.5	No
	I-15-Hidden Spring Rd	73.5	75.4	75.7	2.2	1.5	**Yes**	0.3	1.5	No
	Hidden Hills-Palomar	72.4	74.8	75.1	2.7	1.5	**Yes**	0.3	1.5	No
	Palomar-Grand	71.0	72.8	73.0	2.0	1.5	**Yes**	0.2	1.5	No
	W of Grand	70.2	71.3	71.5	1.3	1.5	No	0.2	1.5	No
Copper Craft Drive	North of Clinton Keith	57.8	59.0	60.9	3.1	5.0	No	1.9	5.0	No
Spinning Wheel Drive	South of Clinton Keith	57.8	59.0	60.6	2.8	5.0	No	1.6	5.0	No
Smith Ranch Road	North of Clinton Keith	60.9	62.2	63.2	2.3	3.0	No	1.0	3.0	No
Inland Valley Drive	South of Clinton Keith	68.1	69.4	70.3	2.2	1.5	**Yes**	0.9	1.5	No
George Avenue	South of Clinton Keith	63.5	64.3	64.3	0.8	3.0	No	0.0	3.0	No
	Clinton Keith-Depasquale Road	64.1	65.2	65.3	1.2	3.0	No	0.1	1.5	No
	North of Depasquale	63.2	64.4	65.5	2.3	3.0	No	1.1	3.0	No

TABLE 4-2
CUMULATIVE ROADWAY NOISE LEVELS WITH PROJECT

Roadway	Roadway Segment	Noise Levels in dBA CNEL[a]								
		Existing Traffic Volumes	Build-out Conditions without Project Traffic Volumes	Build-out Conditions with Project Traffic Volumes	Cumulative Increase (Existing vs. Buildout with Project)	Applicable Cumulative Significance Threshold[b]	Cumulative Significant Increase?	Project Contribution to Cumulative Increase (Buildout with vs. without Project)	Applicable Project Significance Threshold[c]	Project Contribution Significant?
Hidden Springs Road	South of Clinton Keith	61.8	66.5	66.5	4.7	3.0	**Yes**	0.0	1.5	No
	North of Clinton Keith	69.1	70.1	70.5	1.4	1.5	No	0.4	1.5	No
Palomar Street	South of Clinton Keith	69.3	70.7	70.8	1.5	1.5	**Yes**	0.1	1.5	No
	North of Clinton Keith	70.8	72.5	72.6	1.8	1.5	**Yes**	0.1	1.5	No
Catt Road	South of Clinton Keith	64.0	64.9	65.0	0.8	3.0	No	0.1	3.0	No
	North of Clinton Keith	58.9	60.3	64.8	5.9	5.0	**Yes**	4.5	3.0	**Yes**
Depasquale Road	George Av-Westpark St	55.1	56.3	59.5	4.4	5.0	No	3.2	5.0	No

[a] Values represent noise levels at 50 feet from the centerline of each roadway.
[b] For purposes of this cumulative analysis, a substantial cumulative noise increase under the build-out conditions with project traffic volumes is defined as an increase of 5.0 dB, or greater where the existing noise levels are less than 60 dBA. Where the existing noise levels range from 60- 65 dBA, a cumulative (i.e., build-out conditions with project traffic volumes) increase of 3.0 dB or greater would be considered a substantial increase. Where the existing noise levels exceeds 65 dBA, a cumulative (i.e., build-out conditions with project traffic volumes) increase of 1.5 dB or greater would be considered a substantial increase.
[c] For purposes of the analysis of the project's contribution to cumulative noise levels, a substantial increase under the build-out conditions with project traffic volumes is defined as an increase of 5.0 dB, or greater, where the noise levels under the build-out conditions without project traffic volumes are less than 60 dBA. Where the noise levels under the build-out conditions without project traffic volumes range from 60- 65 dBA, a project (i.e., build-out conditions with project traffic volumes) increase of 3.0 dB or greater would be considered a substantial increase. Where the existing noise levels exceeds 65 dBA, a project (i.e., build-out conditions with project traffic volumes) increase of 1.5 dB or greater would be considered a substantial increase.

SOURCE: Giroux & Associates, 2015 and ESA, 2016.

Recreation

The cumulative setting for parks and recreation consists of the City of Wildomar's jurisdictional boundary, which encompasses 13.2 square miles. Any existing, planned, proposed, approved and reasonably foreseeable development in the city could contribute to cumulative impacts.

The project in combination with other cumulative development in the project area would increase the use of existing parks within the project vicinity. For all residential projects, the City requires three acres of parkland per 1,000 people or in-lieu fees, which are defined in the municipal code. These fees help the City maintain its parkland ratios and to keep the existing parks well-maintained even with increased demand. The City of Wildomar has adopted its own Development Impact Fee (DIF) Study, which includes parkland acquisition fees, $421.48 per each multi-family residential dwelling unit would be required. The project, in combination with other future development is not anticipated to result in a substantial deterioration of the City's park and recreational facilities as long as the DIF parkland acquisition fees are paid and in effect at the time of building permit issuance, and would not be cumulatively considerable.

Significance Determination: Less than Significant.

Population and Housing

The setting for the cumulative analysis generally includes the City of Wildomar cumulative projects listed in Table 4-1. The total number of units currently proposed, approved, under construction, or recently completed is about 3,066 residential units. The total number of commercial/retail/office space is about 650,000 square feet. Based on an average household of 3.3 people, the cumulative projects would result in about 10,118 residents. Based on a generalized factor of one employee per 500 square feet of commercial/retail/office, the cumulative projects would result in about 1,300 employees. Two schools are also proposed to accommodate 764 students. Assuming 20 students per classroom, there would be 38 teachers plus an additional 12 administrative staff. The total employees anticipated from the cumulative projects are about 1,350 employees. With the addition of the proposed project, the cumulative projects and the proposed project would result in 3,257 residential units (3,066 + 191), 10,748 residents (10,118 + 630) and 1,587 employees (1,350 + 237). Both the cumulative development and the proposed project within the City of Wildomar would result in substantial, direct population growth through the construction of new housing units and the creation of new employment opportunities. Additionally, such development could result in indirect growth through the extension of existing and the construction of new roadways and infrastructure. However, as discussed in section 3.11, *Population and Housing,* the proposed project's potential to result in direct growth inducement is considered a less than significant impact on its own due to the inclusion of retail employment opportunities which are expected to be filled by the existing labor force, thus reducing the number of employees living within the City and be required to leave the City to find employment. The proposed project would not induce growth not already considered in the population forecasts for the City. Therefore, the project's contribution to potential environmental impacts from the inducement of population and housing growth would be less than cumulatively considerable, and thus less than significant.

Significance Determination: Less than significant.

Public Services

The proposed project would increase the demand on the City's public service providers, including police and fire protection, emergency services, schools, parks, libraries, and hospitals. The proposed project in combination with the other related cumulative projects would result in additional new residents to the service areas of the public service providers. The proposed project, as well as all future development projects in the vicinity would be required to pay development impact fees for fire and police protection, as well as for schools, to help offset the demand for additional staff or equipment generated by these projects. Projects within the City of Wildomar would also be required to dedicate land or pay fees for parkland acquisition as well as a park improvement fee.

Fire Protection Services

The cumulative setting for fire protection services includes the City of Wildomar. The cumulative setting includes all existing, planned, proposed, approved, and reasonably foreseeable development in the City that could potentially place demand on fire protection services or could be expected to place demand on services in the future.

Future City growth would increase demand on fire protection personnel or equipment. The fire department evaluates the adequacy of their staffing and equipment on a periodic basis to ensure appropriate service capacity is provided. All present and future development projects that would occur within the City would be required to participate in the City's development impact fee program for fire stations and any cumulative impacts resulting from increased need for fire protection services would be offset by development fees on a project specific basis. Based on the cumulative list provided in Table 4-1, there are about 3,066 proposed, approved, not yet constructed, and recently constructed residential units within the City. Based on a persons-to-housing unit ratio of 3.3, the cumulative development could result in a population of about 10,118 people. Based on the 2012 RCFD annual report of 1,820 incidents within the City, there was one incident for each 17.68 people. Therefore, with a population increase of 10,118 people, cumulative development could generate an estimated 572 annual incidents. This increase in incidents could require the construction or expansion of existing fire stations to adequately serve cumulative development. The construction or expansion of fire stations could result in significant cumulative environmental impacts. Because the project would result in a demand of 35 annual incidents, this addition of incidents to the existing incidents as well as the overall cumulative incidents would be less than cumulatively considerable. Thus the proposed project would result in a less than significant cumulative impact.

Police Protection

The cumulative setting for law enforcement services includes the RCSD service area within the current Wildomar city limits. The cumulative analysis includes all existing, planned, proposed, approved and reasonably foreseeable development in the City

Based on the cumulative list provided in Table 4-1, there are about 3,066 proposed, approved, not yet constructed, and recently constructed residential units within the City. Based on a persons-to-housing unit ratio of 3.3, the cumulative development could result in a population of about 10,118 people. According to the RCSD's recommended service ratio of 1 sworn law enforcement personnel for every 1,000 residents, cumulative development could result in the need for an additional 10 sworn law enforcement personnel to service the City. The addition of commercial, retail, and office uses may also increase in the need for new police personnel.

The addition of 10 new sworn law enforcement personnel is not expected to result in the need for expanded or new sheriff building facilities; however, new patrol cars would be required. The payment of development impact fees would offset increased demands on the police department and would ensure that adequate police facilities and infrastructure (including new police personnel and equipment) as the need arises. The development projects within the City would be evaluated on a project-specific basis to determine appropriate safety features within each project to assist in reducing the potential demand for police services. Because the project would result in the need for less than one new officer and would provide developer impact fees, the project's contribution to cumulative impacts on police services would be less than cumulatively considerable, thus less than cumulatively significant.

Schools

The cumulative setting for public school impacts includes the district boundaries for the LEUSD for grade school services. The LEUSD serves a 131.78-square mile area that includes Wildomar, including the project site. Any existing, planned, proposed, approved and reasonably foreseeable development in the cumulative setting could result in cumulative impacts.

According to the LEUSD, there are nearly 29,000 units that have either been approved or in various planning stages within its boundary. Based on a worst-case student generation for the future residences which assumes the single family residential student generation ratios of 0.2865 for elementary, 0,1446 for middle school, and 0.1911 for high school, the addition of about 29,000 residential units within the school district could result in the generation of 8,309 elementary school students, 4,193 middle school students, and 5,542 high school students. With the potential to substantially increase the number of students within the LEUSD, cumulative development would result in the need for new and expanded school facilities. The construction and operation of new and expanded school facilities could result in cumulative environmental impacts. As cumulative development projects are issued building permits, each development would be required to pay a school fee for the provision of school services pursuant to Senate Bill 50. The fee would provide for school services and reduce the effect of cumulative development. Because the proposed project would result in the generation of 48 new elementary, middle, and high school students, and the project would pay the school impact fee, the proposed project's contribution to cumulative impacts on school services would be less than cumulatively considerable, and thus less than cumulatively significant.

Parks

The cumulative setting for parks and recreation consists of the City of Wildomar's jurisdictional boundary, which encompasses 13.2 square miles. Any existing, planned, proposed, approved, and reasonably foreseeable development in the City could contribute to cumulative impacts.

The project in combination with other cumulative development in the Project area would increase the use of existing parks within the Project area. Based on the cumulative projects list provided in Table 4-1, about 3,066 units resulting in about 10,118 residents could be constructed within the City. With the addition of 10,118 residents and based on a ratio of 3 acres of parkland per 1,000 residents, cumulative development could result in the demand for about 30 acres of parkland. The proposed project could result in the demand for about 2 parkland acres. Based on the current parkland surplus of about 224 acres, cumulative development and the proposed project would result in less than significant cumulative impacts to park facilities. Furthermore, as each future development is issued building permits, each development would be require to dedicate land for a park or pay a park fee as well as pay a park improvement fee. The proposed project's contribution to potential cumulative impacts to park facilities would be less than cumulatively considerable and thus less than cumulatively significant.

Libraries

The geographic area in which cumulative effects to libraries could occur would be the Riverside County Library System that serves approximately 2,189,641 residents within the County. Development of the proposed project in combination with other future development projects in this service area would increase the need for library services. As development occurs within Riverside County, property and sales taxes would increase and a portion of these taxes would be allocated to the County of Riverside. The County would determine the appropriate funding needed to provide increased library services through the Riverside County Library System. This indirect funding is expected to provide adequate library services for cumulative development throughout the County. The proposed project would result in the demand for library services from 630 future residents. Due to the nominal increase in project population that would demand library services, the project's contribution to cumulative impacts on library services would be less than cumulatively considerable, thus less than cumulatively significant.

Hospitals

The geographic area in which cumulative effects to hospitals could occur would be the southwest portion of Riverside County that is currently served by four hospitals. As cumulative growth occurs within the southwest portion of the County, additional demand on hospital services would occur. Recently, the Temecula Valley Hospital was added to the region to provide medical services. As demand increases, the County, as well as private corporations, would continue to evaluate the demand for hospital services. It would be speculative to determine where future hospital would be constructed and therefore, would be speculative to determine if the future construction of hospital could result in significant environmental effects. The proposed project would generate 630 new residents which could be considered nominal compared to the population of southwest Riverside County that includes about 276,000 people within the cities of Wildomar, Menifee, Temecula, Lake Elsinore, and Hemet alone and not including other areas

within southwest Riverside County. Therefore, the project's contribution to potential cumulative effects on hospital services would be less than cumulatively considerable, and thus less than cumulatively significant.

Significance Determination: Less than significant.

Recreation

The cumulative setting for recreation includes the City of Wildomar's jurisdictional boundary, which encompasses 13.2 square miles. Any existing, planned, proposed, approved, and reasonably foreseeable development in the City could contribute to cumulative impacts.

The project in combination with other cumulative development in the project area would increase the use of existing recreational amenities within the City as well as in areas in the vicinity of the City. However, this increase in use would be offset with the payment of the City's in-lieu fees for the acquisition of new park land. Although new park land could be acquired with the in-lieu fees, cumulative development could result in significant recreation impacts. As discussed in Section 3.11, the proposed project includes recreational uses to reduce the need for project residents to substantially increase the use of recreational amenities off of the project site. Because the proposed project would not substantially increase the use of offsite recreational facilities or require the need to construct or expand existing recreational facilities that would result in adverse physical effects on the environment, the project's contribution to cumulative recreational impacts would be less than cumulatively considerable and thus less than cumulatively significant.

Significance Determination: Less than significant.

Transportation and Traffic

Future year traffic forecasts were based on three years of background (ambient) growth at 2 percent per year for 2017 traffic conditions. The total ambient growth is 6 percent for 2017 conditions. This ambient growth rate is added to existing traffic volumes on surrounding roadways, in addition to traffic generated by the development of future projects that have been approved but not yet built and/or for which development applications have been filed and are under consideration by governing agencies.

The Horizon Year (2035) traffic condition scenarios analyzed in Section 3.14, Transportation and Traffic, relies on the Riverside County Travel Demand Model (RIVTAM) to forecast traffic condition factors in the project area with and without build-out of the proposed project. The RIVTAM model builds in regional growth projections as well as estimates of future development, and therefore, these analyses are inherently cumulative.

As discussed in Impacts 3.14-1, 3.14-2, 3.14-3 and 3.14-4 in Section 3.14, Transportation and Traffic, the project's contribution to significant cumulative impacts on study area intersections, ramps and mainline segments would be cumulatively considerable and thus cumulatively significant.

Construction activities associated with cumulative development and the proposed project could be temporarily blocked or subject to detours and delays, which could temporarily affect emergency access. The potential cumulative impact on emergency access could be significant. The project's contribution to emergency access would be cumulatively considerable and thus cumulatively significant.

As cumulative development and the proposed project are implemented, levels of service on the I-15 intersections, ramps, and mainline segments, CMP roadway facilities, would degrade to unacceptable levels and result in significant impacts. The project's contribution to impacts on I-15 intersections, ramps, and mainline segments would be cumulatively considerable and thus cumulatively significant.

Mitigation Measures:

Implementation of Mitigation Measures TRA-1, TRA-2, TRA-3, TRA 4 and TRA-5 is required.

Significance after Mitigation: Significant and unavoidable. The project applicant would provide the project's fair share toward the improvements required at I-15 Northbound and Southbound Ramps/Baxter Road interchange. However, the traffic signals and eastbound right turn lane improvements are considered to be interim. These improvements would be provided as part of the ultimate interchange improvement, but the interim improvements are not currently funded. Because funding for the interim improvements is uncertain, the City cannot guarantee that the proposed improvements would be constructed as proposed above. Therefore, the project's contribution to cumulative impacts at the I-15 Northbound and Southbound Ramps/Baxter Road interchange would remain cumulatively considerable and therefore the impact would be significant and unavoidable.

To reduce potential impacts on the Northbound and Southbound I-15, north and south of Clinton Keith Road, a fourth and fifth freeway mainline lane is required. The widening of I-15 is considered infeasible because this improvement is under the jurisdiction of the Federal Highway Administration and widening of the I-15 has not been funded. There is no mechanism for a project applicant to provide a fair share contribution toward the future widening of I-15. Therefore, the City cannot ensure that widening would occur to reduce the impact. The project's contribution to cumulative impacts on the I-15 would remain cumulatively considerable and therefore the impact would be significant and unavoidable.

Utilities

The Elsinore Valley Municipal Water District (EVMWD) provides water and sewer services to the City of Wildomar. The cumulative effect on these services would result from development that is projected within the EVMWD service area.

The EVMWD estimates that the average water demands within its service area will be 59,991 AFY while the available water supply sources for the EVMWD in 2035 will be 70,581 AF. Therefore, EVMWD will have an excess water supply of 10,590 AF in 2035 and the cumulative effect on water supply would be less than significant. The projected demand for water is based on

population projections within the EVMWD. The proposed project will result in a General Plan amendment that would increase the number of residents on the project site. However, the increase in water demand from the proposed project would be 90,602 gpd which represents 101 AFY. This increase in water use would represent 0.9 percent (101 AF/10,590 AF) of EVMWD's excess water supply in 2035. Therefore, the project's water demand would be less than cumulatively considerable and thus less than cumulatively significant.

EVMWD estimates that the total wastewater flow to the Regional WWTP will be about 16.74 mgd in 2030. The current treatment capacity of the Regional WWTP is 8 mgd and therefore cumulative development could result in a significant impact of wastewater treatment services. The proposed project would result in the generation of 89,850 gpd which represent 0.9 mgd. EVMWD currently has 2.0 mgd of available treatment capacity. Although the project would contribute to the cumulative impact on treatment services at the Regional WWTP, the project's contribution would be less than cumulatively considerable and therefore less than significant.

As of 2013, the remaining capacity at the El Sobrante Sanitary Landfill was 109,000,000. According to the County of Riverside and based on growth estimates within the County of Riverside, it is anticipated that the landfill will be available to accept solid waste until the year 2045. Therefore, growth anticipated to occur within the County could be accommodated by the El Sobrante Landfill Sanitary Landfill. The proposed project would result in the generation of 881 tons of solid waste per year and an estimated 17,620 tons of solid waste over a 20-year period. Because the project would represent about 0.02 percent of the current landfill's remaining capacity, the project's impact would be less than cumulatively considerable and thus less than significant.

The cumulative effect from the use of energy would occur from the implementation of future growth within California. As California grows, the demand for natural gas, electricity and petroleum will increase. State and federal regulations have contributed to the reduction of energy as development occurs. These regulations include automobile efficiencies related to the use of gasoline and Title 24 that reduces the use of energy within structures. The current state and federal regulations would reduce the inefficient, wasteful and unnecessary consumption of energy. As a result, cumulative development resulting from growth would result in a less than significant cumulative impact related to energy use. Because the proposed project includes the incorporation of energy reduction design features as described in Chapter 2 in this EIR (i.e., Greenhouse Gas Reduction Design Features), the project would result in a less than cumulatively considerable use of energy, and therefore a less than cumulatively significant impact.

Significance Determination: Less than significant.

References

Source: City of Wildomar. 2015. *Commercial Project Development List and Residential Project Development List (Effective Date: August 10, 2015)*. Website: http://www.cityofwildomar.org/uploads/files/maps/Cumulative%20Dev%20Project%20Matrix-Exhibits-Web%20Version%208-10-15.pdf. Accessed on January 16, 2016.

CHAPTER 5
Other CEQA Considerations

5.1 Areas Found not to Be Significant

As required by Section 15128 of the CEQA Guidelines, an EIR shall contain a brief discussion stating the reasons why various possible significant effects of a project were determined not significant and are therefore not discussed in detail in the EIR. In accordance with the CEQA Guidelines, this section discusses the environmental issue areas where impacts were found to not be significant. These discussions address the CEQA Guidelines Appendix G Checklist questions for each of the environmental topic areas.

Agricultural Resources

The project site is located in western Riverside County, on the eastern portion of the City of Wildomar. The project site is bounded by the I-15 to the west, Depasquale Road (single-family residential tracts) to the north, a single family residential tract to the east, and Catt Road to the south (beyond is an undeveloped lot). The project site is currently undeveloped and vacant, but has been disturbed by human activities for the past several decades. The landscape features at the project site consists of a down-slope linear shape, with two to eight percent slope. The main hazard on the project site is the risk of erosion unless close-growing plant cover is maintained.

There are four types of soil found on the project site, as identified by the U.S. Department of Agriculture Natural Resources Conservation Service, Web Soil Survey. The following soils have been classified on the project site: Greenfield sandy loam, Hanford coarse sandy loam, Monserate sandy loam, and Placentia fine sandy loam. Land capability classification for the project site ranges includes 2e and 4e classifications for irrigated land, and 3e, 4e, and 6e classifications for non-irrigated lands. The land is considered prime farmland if irrigated for the Greenfield sandy loam and the Hanford coarse sandy loam. However, according to the California Department of Conservation's Farmland Mapping and Monitoring Program, the project site is classified as Farmland of Local Importance. Farmland of Local Importance is soil that would be classified as prime and statewide farmland but lacks available irrigation water (California Department of Conservation, 2010).

The project site is classified as Non-Enrolled Lands on California Department of Conservation Williamson Act maps (California Department of Conservation, 2008). As such, no lands under a Williamson Act contract are on or near the project site. Because no agricultural resources have

been identified within the vicinity of the proposed project, no direct or indirect impacts on agricultural resources would occur from implementation of the proposed project.

The proposed project would not be located on land zoned by the City of Wildomar as forestland or timberland. As discussed, the proposed project has not been designated Farmland, and the proposed project does not conflict with an existing Williamson Act contract. As a result, no land within the project site would be converted to non-forest or nonagricultural use and no impact would occur.

Mineral Resources

The California Surface and Mining Act of 1975 requires the classification of land into Mineral Resource Zones (MRZs) according to the land's known or inferred potential to contain mineral resources (California State Mining and Geology Board, 2000). The project site has been classified as MRZ-4 (California Department of Conservation, 1985). MRZ-4 is defined as areas where geologic information does not rule out either the presence or absence of mineral resources. MRZ-4 is commonly applied to areas of unknown mineral potential that occur within a broader favorable terrain known to host economic mineral deposits.

The following are the three general categories of general categories of geologic mineral resources that may be present in the project site:

1. Construction Mineral Materials: Sand, gravel, and crushed rock. The federal land management agencies, including the BLM, USFWS, and BOR, refer to these as "saleable mineral resources."
2. Metallic and Rare Minerals: Gold, silver, platinum, iron, copper, lead, zinc, gemstones, and semiprecious materials. The federal land management agencies refer to these as "locatable mineral resources."
3. Leasable Mineral Resources: Oil, coal, sodium, potassium, and geothermal resources. The federal land management agencies refer to these as "leasable mineral resources."

It is possible that any of the three resource categories listed above may be present on the project site classified as MRZ-4. The classification of MRZ-4 does not rule out either the presence or absence of mineral resources and the classification is also commonly applied to areas that occur within a broader favorable terrain known to host economic mineral deposits.

Although there is potential for some mineral resources to exist in and around the project site, the proposed project would not significantly reduce the availability of known mineral resources. There are no mining claims on or immediately adjacent to the project site (USGS, 2014). Thus, no impact would occur related to the loss of availability of a known mineral resource, either of regional or local importance.

5.2 Growth Inducement

CEQA Guidelines Section 15126.2(d) requires that an environmental impact report (EIR) evaluate the growth-inducing impacts of a proposed action. A growth-inducing impact is defined by CEQA Guidelines Section 15126.2 (d) as follows:

".the way in which a proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth . . . Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also . . . the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively."

A project can have a direct and/or indirect growth inducement potential. Direct growth inducement would result if a project, for instance, involved the construction of new housing. A project would have indirect growth inducement potential if it established substantial new permanent employment opportunities (e.g., commercial, industrial, or governmental enterprises) or if it would involve a construction effort with substantial short-term employment opportunities that would indirectly stimulate the need for additional housing and services to support the new employment demand. Similarly, a project would indirectly induce growth if it would remove an obstacle to additional growth and development, such as removing a constraint on a required public service. For example, a project providing an increased water supply in an area where water service historically limited growth could be considered growth inducing.

The CEQA Guidelines explain that the environmental effects of induced growth are considered indirect impacts of the proposed action. These indirect impacts or secondary effects of growth may result in significant, adverse environmental impacts. Potential secondary effects of growth include increased demand on other community impacts such as degradation of air and water quality, degradation or loss of plant and animal habitat, and conversion of agricultural and open space land to developed uses.

Typically, the growth-inducing potential would be considered significant if it stimulates human population growth or a population concentration above what is assumed in local and regional land use plans, or in projections made by regional planning authorities. Significant growth potential could also occur if the project provides infrastructure or service capacity to accommodate growth levels beyond those permitted by local or regional plans and policies.

As discussed below, this analysis evaluates whether the proposed project would directly or indirectly induce economic, population, or housing growth in the surrounding environment.

Direct Growth Inducing Impacts in the Surrounding Environment

A project would directly induce growth if it would remove barriers to population growth such as a change to a jurisdiction's General Plan and zoning code, which allows new residential development to occur. The proposed project would result in amendments to the General Plan and Zoning Code to allow for the proposed residential and commercial retail development. The proposed project is anticipated to increase the City of Wildomar's population by approximately 630 residents which is within the SCAG growth projections for the region.

The proposed project would provide employment opportunities, primarily through employment associated with the 118,760 sf of commercial retail development and two restaurant pads. Many of these employees would already be present in the region, living within the City of Wildomar or within the surrounding region. As such, the proposed project would not need to recruit substantial numbers of new employees who live elsewhere to the region. The construction of new commercial retail land uses would not cause direct population growth as the workforce already exists in the region. In addition, the proposed project is served by the existing infrastructure in the existing urban setting and any infrastructure upgrades would be to accommodate the proposed project.

The proposed project consists of the development of 191 single-family attached condominiums, 118,764 sf commercial retail center (one big-box and two-multi-tenant buildings) and two restaurant pads. The residential units provided by the proposed project would be expected to result in direct population growth. Growth inducement potential can be measured through evaluating consistency with regional growth projections. SCAG estimates that Wildomar's population will increase by an overall 9.1 percent to 53,700 persons by 2035, which would therefore accommodate the increases in population and housing anticipated by the proposed project. This growth would result in the potential for significant environmental effects (including on air quality, biological resources, cultural resources, greenhouse gas emissions, noise, and transportation/traffic), as noted in this EIR. Because the proposed project would include the construction of both residential and commercial uses, some of the additional demand for commercial uses that would be generated by the proposed residential uses could be accommodated on the project site. As stated above, the proposed commercial uses would result in a limited potential to demand housing for its employees because the majority of the employment opportunities would be low salary positions and would logically be filled by the local economy. Therefore, the implementation of the project would not result in a substantial inducement of growth off of the project site.

Indirect Growth Inducing Impacts in the Surrounding Environment

A project would indirectly induce growth if it would increase the capacity of infrastructure in an area in which the public service currently meets demand. Examples would be increasing the capacity of local utilities or roadway improvements beyond that needed to meet existing demand.

The proposed project would provide amendments to the General Plan and zoning code, which modifies the City's existing land use and could potentially increase the City's infrastructure to service the project site. The proposed project could potentially induce indirect population growth through the creation of jobs and increased residential opportunities. However, this growth is consistent with SCAG's projections for local and regional growth. As noted above, the proposed project would result in employment opportunities that would be primarily filled by the local economy. While development of the proposed project may require the addition of less than one police officer to maintain the City's General Plan personnel-to-population ratio of 1.0 officers per 1,000 people; this would not result in the need for a new police station. The proposed project would contribute to the funding of new roadway improvements. The provision of this funding would not be considered growth inducement because as each development is approved, each of them would need to provide its own funding toward the improvements. The proposed project would, therefore, not result in a substantial indirect growth inducement`.

5.3 Significant Irreversible Environmental Changes

Section 21100(b)(2)(B) of CEQA and Section 15126.2(c) of the CEQA Guidelines require that an EIR include a detailed statement setting forth "[a]ny significant effect on the environment that would be irreversible if the project is implemented." (Public Resources Code § 21100(b(2)(B). "Significant irreversible environmental changes" include the use of nonrenewable natural resources during the initial and continued phases of the project, should this use result in the unavailability of these resources in the future. Primary impacts and, particularly, secondary impacts generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with projects. Irretrievable commitments of these resources are required to be evaluated in an EIR to ensure that such consumption is justified (CEQA Guidelines §15126.2(c)).

Approval of the proposed project would cause irreversible environmental changes consisting of the following:

- Commitment of land that will be physically altered to create residential and commercial uses, roadways, and other side amenities. The relatively small commitment of land to these uses is considered less than significant when compared to other development in a local and regional context, and the surrounding urban built environment.
- Alteration of the human environment is a consequence of the development process. The proposed project represents a commitment of land to mixed uses, including residential, commercial retail, and restaurants, that change the existing vacant and undeveloped nature of the project site. Upon adoption of the General Plan Amendment, the project uses would be in conformance with the land use designations for the project site.
- Increased requirements of public utilities for the proposed project represents a permanent commitment of resources, such the commitment to provide water, sewer, gas and electricity; however, service providers have indicated that there are adequate supplies of these resources to serve the proposed project.

- Use of nonrenewable natural resources for the project construction and operations, such as diesel, gasoline, or oil for construction equipment and natural gas or other fossil fuels used to provide power and heating sources to the proposed residential and commercial uses represents a permanent commitment of resources. The energy consumed in developing and maintaining the site may be considered a permanent investment. The proposed project would not use nonrenewable fossil fuels at a greater rate than other typical residential and commercial projects. If the project were not to occur, similar resources would likely be used to develop the project site per the site's existing commercial office zoning. The proposed project would not increase the overall rate of use of any nonrenewable natural resource or result in the substantial depletion of any nonrenewable resource.
- Use of various renewable natural resources, such as water, lumber, and soil, for potential construction and operations represents a permanent commitment of resources. The proposed project is a relatively minor consumer of these supplies when compared to other local and regional users. The proposed project would not increase the overall rate of use of any renewable natural resource or result in the substantial depletion of any renewable resource.

CHAPTER 6
Alternatives to the Proposed Project

In accordance with CEQA Guidelines Section 15126.6, this Draft Environmental Impact Report (Draft EIR) contains a comparative impact assessment of alternatives to the project. The primary purpose of this section is to provide decision makers and the public with a reasonable range of feasible project alternatives that could attain most of the basic project objectives, but would avoid or substantially lessen any of the significant effects of the project.

CEQA Guidelines Section 15126.6 states:

Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment, the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project.

Analysis of three alternatives to the project is guided by the following considerations set forth under CEQA Guidelines Section 15126.6:

- An EIR need not consider every conceivable alternative to a project;
- An EIR should identify alternatives that were considered by the lead agency, but rejected as infeasible during the scoping process;
- Reasons for rejecting alternative include:
    - Failure to meet most of the basic project objectives;
    - Infeasibility; or
    - Inability to avoid significant effects.

Alternatives to a project must be considered even if they would impede, to some degree, the attainment of project objectives or be more costly (CEQA Guidelines Section 15126.6(b)). However, the range of alternatives addressed in an EIR need not be exhaustive, and is governed by a "rule of reason," which requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. Of the alternatives considered, the EIR need examine in detail only those that the lead agency determines could feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project. An EIR need not consider an alternative whose effects cannot be reasonably ascertained, whose implementation is remote and speculative, or an alternative that would not substantially lessen or avoid the significant effects of the project. CEQA Guidelines Section 15126.6(d) states that if an alternative would cause one or more significant effects in addition to those that would be caused

by the project as proposed, the significant effects of the alternatives shall be discussed, but "in less detail than the significant effects of the project as proposed."

CEQA Guidelines Section 15364 defines feasibility as "capable of being accomplished in a successful manner with a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors." The determination of the feasibility of project alternatives may include, but is not limited to, factors such as: site suitability, economic viability, infrastructure availability, general plan consistency, regulatory and jurisdictional limitations, and whether the project proponent can reasonably acquire, control or otherwise have access to an alternative project site (CEQA Guidelines Section 15126.6(f)(1)).

A comparison of impacts associated with the project and alternatives is provided herein. In several cases, the description and severity of the impact may be the same under each scenario when compared with the CEQA Thresholds of Significance (i.e., both scenarios would result in a less than significant impact). However, the actual degree of impact may be slightly different under each scenario, and this relative difference is the basis for a conclusion of greater or lesser impacts. In addition, the alternatives analysis includes the assumption that all applicable mitigation measures associated with the project would be implemented with a given project alternative (e.g., Reduce Intensity Alternative).

An evaluation of a No Project Alternative is required by CEQA Guidelines Section 15126.6(e) and is included in this section as Alternative 1, No Project/Existing General Plan Land Use Alternative. An additional alternative, Alternative 2, Reduced Project Alternative is also analyzed and compared to the project.

Alternative 1: No Project/Existing General Plan Land Use Alternative: CEQA Guidelines Section 15126.6(e) requires that an EIR evaluate a "no project" alternative so that decisionmakers can compare the impacts of the proposed project with the impacts of not approving the proposed project. Generally, the "no project" analysis can either be a consideration of maintaining the project site in its current (undeveloped) condition. However, where, such as in the current situation, the project site has been designated for a particular land use under the General Plan and zoning, and it is reasonably foreseeable that based on the current General Plan land use designation, a future proposal could be submitted to the City consistent with the current land uses designated for the site, CEQA Guidelines Section 15126.6(e)(3)(C) also recommends that an analysis of what would reasonably be expected to occur on the project site should be included in the alternatives section.

The No Project/Existing General Plan Land Use Alternative would develop the site according to the current general plan land use designations for the site. The site is comprised of 27.6 acres of Commercial Office (CO) under the existing General Plan land use designation. Under the No Project Existing General Plan Land Use Alternative, the site could be developed with a variety of office uses and support services, with floor area ratios range from 0.35 to 1.0. However, this alternative assumes the construction of commercial office uses at a floor area ratio of 0.35 which would result in the site accommodating 420,790 square feet.

Alternative 2: Reduced Project Alternative: The Reduced Project Alternative would develop the project, but it would be reduced in density. Under this alternative, commercial and residential uses would each be reduced by 25 percent from that of the proposed project so that the potential significant unavoidable traffic noise impact on three existing residences along Catt Road could be reduced to less than significant. Therefore, there would be 143 multiple family attached townhomes and 88,765 square feet of commercial retail uses.

6.1 Significant, Adverse and Unavoidable Impacts

The proposed project would result in the following project and cumulative significant impacts which cannot be reduced to less than significant, even with the implementation of feasible mitigation measures.

Air Quality

- Air Quality Standards/Violations related to oxides of nitrogen (NOx).

Greenhouse Gas Emissions

- Generation of greenhouse gas emissions
- Conflict with the California Air Resources Board Scoping Plan and Western Riverside Council of Governments Subregional Climate Action Plan.

Noise

- Increase traffic noise level along Catt Road adjacent to three existing residences.

Traffic

- Increase in traffic volumes at the I-15 Northbound and Southbound Ramps/Baxter Road interchange intersections and ramps as well as the I-15 freeway mainline north and south of Clinton Keith Road.

6.2 Project Objectives

The City of Wildomar and the project applicant have developed the following objectives for the proposed project:

- To provide a mixed-use project that emphasizes pedestrian accessibility between the very high density residential component and the commercial component.
- To provide a mixed use community that contains residential and commercial elements in an integrated design that is both complimentary to each other as well as complimentary to existing development in the project area.
- To provide a mix of housing opportunities affordable to residents of Wildomar.
- To provide Very High density housing to increase the diversity of housing stock in the City consistent with the City's Land Use Element and Housing Element.

- To create a walkable community for visitors, employees and residents through the provision of new pedestrian and biking paths.
- To encourage sustainable development through the use of materials that promote sustainability and minimize the project's carbon footprint.
- To increase the variety of retail services in the City of Wildomar, including new restaurant uses.
- To provide development that helps diversify and increase revenue sources and employment opportunities within the City.

6.3 Alternatives Considered and Withdrawn:

6.3.1 Alternative Site

The development of the proposed project on an alternative site was not considered feasible, because no other sites are owned or controlled by the project proponent. No other sites were identified that would support the project and meet the project objectives based on size, configuration, location, and proximity to existing infrastructure. Furthermore, the use of an alternative site would be expected to result in the same or similar environmental impacts to air quality as the project. Accordingly, an alternative site was rejected from further consideration.

6.3.2 Alternative Site Plans

The proposed project reflects a number of modifications made by the project proponent to address the comments of the city and surrounding community to provide better integration of uses with the surrounding community, and provide an appropriate mix of commercial and residential uses. The original application submitted by the project proponent consisted of 195 multiple family residential units, 16,000 square feet for two restaurants, and 91,457 square feet of commercial retail uses. These original uses included structures located adjacent to the western property boundary of the project site. Because the originally proposed site plan did not achieve the mix of uses that would be desired in this area, the original site plan was withdrawn from consideration and the proposed project submitted in its place for consideration by the City. The proposed plan included a major retail building along with commercial retail. The commercial retail was reoriented along Westparke Boulevard to provide an enhanced walkable community between the proposed residential area and the commercial uses. In addition, the proposed plan included less curves along Westpark Boulevard between Catt Road and Despasquale Road as requested by City staff.

6.4 Alternatives for Further Study

This section analyzes the following alternatives: Alternative 1, General Plan Land Use Designation Alternative and Alternative 2, Reduced Project Alternative. **Table 6-1** provides a summary comparison, by individual issue area, for each alternative to the project.

TABLE 6-1
ALTERNATIVE COMPARISON

Environmental Issue	Proposed Project	Alternative 1: No Project/ Existing General Plan Land Use Designation Alternative	Alternative 2: Reduced Project Alternative
Aesthetics			
Scenic Vista	LS	LS(E)	LS(E)
Scenic Resources within a State Scenic Highway	LS	LS(E)	LS(E)
Visual Character	LS	LS(E)	LS(E)
Light or Glare	LS	LS(E)	LS(E)
Air Quality			
Air Quality Plan	LS	LS(G)	LS(L)
Air Quality Standards / Violations	SU	SU(G)	SU(L)
Sensitive Receptors	LS	LS(G)	LS(L)
Odors	LS	LS(E)	LS(L)
Criteria Pollutants	LSM	LSM(G)	LSM(L)
Biological Resources.			
Effect on Plant Species	LS	LS(E)	LS(E)
Effect on Wildlife Species	LSM	LSM(E)	LSM(E)
Migratory Birds	LSM	LSM(E)	LSM(E)
Critical Habitat or Sensitive Natural Communities	NI	NI(E)	NI(E)
Federally Protected Wetlands and Riparian Habitat	LSM	LSM(E)	LSM(E)
Wildlife Corridoes and Nursery Sites	NI	NI(E)	NI(E)
Local Tree Policy or Ordinance	NI	NI(E)	NI(E)
Conservation Plans	LSM	LSM(E)	LSM(E)
Cultural Resources			
Archaeological or Historical Resources	LSM	LSM(E)	LSM(E)
Paleontological Resources	LSM	LSM(E)	LSM(E)
Human Remains	LS	LS(E)	LS(E)
Geology and Soils			
Alquist-Priolo Earthquake Fault Zone	LS	LS(E)	LS(E)
Strong Seismic Shaking	LS	LS(E)	LS(E)
Soil Erosion or Topsoil Loss	LS	LS(E)	LS(E)
Subsidence or Collapse	LS	LS(E)	LS(E)
Expansive Soils	LS	LS(E)	LS(E)

Environmental Issue	Proposed Project	Alternative 1: No Project/ Existing General Plan Land Use Designation Alternative	Alternative 2: Reduced Project Alternative
Greenhouse Gas Emissions and Climate Change			
Greenhouse Gas Emissions	SU	SU(G)	SU(L)
Conflict with Plan, Policy, or Regulation that Reduces Emissions	SU	SU(G)	SU(L)
Hydrology and Water Quality			
Water Quality Standards and Requirements	LS	LS(E)	LS(E)
Groundwater Supplies and Recharge	LS	LS(E)	LS(E)
Drainage Pattern: Erosion or Siltation	LS	LS(E)	LS(E)
Runoff Water and Drainage Systems	LS	LS(E)	LS(E)
Water Quality	LS	LS(E)	LS(E)
Structure Placement: Flood Hazard as a Result of Failure of Levee or Dam	LS	LS(E)	LS(E)
Hazards and Hazardous Materials			
Routine Use	LS	LS(E)	LS(E)
Accident Conditions	LS	LS(E)	LS(E)
Emergency Plans	LS	LS(E)	LS(E)
Wildland Fires	LS	LS(E)	LS(E)
Land Use and Planning			
Conflict with Applicable Plans, Policies, or Regulations	NI	NI(E)	NI(E)
Conflict with Conservation Plans	LS	LS(E)	LS(E)
Noise			
Noise Levels in Excess of Standards	LSM	LSM(G)	LSM(L)
Excessive Groundborne Vibration	LS	LS(G)	LS(E)
Permanent Increase in Ambient Noise Levels	SU	SU(G)	SU(L)
Temporary or Periodic Increase in Ambient Noise Levels	LS	LS(E)	LS(E)
Population and Housing			
Population Growth	LS	LS(G)	LS(L)

Environmental Issue	Proposed Project	Alternative 1: No Project/ Existing General Plan Land Use Designation Alternative	Alternative 2: Reduced Project Alternative
Public Services			
Fire Protection	LS	LS(L)	LS(L)
Police Protection	LS	LS(L)	LS(L)
Schools	LS	LS(L)	LS(L)
Parks	LS	LS(L)	LS(L)
Libraries	LS	LS(L)	LS(L)
Hospitals	LS	LS(L)	LS(L)
Recreation			
Increase Use of Parks and Recreational Facilities	LS	LS(L)	LS(L)
Recreational Facilities: Physical Effect on Environment	LS	LS(L)	LS(L)
Transportation and Traffic			
Traffic Increase Project: Conflict with Applicable Plans	SU	SU(G)	SU(L)
Traffic Increase Ambient Growth plus Project, Conflict with Applicable Plans	SU	SU(G)	SU(L)
Traffic Increase Ambient Growth plus project and Cumulative, Conflict with Applicable Plans	SU	SU(G)	SU(L)
Traffic Increase Horizon Year (2035)	SU	SU(G)	SU(L)
Hazards	LS	LS(E)	LS(E)
Emergency Access	LSM	LSM(E)	LSM(E)
Congestion Management Plan	SU	SU(G)	SU(L)
Utilities			
Wastewater Treatment Requirements	LS	LS(L)	LS(L)
New Water or Wastewater Facilities	LS	LS(L)	LS(L)
Water Supplies	LS	LS(L)	LS(L)
Wastewater Treatment	LS	LS(L)	LS(L)
Landfill	LS	LS(L)	LS(L)
Energy	LS	LS(L)	LS(L)

NI = No Impact
LS = Less than Significant
LSM = Less than Significant with Mitigation
SU = Significant and Unavoidable Impact
(L) = Less than Project
(G) = Greater than Project
(E) = Equivalent to Project

Alternative 1: No Project/Existing General Plan Land Use Designation Alternative

Aesthetics

Under the No Project/Existing General Plan Land Use Designations Alternative, the project site would be developed according to the current General Plan land use designation, Commercial Office (CO). The site would be developed with 420,790 sf of CO throughout the entire project site. It is anticipated that the commercial office uses would be located within one and two story buildings similar to the architectural style and design features proposed under the project. The landscaping proposed under this alternative would also be similar to the project. Unlike the proposed project, the entire site would be developed with commercial structures which would not provide the transition to the single family residential neighborhoods on the northern and eastern boundaries of the project site that the residential uses proposed by the project would provide. The implementation of Alternative 1 would result in similar less than significant impacts to scenic vistas, scenic resources, visual character, and light and glare as the proposed project.

Air Quality

Under the No Project/Existing General Plan Land Use Designation Alternative, the site would be developed with 420,790 sf of commercial office uses. Assuming that the automobile trip rate is similar to the commercial component of the proposed project, and this alternative would result in about 350 percent more commercial building square footage compared to the project, this alternative would generate about 44,000 average daily trips (12,464 [commercial trips] x 3.50). The proposed project would generate about 13,574 average daily trips and would result in significant long-term emissions of NOx. Mitigation measures would be implemented with the proposed project, but the emissions of NOx would remain significant and unavoidable. With the implementation of Alternative 1, long term emissions of NOx would also be significant and would be greater than the proposed project. The project mitigation measures could be implemented; however, the emissions would remain significant and unavoidable. Because there would be a greater amount of vehicle trips associated with Alternative 1 compared to the proposed project, there would be a greater amount of NOx emissions with Alternative 1 and, therefore, a greater impact on air quality.

Biological Resources

Under the No Project/Existing General Plan Land Use Designation Alternative, the entire project site would be graded similar as under the proposed project. Therefore, the implementation of Alternative 1 would result in similar potential impacts to burrowing owl, coast horned lizard, and San Diego black-tailed jackrabbit as the proposed project. Alternative 1 would also result in a similar impact on jurisdictional areas. Implementation of the project mitigation measures would reduce impacts to biological resources to less than significant similar to the proposed project.

Cultural Resources

Under Alternative 1, the entire site would be graded similar to the proposed project. Therefore, the implementation of Alternative 1 would result in similar impacts to potential historical,

archaeological, and paleontological resources as the proposed project. Implementation of the project mitigation measures would reduce impacts to cultural resources to less than significant similar to the proposed project.

Geology and Soils

The implementation of Alternative 1 would result in the development of structures throughout the project site and assuming adherence to the setback from the trace fault northeast of the project site. Similar to the proposed project, the buildings associated with Alternative 1 would result in similar less than significant impacts related to geotechnical hazards issues such as fault zone, seismic shaking, soil erosion, subsidence, collapse, and expansive soils.

Greenhouse Gas Emissions

This alternative would result in the generation of greenhouse gas emissions. These emissions would result from area sources, energy utilization, mobile sources, solid waste generation, and water consumption. The primary source of greenhouse gas emissions would occur from mobile sources. Because this alternative would result in about 350 percent more commercial building square footage compared to the project, this alternative would generate about 44,000 average daily trips (12,464 [commercial trips] x 3.50). The proposed project would generate about 13,574 average daily trips. Therefore, Alternative 1 would result in about 30,426 more average daily trips as compared to the proposed project. With a greater number of average daily trips, Alternative 1 would result in a greater amount of greenhouse gas emissions as compared to the proposed project. Because the proposed project would result in significant and unavoidable adverse impacts associated with the generation of greenhouse gas emissions, Alternative 1 would also result in significant and unavoidable adverse impacts, and its impacts would be greater than the proposed project.

Hydrology and Water Quality

Under Alternative 1, the entire site would be graded similar to the proposed project. The increase in impervious surfaces on the project site under this alternative is anticipated to be similar to the proposed project, and therefore a similar amount of surface water flow would be anticipated. The project includes various drainage improvements to address water quality and reduce offsite storm flows during peak concentrations. These improvements could also be implemented with Alternative 1 to reduce the degradation of surface water flows and reduce downstream storm water flow impacts.

Alternative 1 is anticipated to result in similar less than significant impacts on groundwater supplies because currently the EVMWD restricts the extraction of groundwater for potable use within the District to the amount of recharge per year, and the project site contains extremely slow infiltration rates. Therefore similar to the proposed project, Alternative 1 would result in a less than significant impact on groundwater supplies by converting the current pervious site to a primarily impervious site.

Hazards and Hazardous Materials

Development under Alternative 1 would result in grading the entire project site similar to the proposed project. Construction activities associated with Alternative 1 would result in the same less than significant impacts associated with hazardous materials and substances from construction equipment as the proposed project. Due to the existing state and local regulations associated with hazardous materials, the implementation of commercial office uses under Alternative 1 is anticipated to result in similar less than significant impacts as the proposed project.

Land Use and Planning

Implementation of Alternative 1 would result in commercial office uses which are consistent with the land uses designated for the project site within the City of Wildomar General Plan. It is anticipated that the operation activities associated with Alternative 1 would result in similar no impacts on land use policies and plans as the proposed project. Both Alternative 1 and the proposed project have a similar potential to impact burrowing owl and riparian/riverine habitat, both of which are protected by applicable habitat conservation plans. Implementation of the project mitigation measures would reduce the potential impact from implementation of Alternative 1 to less than significant.

Noise

Construction and operation activities associated with Alternative 1 would increase noise levels on and adjacent to the project site. Construction activities associated with Alternative 1 are anticipated to result in similar less than significant noise levels as the proposed project. Operational activities associated with the project could result in significant noise levels related to loading dock activities, mechanical HVAC equipment, trash pick-up and parking lot cleaning. These operational activities could be similar to activities associated with commercial office uses. Therefore, similar to the proposed project, Alternative 1 could result in significant noise level increase; however, with the implementation of project mitigation measures, potential noise impacts could be reduced to less than significant.

Alternative 1 would result in more structural development compared to the proposed project. There is a potential for greater vibration impacts compared to the proposed project; however, the potential vibration impacts would be less than significant under both Alternative 1 and the proposed project.

Similar to the proposed project, Alternative 1 would result in traffic noise levels off of the project site. Because Alternative 1 would result in substantially more traffic volumes, noise levels along the segment of Catt Road northwest of Clinton Keith Road would exceed the noise level increase threshold. Both this alternative and the proposed project would result in significant and unavoidable noise impacts; however, Alternative 1 is anticipated to result in a greater noise increase than the proposed project.

Population and Housing

Implementation of Alternative 1 would result in the development of 420,790 square feet of commercial office uses. Assuming an employment rate of one employee per 500 square feet, Alternative 1 could generate about 842 employment opportunities. This increase in employment opportunities could induce population growth in the City of Wildomar because some of these opportunities could be associated with a substantial number of managerial positions. This inducement of growth could be considered substantial; however, potential environmental effects associated with this inducement would be considered less than significant due to the ability of the City to meet housing needs as a result of the projected residential projects currently proposed within the City of Wildomar (see Table 4-2, Cumulative List). Alternative 1 would result in less than significant impacts related to the inducement of population similar to the proposed project.

Public Services

Implementation of Alternative 1 would result in the development of 420,790 square feet of commercial office uses and about 842 employees. Alternative 1 may result in a decrease demand for fire and police services, schools, parks, libraries and hospitals compared to the proposed project because the project would result in about 630 residents and 237 employees on the project site which is slightly more than the number of people anticipated under Alternative 1. Similar to the proposed project, Alternative 1 would result in a less than significant impact on public services.

Recreation

Alternative 1 would not result in the generation of residential uses; however, the generation of employees on the project site could result in a slight increase in the use of existing recreational facilities, but this increase would be less than the proposed project. This increase in the use of recreational facilities in the project area would result in a less than significant impact similar to the proposed project.

Transportation and Traffic

Under the No Project/Existing General Plan Land Use Designation Alternative, the site would be developed with 420,790 sf of commercial office uses. Assuming that the automobile trip rate is similar to the commercial component of the proposed project, and this alternative would result in about 350 percent more commercial building square footage compared to the project, this alternative would generate about 44,000 average daily trips (12,464 [commercial trips] x 3.50). The proposed project would generate about 13,574 average daily trips. Therefore, Alternative 1 would result in about 30,426 more average daily trips compared to the proposed project. The increased trips under Alternative 1 compared to the proposed project would result in increased impacts at study area intersections, freeway ramps, and freeway mainline segments. The implementation of the project's mitigation measure would reduce the potential traffic impacts associated with Alternative 1. However, similar to the proposed project, Alternative 1 would result in significant and unavoidable impacts at the I-15 Northbound and Southbound Ramps/Baxter Road interchange intersections and ramps as well as the I-15 freeway mainline north and south of Clinton Keith Road.

Utilities

Implementation of Alternative 1 would result in the development of commercial office uses on the project site. Although the amount of development would be greater under Alternative 1, the impacts on the existing water, sewer, wastewater treatment, and landfill would be less than significant similar to the proposed project. In addition, Alternative 1 could incorporate the greenhouse gas reduction design features that are part of the commercial uses associated with the proposed project. The incorporation of these design features would reduce the energy consumption that would occur with Alternative 1. The operation of the commercial uses associated with Alternative 1 would result in a similar less than significant effect on the consumption of energy.

Conclusion

The No Project/Existing General Plan Land Use Designation Alternative would result in similar impacts to the proposed project related to aesthetics, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, and land use and planning. Alternative 1 would result in less impacts than the proposed project related to public services, recreation, and utilities and greater impacts than the proposed project related to air quality, greenhouse gas emissions, noise, and transportation/traffic. Because these impacts, however, are considered significant and unavoidable under project implementation, a focus of the alternatives analysis is to determine if there are alternatives that would reduce or avoid the significant impacts of the project. This alternative, by resulting in more severe unavoidable impacts as compared to the proposed project, would not meet this criteria. Overall, Alternative 1 would result in greater environmental effects as compared to the proposed project. The implementation of this alternative would not meet the basic objectives of the proposed project. The basic objectives of the project are to construct a mixed use community that provides linkages between home and retail. Alternative 1 does not propose a mixed use development; only commercial office uses. Moreover, Alternative 1 would not provide the type of higher density housing that the project provides which serves to increase the variety of housing types in the City as envisioned by the Housing Element. Finally, the commercial office uses would not generate the potential for additional revenues flowing to the City as compared with developing the site with retail uses which is a project objective. Since Alternative 1 would result in greater environmental impacts and would not achieve most the project objectives, this alternative is rejected in favor of the proposed project.

Alternative 2: Reduced Project Alternative

Aesthetics

Under the Reduced Project Alternative, the project site would be developed with 144 multiple family units and 88,756 sf of commercial office uses for a 25 percent reduction. It is anticipated that the commercial and residential uses under this alternative would include similar architectural style and design features as proposed under the project. The landscaping proposed under this alternative would also be similar to the project. The implementation of Alternative 1 would result

in similar less than significant impacts to scenic vistas, scenic resources, visual character, and light and glare as the proposed project.

Air Quality

Under this Alternative, the site would be developed with 25 percent less development and result in 25 percent less average daily trips. The reduced average daily trips would result in less air emissions under this Alternative compared to the proposed project. Although less emissions would occur under this Alternative, long-term emissions of NOx are still expected to be significant. The project mitigation measures could be implemented; however, the emissions are expected to remain significant and unavoidable. Because there would be a lesser amount of vehicle trips associated with Alternative 2 compared to the proposed project, there would be a lesser amount of NOx emissions with Alternative 2 as compared to the project, but it would not avoid or reduce to less than significant this air quality impact.

Biological Resources

Under Alternative 2, the entire project site is assumed to be graded similar to the proposed project. Therefore, the implementation of Alternative 2 would result in similar potential impacts to burrowing owl, coast horned lizard, and San Diego black-tailed jackrabbit as the proposed project. Alternative 2 would also result in a similar impact on jurisdictional areas. Implementation of the project mitigation measures would reduce impacts to biological resources to less than significant similar to the proposed project.

Cultural Resources

Under Alternative 2, the entire site would be graded similar to the proposed project. Therefore, the implementation of Alternative 2 would result in similar impacts to potential historical, archaeological, and paleontological resources as the proposed project. Implementation of the project mitigation measures would reduce impacts to cultural resources to less than significant similar to the proposed project.

Geology and Soils

The implementation of Alternative 2 would result in the development of structures throughout the project site and assuming adherence to the setback from the trace fault northeast of the project site. Similar to the proposed project, the buildings associated with Alternative 2 would result in similar less than significant impacts related to geotechnical hazards issues such as fault zone, seismic shaking, soil erosion, subsidence, collapse, and expansive soils.

Greenhouse Gas Emissions

This alternative would result in the generation of greenhouse gas emissions. These emissions would result from area sources, energy utilization, mobile sources, solid waste generation, and water consumption. The primary source of greenhouse gas emissions would occur from mobile sources. Because this alternative would result in 25 percent less average daily trips, this alternative would result in less greenhouse gas emissions as compared to the proposed project. Although 25 percent less emissions would occur under this alternative, this alternative would still

result in similar significant and unavoidable adverse impacts associated with the generation of greenhouse gas emissions compared to the proposed project. Although this impact would be slightly reduced, implementation of Alternative 2 would not substantially lessen this significant impact or avoid it altogether.

Hydrology and Water Quality

Under Alternative 2, the entire site would be graded similar to the proposed project. This alternative is expected to result in the same amount of impervious surfaces as the proposed project, and therefore a similar amount of surface water flow would be anticipated. The project includes various drainage improvements to address water quality and reduce offsite storm flows during peak concentrations. These improvements could also be implemented with Alternative 2 to reduce the degradation of surface water flows and reduce downstream storm water flow impacts.

Hazards and Hazardous Materials

Development under Alternative 2 would result in grading the entire project site similar to the proposed project. Construction activities associated with Alternative 2 would result in the same less than significant impacts associated with hazardous materials and substances from construction equipment as the proposed project. Due to the existing state and local regulations associated with hazardous materials, the implementation of the commercial and residential uses under Alternative 2 are anticipated to result in similar less than significant impacts as the proposed project.

Land Use and Planning

Implementation of Alternative 2 would result in similar no impacts on land use policies and plans as the proposed project. It should be noted, however, that with a 25 percent reduction in the proposed commercial square footage, this alternative would not be able to provide the variety of retail uses as compared to the public. First, the reduced square footage would not allow the construction of the major supermarket contemplated for the site together with the mix of commercial that could be provided by the project. Based upon current development trends and characteristics, a major retail tenant requires at least 80-85,000 sf. Under this alternative, the only commercial use that might be built would be the major retail building with very limited supporting retail, if any.

In addition to the changes to the nature of the commercial uses, Alternative 2 would also reduce the density of residential uses on the site. The project proposes to provide housing at 14 du/acre that would be considered Very High Density residential under the City's General Plan and would increase the diversity of housing stock in the City. Under Alternative 2, the density of residential development would be 11 du/acre and would no longer be considered Very High Density residential.

Both Alternative 2 and the proposed project have a similar potential to impact burrowing owl and riparian/riverine habitat, both of which are protected by applicable habitat conservation plans. Implementation of the project mitigation measures would reduce the potential impact from

implementation of Alternative 2 to less than significant, and the impacts of implementing this alternative would be the same as for the proposed project.

Noise

Construction and operation activities associated with Alternative 2 would increase noise levels on and adjacent to the project site. Construction activities associated with Alternative 2 are anticipated to result in similar less than significant noise levels as the proposed project. Operational activities associated with the project could result in significant noise levels related to loading dock activities, mechanical HVAC equipment, trash pick-up and parking lot cleaning. These operational activities could result in less noise levels under Alternative 2 compared to the proposed project, but these impacts would be fairly similar to the proposed project. With the implementation of the project mitigation measures, operational noise levels associated with Alternative 2 would be reduced to less than significant similar to the proposed project.

Alternative 2 could result in a reduction of traffic noise levels along Catt Road during the Existing + Project and Buildout with Project Scenarios. Based on the reduction in traffic for Alternative 2, Existing + Project traffic noise levels would increase by 4.1 dBA CNEL which is less than the noise increase threshold of 5.0 dBA CNEL. This reduction could result in a less than significant traffic noise impact on the three existing residences along Catt Road. Under the Buildout with Project scenario, the project's contribution to cumulative noise levels would increase along Catt Road by 5 dBA CNEL which is considered a significant noise increase. Therefore, Alternative 2 would result in a substantial reduction in project traffic noise impacts along Catt Road under the Existing + Project Scenario compared to the proposed project and would result in a similar significant cumulative contribution to traffic noise levels along Catt Road.

Alternative 2 would result in less structural development compared to the proposed project. There is a potential for less vibration impacts compared to the proposed project; however, the potential vibration impacts would be less than significant under both Alternative 2 and the proposed project.

Population and Housing

Implementation of Alternative 2 would result in 25 percent less residents and employees on the project site. This decrease in development would reduce the potential inducement of population growth in the City of Wildomar. However, as stated in Section 3.11, Population and Housing, the project would result in a less than significant impact on population inducement. Implementation of Alternative 2 would result in a similar less than significant impact on the inducement of population growth.

Public Services

Implementation of Alternative 2 would result in 25 percent less residents and employees on the project site. This reduction in population would reduce the demand for fire and police services, schools, parks, libraries and hospitals compared to the proposed project. Similar to the proposed project, Alternative 2 would result in a less than significant impact on public services.

Recreation

Implementation of Alternative 2 would result in 25 percent less residents and employees on the project site. This reduction in population would reduce the demand for recreational facilities compared to the proposed project. Similar to the proposed project, Alternative 2 would result in a less than significant impact on recreational facilities.

Transportation and Traffic

Under Alternative 2, 25 percent less average daily trips would be generated compared to the proposed project. Although trips would be reduced, Alternative 1 would result in increased impacts at study area intersections, freeway ramps, and freeway mainline segments. The implementation of the project's mitigation measure would reduce the potential traffic impacts associated with Alternative 2. However, similar to the proposed project, Alternative 2 would result in significant and unavoidable impacts at the I-15 Northbound and Southbound Ramps/Baxter Road interchange intersections and ramps as well as the I-15 freeway mainline north and south of Clinton Keith Road. Therefore, while this alternative would generate less trips overall, it would still result in the same unavoidable impacts as the proposed project.

Utilities

Implementation of Alternative 2 would result in the development of commercial and residential uses on the project site. Although the amount of development would be less under Alternative 2, there will still be impacts on the existing water, sewer, wastewater treatment, and landfill; however, these impacts would be less than significant similar to the proposed project. In addition, Alternative 2 could incorporate the greenhouse gas reduction design features that are part of the commercial and residential uses associated with the proposed project. The incorporation of these design features would reduce the energy consumption that would occur with Alternative 2. The operation of the commercial and residential uses associated with Alternative 2 would result in a similar less than significant effect on the consumption of energy.

Conclusion

The Reduced Project Alternative would result in similar impacts to the proposed project related to aesthetics, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, and land use and planning. Alternative 2 would result in substantially reducing the noise impact related to permanent traffic noise increase along Catt Road. Alternative 2 would also result in less impacts than the proposed project related to air quality, greenhouse gas emissions, population and housing, public services, noise, recreation, transportation/traffic, and utilities. Overall, Alternative 2 would result in less environmental effects compared to the proposed project although it would still result in significant and unavoidable air quality, greenhouse gas, and traffic project and cumulative impacts and cumulative noise impacts. Noise levels at Catt Road, that were significant and unavoidable under the project, would be less than significant under the Existing + Project Scenario for this Alternative. The implementation of this alternative could meet most, but not all of the basic objectives of the proposed project Some of the project objectives that would not be met by this alternative would be the provision of Very High density housing to increase the diversity of the

available housing stock in the City, the implementation of measures that promote sustainability and conservation to help reduce greenhouse gas emissions, and the provision of a mix of retail uses, including restaurants and a major retail anchor tenant.

6.5 Environmentally Superior Alternative

As required by CEQA Guidelines Section 15126.6, one of the alternatives must be identified as on Environmentally Superior Alternative. The Environmentally Superior Alternative is the one that would result in the fewest or least significant impacts. If the Environmentally Superior Alternative is the No Project Alternative, then an Environmentally Superior Alternative must be selected from the remaining alternatives.

The Reduced Project Alternative would result in less environmental effects compared to Alternative 1. While this alternative would lessen the project's environmental impacts in areas such as air quality, greenhouse gas emissions and traffic, it would eliminate the significant unavoidable traffic noise impacts along Catt Road in the Existing + Project scenario. Because the impacts would be incrementally reduced as compared to the proposed project, the Reduced Project Alternative would be the environmental superior alternative. However, while the Reduced Project Alternative would lessen and reduce traffic noise levels along Catt Road to less than significant, it would not achieve several of the key project objectives that would be provided by the project, including Very High density residential development, sustainability measures and an improved mix of retail uses.

CHAPTER 7
Acronyms

AB	Assembly Bill
ACI	American Concrete Institute
AF	acre-feet
ACM	asbestos-containing materials
AISC	American Institute of Steel Construction
ASCE	American Society of Civil Engineers
amsl	above mean sea level
AP	Alquist-Priolo Earthquake Fault Zone
AQMP	Air Quality Management Plan
AR4	Fourth Assessment Report
BAAQMD	Bay Area Air Quality Management District
BMP	best management practices
CAA	Clean Air Act
CAAA	Clean Air Act Amendments
CAC	California Administrative Code
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CALFIRE	California Department of Forestry and Fire Protection
CALGreen	California Green Building Standards Code
CAL/EPA	California Environmental Protection Agency
Cal/OSHA	California Occupational Safety and Health Administration
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CAT	Climate Action Team
CCAT	California Climate Action Team
CBC	California Building Code

CCR	California Code of Regulations
CEDD	California Employment Development Department
CESA	California Endangered Species Act
CEQA	California Environmental Quality Act
CDFW	California Department of Fish and Wildlife
CFGC	California Fish and Game Code
CGS	California Geological Survey
CHP	California Highway Patrol
CHRIS	California Historical Resources Information System
CIWMB	California Integrated Waste Management Board
CMP	Congestion Management Plan
CO	Commercial Retail
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	CO_2 equivalent
COA	Comprehensive Operational Analysis
CH_4	methane
CNDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CPS	Scenic Highway Commercial
CR	Commercial Retail
CRPR	California Rare Plant Rank
CR&R	CR&R Incorporated
CUPA	Certified Unified Program Agency
CVAG	Coachella Valley Association of Governments
CWA	Clean Water Act
DAMP	Drainage Area Management Plan
DBESP	Determination of Biological Resources Assessment
DEH	Department of Environmental Health
DIF	development impact fees
DOT	Department of Transportation
EAP	Existing plus Ambient plus Project

EAPC	Existing plus Ambient plus Project plus Cumulative
EIC	Eastern Information Center
EIR	Environmental Impact Report
EMS	emergency medical services
EPA	Environmental Protection Agency
EPO	Environmental Protection and Oversight Division
EPZ	Emergency Planning Zone
EVMWD	Elsinore Valley Municipal Water District
F	Fahrenheit
Fed/OSHA	United States Department of Labor Occupational Safety and Health Administration
FEMA	Flood Emergency Management Agency
FESA	Federal Endangered Species Act
FIRM	Flood Insurance Rate Map
GHG	greenhouse gas
GPA	General Plan Amendment
GWPs	global warming potentials
HAPs	hazardous air pollutants
HCM	Highway Capacity Manual
HCOC	hydrologic conditions of concern
HCP	Habitat Conservation Plan
HWMP	Hazardous Waste Management Plan
IA	Implementing Agreement
IBC	International Building Code
IPCC	Intergovernmental Panel on Climate Change
IPZ	Ingestion Pathway Zone
ISO	Insurance Services Office, Inc.
ITE	Institute of Transportation Engineers
KSF	square foot of building area
LCFS	low carbon fuel standard
LEUSD	Lake Elsinore Unified School District
LID	low impact development
LIPs	Local Implementation Plans

LOS	level of service
LRA	Local Responsibility Area
LSTs	localized significance thresholds
M	Richter magnitude
MBTA	Migratory Bird Treaty Act
MCA	Medieval Climatic Anomaly
MDD	maximum day conditions
MDR	Medium Density Residential
MEP	maximum extent practicable
MGD	million-gallons per day
MLD	Most Likely Descendent
MMT	million metric tons
MOE	Measures of Effectiveness
MPO	Metropolitan Planning Organization
MS4	Municipal Separate Storm Sewer System
MSDS	Materials Safety Data Sheets
MSHCP	Multiple Species Habitat Conservation Plan
MT	metric ton
MUPA	Mixed Use Plan Area
Mw	Moment Magnitude
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCCP	Natural Community Conservation Program
NELs	numeric action levels
NFPA	National Fire Protection Association
NHM	Natural History Museum of Los Angeles County
NHPA	National History Preservation Act
N_2O	nitrous oxide
NO	nitric oxide
NO_2	nitrogen dioxide
NO_x	oxides of nitrogen
NOP	Notice of Preparation

NPDES	National Pollutant Discharge System
OES	State Office of Emergency Services
OHP	Office of Historic Preservation
OHV	Open Highway Vehicle
OPR	Office of Planning and Research
NPPA	Native Plant Protection Act
PCB	polychlorinated biphyenls
PeMS	Caltrans Performance Measurement System
PEZ	Public Education Zone
PFC	perfluorocarbons
PM	Parcel Map
PM_{10}	particulate matter
PRC	Public Resource Code
RCD	Resources Conservation District
RCFD	Riverside County Fire Department
RCLD	Riverside County Library District
RCP	reinforced concrete pipe
RCP	Regional Comprehensive Plan
RCEHD	Riverside County Environmental Health Department
RCSD	Riverside County Sheriff's Department
RCRA	Resource Conservation and Recovery Act of 1976
RCTC	Riverside County Transportation Commission
RCWD	Rancho California Water District
RHNA	Regional Housing Needs Assessment
ROG	reactive organic gases
ROWD	report of waste discharge
RTA	Riverside Transit Agency
RTP	Regional Transportation Plan
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RTIP	Regional Transportation Improvement Program
RWQCB	Regional Water Quality Control Board
SAR	Second Assessment Report

SARA	Superfund Amendments and Reauthorization Act
SB	Senate Bill
SCAG	Southern California Association of Governments
SCS	Sustainable Communities Strategy
SARWQCB	Santa Ana Regional Water Quality Control Board
SCAQMD	South Coast Air Quality Management District
SCHWMA	Southern California Hazardous Waste Management Authority
SDC	Seismic Design Category
SDRWQCB	San Diego Regional Water Quality Control Board
SEMS	Standard Emergency Management System
sf	square foot
SF_4	hexaflouride
SHPO	State Historic Preservation Officer
SIP	state implementation plan
SLF	Sacred Lands File
SO_2	sulfur dioxide
SO_3	sulfur trioxide
SO_x	sulfur oxides
SONGS	San Onofre Nuclear Generating Station
SMR	Santa Margarita Region
SR	State Route
SRAs	source receptor areas
SRA	State Responsibility Area
SSC	species of special concern
SVP	Society of Vertebrate Paleontology
SWRCB	State Water Resources Control Board
SWPPP	Storm Water Pollution Prevention Plan
TACs	toxic air contaminant
TDM	Transportation Demand Management
TIA	Transportation Impact Analysis
TMDL	total maximum daily load
TMP	traffic management plan

TRB	Transportation Research Board
TSF	thousand per square foot
TTM	Tentative Tract Map
TUMF	Transportation Uniform Mitigation Fee
USACE	U.S. Army Corp of Engineers
USFWS	United State Fish and Wildlife Service
UNFCCC	United Nations Framework Convention on Climate Change
USPS	U.S. Postal Service
UWMP	Urban Water Management Plan
VHDR	Very High Density Residential
VHFHS	Very High Fire Hazard Severity
VMDR	Very High Density Residential
VMT	vehicle miles travelled
VOC	volatile organic compounds
WM	Waste Management of the Inland Empire
WRCOG	Western Riverside Council of Governments
WWTP	Wastewater Treatment Plant
WQMP	Water Quality Management Plan

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