INITIAL STUDY FOR THE

CLINTON KEITH VILLAGE RETAIL PROJECT

(Planning Application 15-0013)

Lead Agency:

CITY OF WILDOMAR
23873 Clinton Keith Road, Suite 202
Wildomar, CA 92595

Prepared by:

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February 2016

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

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

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I. INTRODUCTION AND PROJECT DESCRIPTION

Purpose and Project Overview

This Initial Study evaluates an application for a Plot Plan to develop a 40,120-square-foot commercial retail space that includes a 7-Eleven mini-mart/gas station with alcohol sales, two drive-through fast-food restaurants, and four multi-tenant retail buildings on 5.85 acres, and a Conditional Use Permit (CUP) for a 7-Eleven gas station with alcohol sales, and an auto repair facility. The purpose of this Initial Study is to evaluate the potential environmental effects associated with construction and operation of the commercial retail space and to provide mitigation where necessary to avoid, minimize, or lessen those effects.

Project Location

The project site is located at the northeast corner of Clinton Keith Road and George Avenue in Wildomar, California. The regional and local vicinity of the project site are shown in **Figures 1** and **2**. The Assessor's Parcel Number (APN) for the project site is 362-250-003.

Project Description

The proposed project consists of the development of a 40,120-square-foot commercial retail center including a 7-Eleven mini-mart/gas station (with alcohol sales). Six other commercial/retail buildings are proposed for development in addition to the 7-Eleven building. The proposed buildings are summarized in **Table 1**. As shown in the proposed site plan (see **Figure 3** and **Appendix 1**), the proposed buildings would be located around the perimeter of the project site. The majority of the 221 parking spaces provided will be located directly adjacent to each building and in the center of the project site. The proposed elevations for each of the buildings are shown in **Appendix 1**.

Table 1
Proposed Buildings

Proposed Building	Square Feet
Building A	3,700
Building B	7,800
Building C	12,840
Building D	3,600
Building E	6,880
Building F	2,240
Building G	2,940
Total	***40,120***

Site Development

The project site is approximately 5.85 acres. It is anticipated that the entire site would be graded to accommodate the proposed development. Initial estimates indicate that grading activities will result in a total of 72,000 cubic yards of material to be exported off-site.

Roadway Access and Parking

Site access would be provided via two driveways on George Avenue. The northernmost driveway would allow full access (right turn in, right turn out, left turn in, and left turn out movements). The southernmost driveway would allow right turn in, right turn out, and left turn in. Left turns in would be provided via a new left turn pocket just north of the northernmost project driveway extending to the George Avenue/Clinton Keith Road intersection. Another driveway is provided on Clinton Keith Road that would allow right turn in and right turn out access.

The parking lot would provide 221 stalls of parking space that includes 185 standard spaces, 19 green vehicle spaces, and 17 ADA compliant spaces.

Off-Site Street Improvements

The section of Clinton Keith Road from George Avenue to the east project boundary along the frontage of the project parcel will be constructed as an urban arterial (152-foot right-of-way) at its ultimate half-section width, including landscaping and parkway improvements. The section of George Avenue from the north project boundary along the frontage of the project parcel to Clinton Keith Road will be constructed as a secondary roadway (100-foot right-of-way) at its ultimate half-section width, including landscaping and parkway improvements.

Water

The proposed project would receive potable water from the Elsinore Valley Municipal Water District (EVMWD). Existing water lines run along both Clinton Keith Road (16-inch PVC) and George Avenue (12-inch PVC). Connection to the EVMWD water supply would occur at Clinton Keith Road and/or George Avenue, which are both adjacent to the project site.

Sewer

The proposed project would receive wastewater service from the EVMWD. Connection to the EVMWD wastewater system would occur via an 18-inch PVC pipe at Clinton Keith Road adjacent to the project site.

II. EXISTING CONDITIONS

Regulatory Setting

The City of Wildomar General Plan land use designation for the project site is Commercial Retail (CR), which allows the development of commercial retail uses as well as professional office and tourist-oriented commercial uses with a floor area ratio (FAR) of 0.20 to 0.35. General Plan Policy LU 23.1 allows the development of commercial uses in areas appropriately designated by the General Plan and area plan land use maps.

The General Plan land use designations of the properties surrounding and immediately adjacent to the project site are primarily Mixed Use Planning Area (MUPA). Some Medium Density Residential (MDR) land is located to the northwest of the project site and surrounding the MUPA sites. **(Figure 4**).

The project site is zoned Scenic Highway Commercial (C-P-S). The C-P-S zone allows the development of convenience stores, gasoline service stations, restaurants and other eating establishments, and various retail uses, including antique shops, art supply shops and studios, bakery shops, bookstores, department stores, and shoe stores and repair shops (Wildomar Municipal Code Section 17-76.010). Section 17.76.010 of the Wildomar Municipal Code includes a complete list of permitted uses in this zone district. A Conditional Use Permit (CUP) is required for alcohol sales in the C-P-S Zone pursuant to Section 17.248.020 of the City of Wildomar Municipal Code; automobile repair shops; and automobile rental facility. Additonally, a Plot Plan is required to develop the site. Zoning for the adjacent properties includes C-P-S, Rural Residential (R-R), and One Family Dwelling (R-1). (**Figure 5**).

Physical Setting

The project site is currently undeveloped but highly disturbed. Extensive trenching for geological hazards (faults) has completely altered the northern half of the site. Three major open trenches are aligned north to south in this area with excavated materials adjacent to them. Site topography ranges in elevation from 1,340 feet above mean sea level (amsl) to 1,364 feet amsl.

The project site is characterized as heavily disturbed grassland. The adjacent properties to the east, west, and north are also vacant. Commercial uses are located directly south of Clinton Keith Road. **Figure 6** provides photographs of the existing project site.

As shown in **Figure 2**, the project is located on the northeast corner of the intersection of Clinton Keith Road and George Avenue which are designated as a Major Arterial and a Secondary, respectively, in the Circulation Element of the Wildomar General Plan. However, neither roadways are developed to full width. There is a traffic signal at the Clinton Keith Road and George Avenue intersection.

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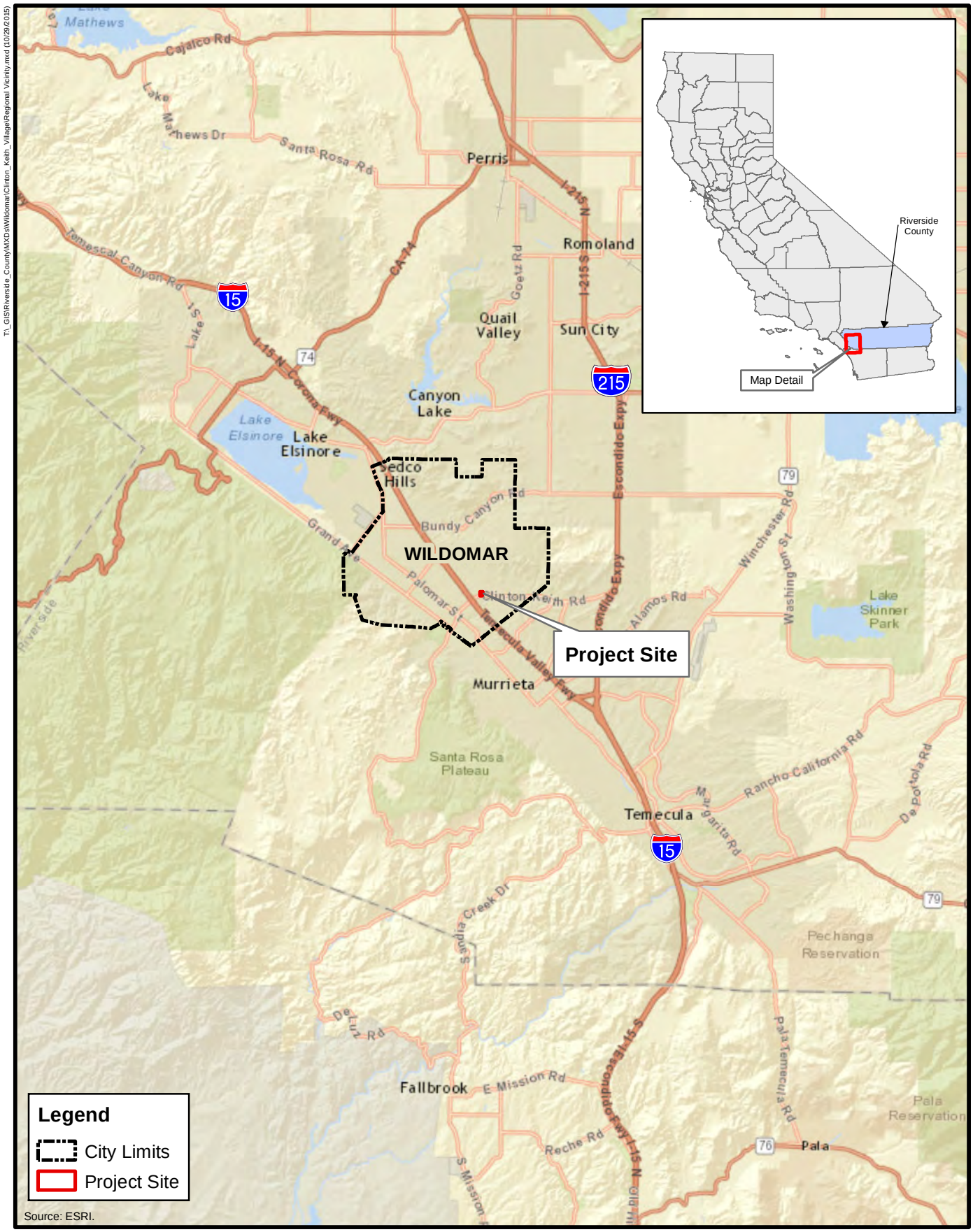

Figure 1

Regional Vicinity

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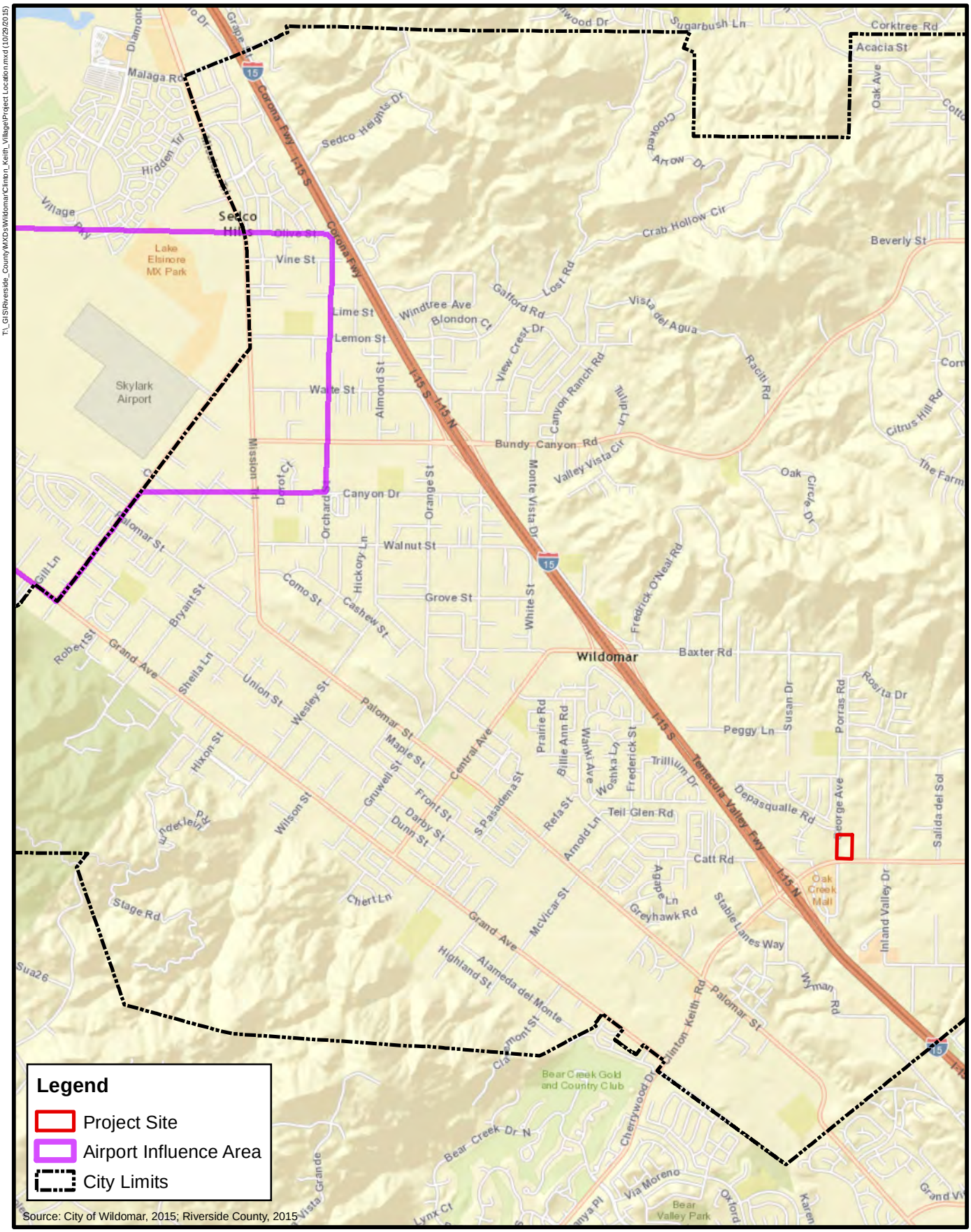

Figure 2
Project Location

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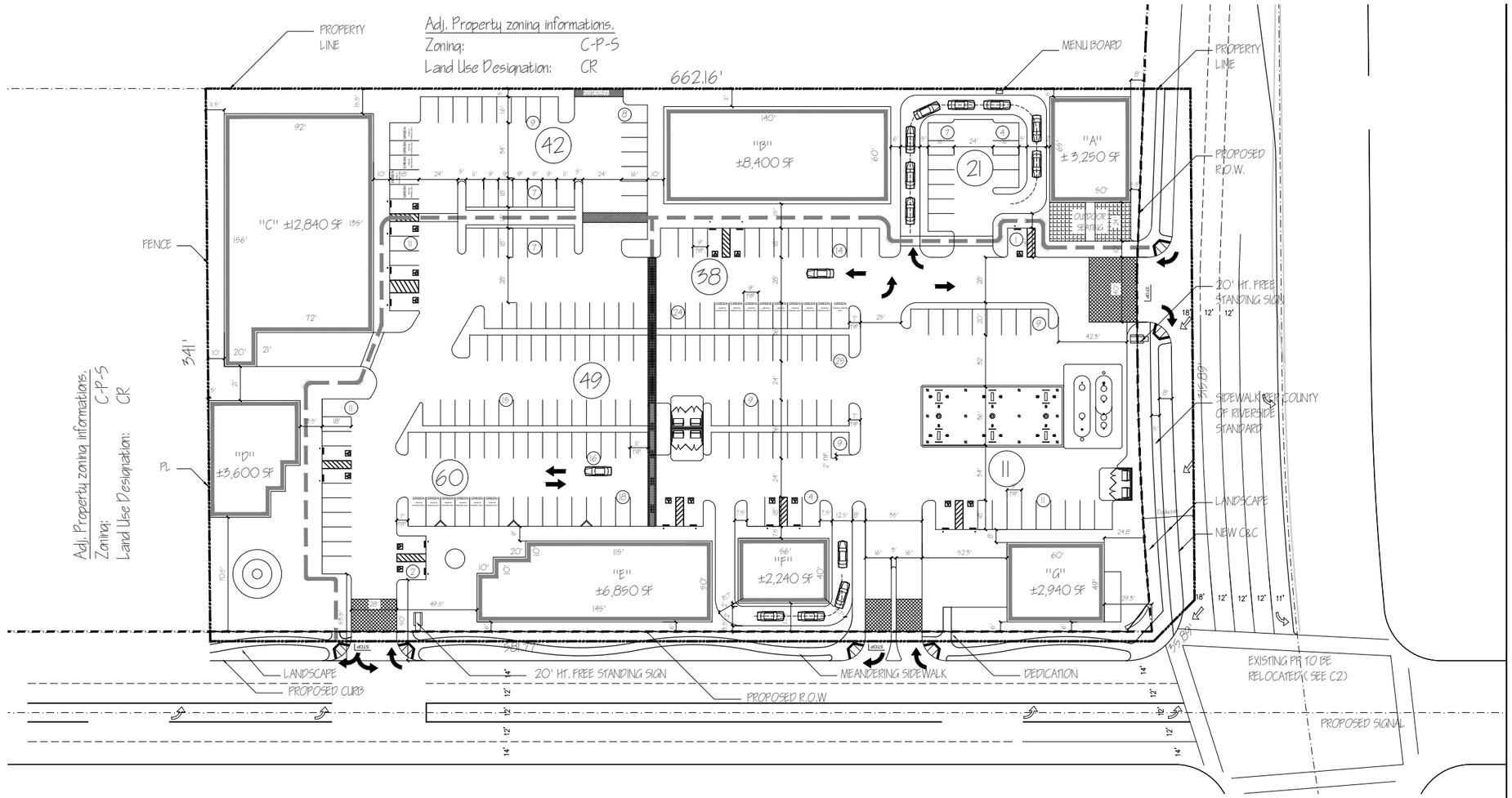


SUMMARY

LAND AREA (Gross):	**± 206,688 SF. ± 4.74 AC.**
LAND AREA (Net):	**± 192,558 SF. ± 4.42 AC.**
Dedication	**± 14,130 SF.**
Total Building Area:	**± 40,120 SF.**
Total Building Coverage:	**19.5%ps**
Parking Provided:	**221 Stalls**
Parking Req. @5.5/1000	**218 Stalls**
Number of Standard Spaces:	**185 Stalls**
Number of Green Vehicle Spaces 8% of Total:	**19 Stalls**
Number of Disabled Spaces:	**17 Stalls**
Total	**221 Stalls**

Standard Parking Space = 9'x18' (24' Aisle)

LOT COVERAGE:

-Building Area	± 40,120 SF.
-Detention	U.G
-Paved Area Including Parking Area	± 122,435 SF.
-Landscape Area	± 30,003 SF.
-Total	± 192,558 SF

BUILDING SETBACK

Building Setbacks- Front, Side, Rear
No setbacks required for permitted commercial uses under 35' in height. Any portion of a building which exceeds 35' in height shall be set back from the front, rear, and side lot lines not less than 2' for each foot by which the height exceeds 35'.

LANDSCAPE SETBACK BASED

Landscape Setback
No parking space shall be located within 3' of any property line.

Easment
No easements of record across project parcel

Flood
Flood Plain (Zone A-100 Year) : Not Required.

UTILITY PURVEYORS:

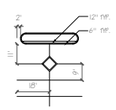
- Cable:	Time Warner
-Electric:	Southern California Edison
-Phone:	S.B.C.
-Water:	Elsinore Valley Municipal Water District
-Sewer:	Elsinore Valley Municipal Water District

PROJECT: Clinton Keith Villsge
WILDOMAR, RIVERSIDE COUNTY, CA.

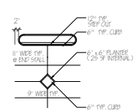
Property information

Assessor's Parcel Numbers:	362-250-003
Project Location:	NEC Of Clinton Keith RD. & George AVE.
Zoning Designation:	C-P-S
Existing Land Use Designation:	CR
Zoning District/Area:	RANCHO CALIFORNIA AREA
Specific Plan:	Not Within A Specific Plan
General Plan Policy Overlay:	Not In A General Plan Policy Overlay Area
Development Agreement #:	Not In A Development Agreement Area
Redevelopment areas:	Not In A Redevelopment Area
Agriculture Preserve:	Not In An Agriculture Preserve

LEGAL DESCRIPTION OF PROPERTY:
PARCEL 3 OF PARCEL MAP NO. 9806, ON FILE IN BOOK 48 OF PARCEL MAPS, PAGE 72 THEREOF, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.



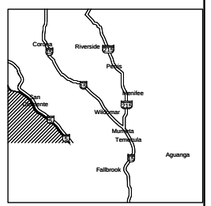
TYPICAL END STALL DETAIL:
NOT TO SCALE



TYPICAL PLANTER DETAIL:
NOT TO SCALE

ADA PATH OF TRAVEL:

VICINITY MAP
*Refer to Thomas Guide,
San Bernardino & Riverside Counties 2007
Page 897, Coordinate: G-7



REGIONAL MAP

Source: EG 360 Design - Planning

0 45 90
FEET

Figure 3
Site Plan

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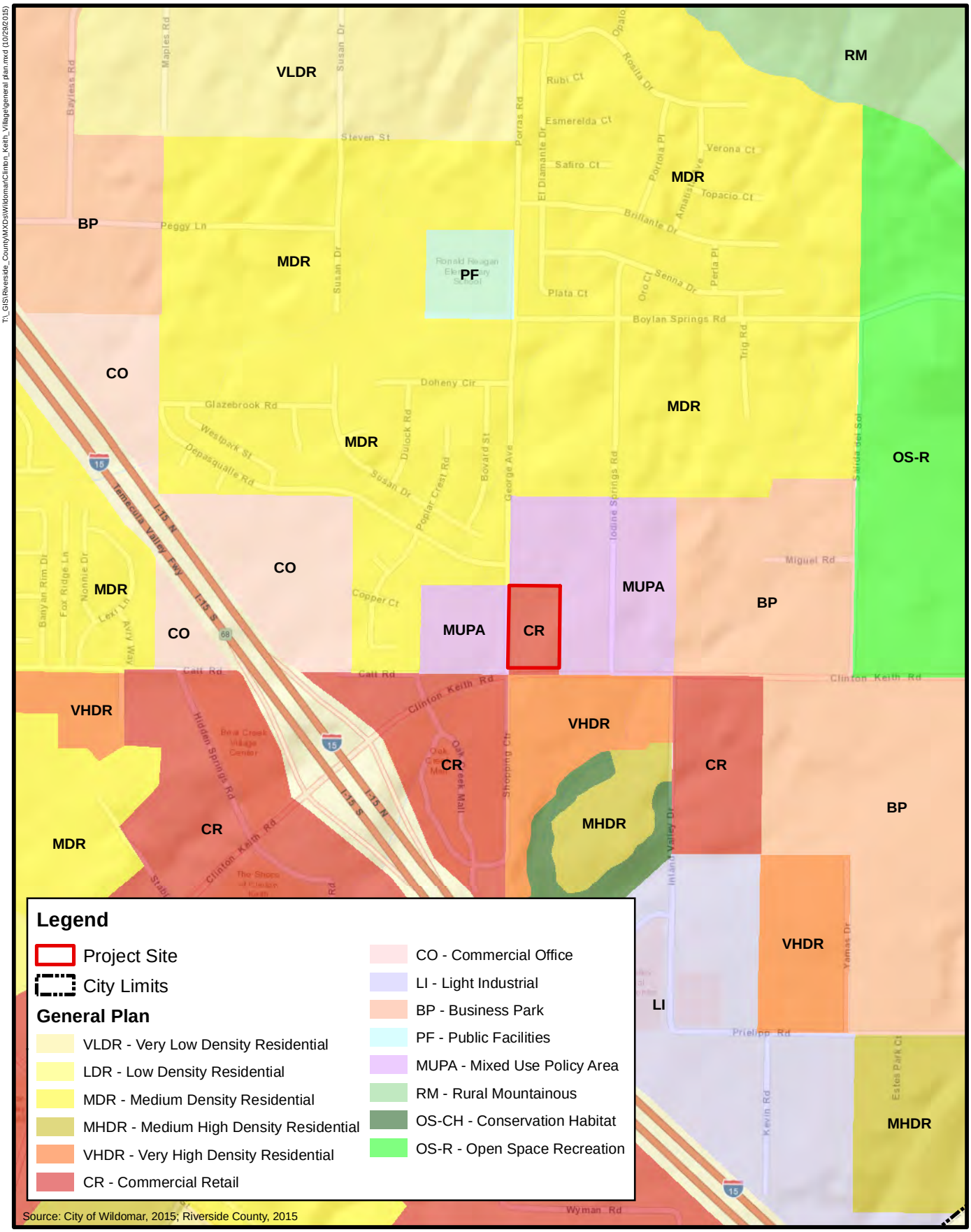

Figure 4

General Plan Land Use Designations

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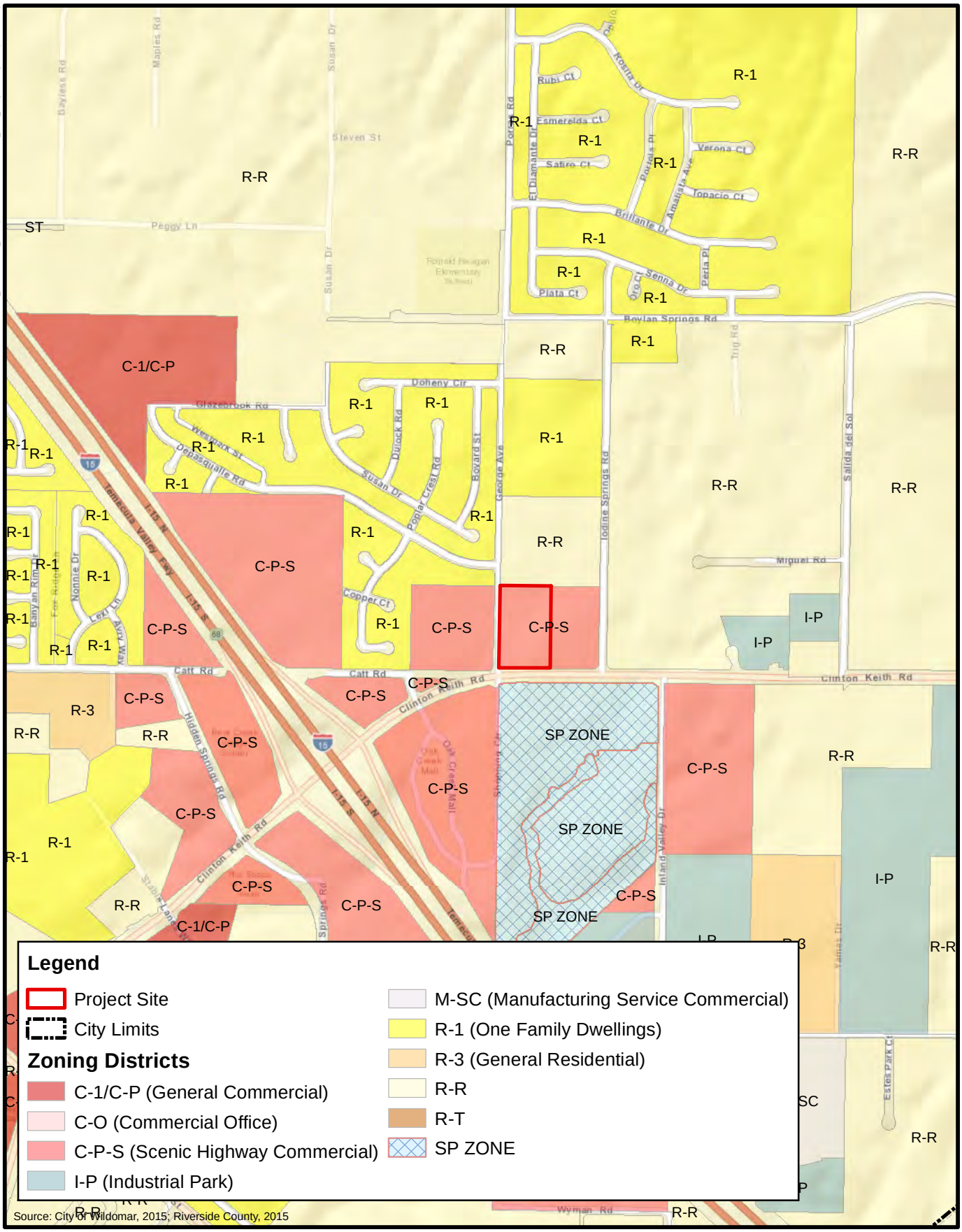

Figure 5

Zoning Districts

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III. ENVIRONMENTAL CHECKLIST FORM

A. BACKGROUND

1. **Project Title:** Clinton Keith Village (15-0013)

2. **Lead Agency Name and Address:**

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

3. **Contact Person and Phone Number:**

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

4. **Project Location:**

   The project site is located at northeast corner of Clinton Keith Road and George Avenue in Wildomar, California; APN 362-250-003; Township 6 South, Range 3 West Section, San Bernardino Meridian; Latitude 33.583985 and Longitude 117.2478; Murrieta, California, USGS 7.5-minute quadrangle.

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

   George Clinton Keith Development, 4921 Birch Street Suite 125, Newport Beach, CA 992660

6. **General Plan Designation:** Commercial Retail (CR)

7. **Zoning:** Scenic Highway Commercial (C-P-S)

8. **Description of Project:**

   Request for approval of a Plot Plan to develop a 40,120-square-foot commercial retail space consisting of a 7-Eleven mini-mart/gas station with alcohol sales, two drive-through fast-food restaurants, and four multi-tenant retail buildings on 5.85 acres, and a Conditional Use Permit (CUP) for a 7-Eleven or similar gas station/convienience store with alcohol sales and an auto repair facility.

9. Surrounding Land Uses and Setting:

ADJACENT LAND USE, GENERAL PLAN AND ZONING			
Location	**Current Land Use**	**General Plan Land Use Designation**	**Zoning Designation**
North	Vacant	Mixed Use Planning Area (MUPA)	Rural Residential with Mixed Use Overlay Zone (R-R)
South	Residential	Very High Density Residenatial (VHDR); Medium High Density Residential (MHDR); Open Space – Conservation Habitat (OS-CH)	Specific Plan (SP)
East	Vacant	Mixed Use Planning Area (MUPA)	Scenic Highway Commercial (C-P-S)
West	Vacant	Mixed Use Planning Area (MUPA)	Scenic Highway Commercial (C-P-S)

10. Other Public Agencies Whose Approval Is Required:

- California Department of Fish and Wildlife
- San Diego Regional Water Quality Control Board

B. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

IV. ENVIRONMENTAL ANALYSIS

1. Aesthetics

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

DISCUSSION

a) **Less Than Significant Impact**. Scenic vistas in the project vicinity include views of mountain ridgelines to the northeast and to the west and also hills closer to the foreground to the north and northeast. Existing commercial and residential uses block views of the mountains in the distance to the southwest. Additionally, existing topography and vegetation partially block the hills to the north and northeast and partially obstruct the mountain ridgelines beyond the hills to the northeast from south of the project site. Project implementation would not impact views of the mountains to the west of the project site. As shown in **Appendix 1**, the proposed structures would have a maximum height of 34-feet 10-inches, which would alter existing views of the hills to the north and northeast by placing multiple structures on the project site; however, the proposed development would be consistent with the urbanizing character of the surrounding area and would complement the existing and planned residential and commercial development on adjacent properties. Furthermore, the proposed development would be subject to the Riverside County Design Standards and Guidelines (2004), which have been adopted by the City. Compliance with these existing standards would ensure that the proposed school features quality design and architecture and that it is compatible with the character of the adjacent uses. Therefore, implementation of the proposed project would not have a substantial adverse effect on a scenic vista and this impact would be less than significant.

b) **Less Than Significant Impact**. Construction of the proposed structures will alter the existing visual character of the area by potentially requiring the removal of some naturally occurring, and very sparse, vegetation and by creating new buildings that will be seen from Clinton Keith Road, and some adjacent properties, which include residential and commercial uses, located to the south of the project site. However, the construction of the project will not require the removal of any tree, rock outcropping, or historic building that has been recognized as a scenic resource, and the proposed buildings will not block any scenic view or resource. The proposed commercial buildings will be architecturally consistent with the existing commercial facilities

located directly to the south of the project site. In addition, the proposed site plan, including the proposed buildings, has been reviewed by the City of Wildomar for conformance with City's standards and found acceptable. Ultimately, the Planning Commission will make final determination dirung the public hearing for the Plot Plan and Conditional Use Permit to complete the design review process ensuring that any impact is less than significant.

c) **Less Than Significant Impact**. The proposed development would be consistent with the existing commercial development pattern and character of Clinton Keith Road with building matierals and colors consistent that complement the existing and planned residential and commercial development on adjacent properties. Furthermore, the proposed development is subject to the City of Wildomar Design Standards and Guidelines (2004). As discussed in 1b, above, the proposed site plan, including the proposed buildings, has been reviewed by the City of Wildomar for conformance with the City's standards and found acceptable. Ultimately, the Planning Commission will make final determination dirung the public hearing for the Plot Plan and Conditional Use Permit to complete the design review process. Therefore, implementation of the proposed project would not substantially degrade the existing visual character or quality of the site and its surroundings, and this impact would be less than significant.

d) **Less Than Significant Impact**. Sources of new and increased nighttime lighting and illumination include, but are not limited to, new building display and store lighting, signs, lights 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 development. Compliance with the ordinance will result in a less than significant impact on nighttime light pollution. However, there will still be new light associated with the proposed project. Consistent with the City's lighting standards (Wildomar Municipal Code Section 8.64.090), all proposed exterior light fixtures must have full cutoff so that there is no light pollution created above the 90-degree plane of the light fixtures. Additionally, all light fixtures located along the perimeter would be provided with house-side shields to eliminate light pollution onto streets and neighboring properties. The light fixtures will be reviewed on the development plan and verified during building and site inspections of the site to ensure compliance with the ordinance. Compliance with the ordinancewould not adversely affect day or nighttime views in the area and would not contribute to night sky pollution such that it would interfere with nighttime use of the Palomar Observatory. Therefore, this impact would be less than significant.

STANDARD CONDITIONS AND REQUIREMENTS

1. The project is required to comply with the provisions of Wildomar Municipal Code Chapter 8.64, Light Pollution.

MITIGATION MEASURES - None required.

2. Agricultural Resources

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

DISCUSSION

a-e) **No Impact.** The project site is not located on or adjacent to land designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance and the site is not subject to a Williamson Act contract (Department of Conservation 2015). The project site is designated as Other Land, which includes low-density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry, or aquaculture facilities; strip mines, borrow pits; and water bodies smaller than 40 acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land. Therefore, project implementation would not result in the conversion of Important Farmland to nonagricultural use, would not conflict with existing agricultural zoning or a Williamson Act contract, and would not otherwise adversely impact agriculture in the area. Additionally, the project site is located in an urbanized area of Wildomar and does not contain forestland. Therefore, project implementation would not result in the loss or conversion of forestland to non-forest use and would not otherwise adversely impact forestland in the area. There would be no impact.

STANDARD CONDITIONS AND REQUIREMENTS

None required.

MITIGATION MEASURES - None required.

3. Air Quality

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

DISCUSSION

a) **No Impact.** The project site is located in the South Coast Air Basin (SoCAB), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD is required, pursuant to the federal Clean Air Act, to reduce emissions of criteria pollutants for which the basin is in nonattainment (i.e., ozone (O_3), coarse particulate matter (PM_{10}), and fine particulate matter ($PM_{2.5}$)). These are considered criteria pollutants because they are three of several prevalent air pollutants known to be hazardous to human health. (An area designated as nonattainment for an air pollutant is an area that does not achieve national and/or state ambient air quality standards for that pollutant.)

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

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

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

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

Concerning Consistency Criterion No. 2, the AQMP contains air pollutant reduction strategies and demonstrates that the applicable ambient air quality standards can be achieved within the time frames required under federal law. Growth projections from local general plans adopted by cities in the district are provided to SCAG, which develops regional growth forecasts that are used to develop future air quality forecasts for the AQMP. Development consistent with the growth projections in the City of Wildomar General Plan is considered to be consistent with the Air Quality Management Plan. The proposed project is consistent with the land use designation and development density presented in the City of Wildomar General Plan and therefore would not exceed the population or job growth projections used by the SCAQMD to develop the Air Quality Management Plan. Thus, no impact would occur, as the project is consistent with both criteria.

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

Construction Emissions

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

Dust (PM_{10}) is typically a major concern during rough grading activities. Because such emissions are not amenable to collection and discharge through a controlled source, they are called "fugitive emissions." Fugitive dust emission rates vary as a function of many parameters (soil silt, soil moisture, wind speed, area disturbed, number of vehicles, depth of disturbance or

excavation, etc.). All development projects in Wildomar, including the proposed project are subject to SCAQMD rules and regulations to reduce fugitive dust emissions and to mitigate potential air quality impacts per General Plan Policy AQ 4.9, specifically Rule 403 (Fugitive Dust). Rule 403 requires fugitive dust sources to implement Best Available Control Measures for all sources, and all forms of visible particulate matter are prohibited from crossing any property line. SCAQMD Rule 403 is intended to reduce PM_{10} emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. PM_{10} suppression techniques are summarized below.

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

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

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

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

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

f. Installation and utilization of a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the site.

The proposed project would also be subject to SCAQMD Rule 1113, which limits the volatile organic compounds of architectural coatings used in the SoCAB, thus reducing the amount of ROG off-gassed as paint dries. The estimated maximum daily construction emissions, accounting for compliance with SCAQMD Rules 403 and 1113, are summarized in **Table 3-1**. Detailed construction model outputs are presented in **Appendix 2**.

Table 3-1
Maximum Short-Term Construction Emissions (Pounds per Day)

Construction Phase	ROG	NO_X	CO	SOx	PM_{10}	$PM_{2.5}$
Site Preparation	10.63	76.10	135.18	0.05	10.81	6.80
Grading	7.34	52.64	88.41	0.04	5.37	3.51
Building Construction	3.94	31.53	25.73	0.03	2.72	2.09
Paving	2.12	16.88	13.49	0.00	1.14	0.92
Painting	19.60	2.24	2.67	0.00	0.28	0.20
Maximum Daily Emissions	19.60	73.10	134.40	0.05	10.46	6.67
SCAQMD Threshold	75.00	100.00	550.00	150.00	150.00	55
Exceed Threshold?	No	No	No	No	No	No

*Source: CalEEMod 2013.2.2. See **Appendix 2**. Modeling accounts for SCAQMD Rule 1113, Architectural Coatings, and SCAQMD Rule 403, Fugitive Dust, including application of water on the project site, employment of wheel washing systems, sweeping adjacent streets daily, and reestablishing vegetation on inactive portions of the site. Modeling also accounts for the export of 72,000 cubic yards of soil to the property adjacent to the property located at southwest corner of Clinton Keith and Salida Del Sol.*
Notes: ROG = reactive organic gas; NOx = oxides of nitrogen; CO = carbon monoxide; SO_X = sulfur oxide; PM_{10} = particulate matter equal to or less than 10 microns in diameter, $PM_{2.5}$ = particulate matter less than 2.5 microns in diameter.

As shown, emissions resulting from project construction would not exceed any criteria pollutant thresholds established by the SCAQMD. Therefore, a less than significant impact would occur.

Construction-Related Localized Air Quality Impacts

The SCAQMD has established that impacts to air quality are significant if there is a potential to contribute to or cause localized exceedances of the federal and/or state ambient air quality standards (NAAQS/CAAQS). Collectively, these are referred to as localized significance thresholds (LSTs), which represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest residence or sensitive receptor. The SCAQMD established LSTs in response to the SCAQMD Governing Board's Environmental Justice Initiative I-4. LSTs were developed in response to environmental justice and health concerns raised by the public regarding exposure of individuals to criteria pollutants in local communities. The SCAQMD states that lead agencies can use the LSTs as another indicator of significance in its air quality impact analyses. This analysis makes use of methodology included in the SCAQMD Final Localized Significance Threshold Methodology.

The SCAQMD has produced look-up tables for projects that disturb less than or equal to 5 acres daily, and has also issued guidance on applying the CalEEMod emissions software to LSTs. Since CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment, **Table 3-2** is used to determine the maximum daily disturbed-acreage for comparison to LSTs.

Table 3-2
Equipment-Specific Grading Rates

Construction Phase	Equipment Type	Equipment Quantity	Acres Graded per 8-Hour Day	Operating Hours per Day	Acres Graded per Day
Site Preparation	Crawler Tractor	4	0.5	8	2.0
	Rubber-Tired Dozers	3	0.5	8	1.5
				Total Acres Graded per Day	**3.5**
				Applicable LST Mass Rate Look-Up Table	3.5 acres

*Source: CalEEMod 2013.2.2. See **Appendix 2.***

For this project, the appropriate source receptor area (SRA) for the localized significance thresholds is the Lake Elsinore area (SRA 25) since this area includes the project site. Localized significance thresholds apply to CO, NO_2, PM_{10}, and $PM_{2.5}$.

The SCAQMD's methodology clearly states that "off-site mobile emissions from the project should not be included in the emissions compared to LSTs." Therefore, for purposes of the construction LST analysis, only emissions included in the CalEEMod "on-site" emissions outputs were considered. The nearest existing sensitive receptor to the development boundaries is located approximately 50 meters to the south. As such, LSTs for receptors at 50 meters are utilized in this analysis.

Table 3-3 presents the results of localized emissions during construction activity. The required implementation of SCAQMD Rule 403 would reduce PM_{10} emissions during construction. $PM_{2.5}$, which is a subset of PM_{10}, is also reduced by the measures required by SCAQMD Rule 403. **Table 3-3** identifies the Rule 403–controlled localized impacts at the nearest receptor location in the vicinity of the project site.

Table 3-3
Localized Significance Summary – Construction (Pounds per Day)

Activity	NO_X	CO	PM_{10}	$PM_{2.5}$
Maximum Daily Emissions (on-site)	**54.63**	**41.10**	**10.18**	**6.55**
SCAQMD Localized Threshold	*345.50*	*2,142.99*	*29.99*	*7.98*
Significant?	**No**	**No**	**No**	**No**

*Source: CalEEMod 2013.2.2. See **Appendix 2**. Modeling also accounts for SCAQMD Rule 403, Fugitive Dust, including application of water on the project site, employment of wheel washing systems, sweeping adjacent streets daily, and reestablishing vegetation on inactive portions of the site.*

As shown in **Table 3-3**, emissions resulting from project construction will not exceed any applicable LSTs, with impacts that are considered less than significant.

For the reasons identified, construction-related air quality impacts are considered to be less than significant.

Operational Emissions

Operational activities associated with the proposed project will result in emissions of reactive organic gases (ROG), nitrogen oxide (NO_X), CO, sulfur oxide (SO_X), PM_{10}, and $PM_{2.5}$. Operational emissions would be expected from the following primary sources:

- Area Source Emissions
- Energy Source Emissions
- Mobile Source Emissions

Operational-source emissions are summarized in **Table 3-4**. As shown, project operational-source emissions would not exceed applicable SCAQMD regional thresholds of significance. Therefore, a less than significant impact would occur.

Table 3-4
Long-Term Unmitigated Operational Emissions (Pounds per Day)

Emissions Source	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Summer						
Area Source Emissions	4.30	0.00	0.02	0.00	0.00	0.00
Energy Use Emissions	0.04	0.43	0.36	0.00	0.03	0.03
Vehicle Emissions	29.41	47.42	194.77	0.36	23.89	6.75
Total	***33.77***	***47.86***	***195.16***	***0.36***	***23.89***	***6.79***
Winter						
Area Source Emissions	4.30	0.00	0.02	0.00	0.00	0.00
Energy Use Emissions	0.04	0.43	0.36	0.00	0.03	0.03
Vehicle Emissions	28.86	48.92	200.74	0.34	23.86	6.76
Total	***33.22***	***49.36***	***201.13***	***0.34***	***23.90***	***6.79***
SCAQMD Threshold	55.00	55.00	550.00	150.00	150.00	NA
Significant?	No	No	No	No	No	NA

*Source: CalEEMod 2013.2.2. See **Appendix 2.***
Notes: ROG = reactive organic gas; NOx = oxides of nitrogen; CO = carbon monoxide; SO_X = sulfur oxide; PM_{10} = particulate matter equal to or less than 10 microns in diameter, $PM_{2.5}$ = particulate matter less than 2.5 microns in diameter.

Operations Localized Significance Analysis

According to the SCAQMD LST methodology, LSTs would apply to the operational phase of a proposed project only if the project includes stationary sources or attracts mobile sources that may spend long periods queuing and idling at the site (e.g., warehouse or transfer facilities). The proposed project does not include such uses. Also according to the LST methodology, the operational phase LST protocol is most accurate for projects that are five acres or smaller in size, limited to eight-hours of operation per day, and limited to operations during the day. Therefore, in the case of the proposed project the operational phase LST protocol should not be applied. Refer to Issue d) for a discussion on project-related toxic air contaminants.

Impacts associated with construction and operational air quality would be considered less than significant, as SCAQMD significance thresholds for criteria emissions would not be surpassed (see **Tables 3-1, 3-3**, and **3-4**).

c) **Less Than Significant Impact**. Projects could contribute to an existing or projected air quality exceedance because the SoCAB is currently nonattainment for O_3, PM_{10}, and $PM_{2.5}$. With regard to determining the significance of the cumulative contribution from the project, the SCAQMD recommends that any given project's potential contribution to cumulative impacts be assessed using the same significance criteria as for project-specific impacts. Therefore, individual projects that do not generate operational or construction emissions which exceed the SCAQMD's recommended daily thresholds for project-specific impacts would also not cause a cumulatively considerable increase in emissions for those pollutants for which the air basin is in nonattainment and therefore would not be considered to have a significant, adverse air quality impact. Alternatively, individual project-related construction and operational emissions that exceed SCAQMD thresholds for project-specific impacts would be considered cumulatively considerable. As previously noted, the project will not exceed the applicable SCAQMD regional thresholds for construction and operational-source emissions. As such, the project will result in a cumulatively less than significant impact.

d) **Less Than Significant Impact.** The potential impact of toxic air pollutant emissions resulting from development on the project site has also been considered. Sensitive receptors to toxic air pollutants can include uses such as long-term healthcare facilities, rehabilitation centers, and retirement homes. Residences, schools, playgrounds, childcare centers, and athletic facilities can also be considered sensitive receptors.

Air Toxic Concentrations

As discussed in Issue b) above, results of the LST analysis, which were developed in response to environmental justice and health concerns raised by the public regarding exposure of individuals to criteria pollutants in local communities, indicate that the project will not exceed the SCAQMD LSTs during construction. Therefore, sensitive receptors would not be subject to significant air toxic impacts during construction on the project site.

The proposed project would be a source of gasoline vapors that would include toxic air contaminants (TACs) such as benzene, methyl tertiary-butyl ether, toluene, and xylene. Benzene is the primary TAC associated with gas stations. Gasoline vapors are released during the filling of the stationary underground storage tanks and during the transfer from those underground tanks to individual vehicles.

The SCAQMD has stringent requirements for the control of gasoline vapor emissions from gasoline-dispensing facilities. SCAQMD Rule 461, Gasoline Transfer and Dispensing, limits emissions of organic compounds from gasoline-dispensing facilities. Rule 461 prohibits the transfer or allowance of the transfer of gasoline into stationary tanks at a gasoline-dispensing facility unless a CARB-certified Phase I vapor recovery system is used, and further prohibits the transfer or allowance of the transfer of gasoline from stationary tanks into motor vehicle fuel tanks at a gasoline-dispensing facility unless a CARB-certified Phase II vapor recovery system is used during each transfer. Vapor recovery systems collect gasoline vapors that would otherwise escape into the air during bulk fuel delivery (Phase I) or fuel storage and vehicle refueling (Phase

II). Phase I vapor recovery system components include the couplers that connect tanker trucks to the underground tanks, spill containment drain valves, overfill prevention devices, and vent pressure/vacuum valves. Phase II vapor recovery system components include gasoline dispensers, nozzles, piping, break away hoses, face plates, vapor processors, and system monitors. Rule 461 also requires fuel storage tanks to be equipped with a permanent submerged fill pipe tank that prevents the escape of gasoline vapors. In addition, all gasoline must be stored underground with valves installed on the tank vent pipes to further control gasoline emissions.

According to the SCAQMD (2014), there are currently about 3,140 retail gasoline stations in the South Coast Air Basin, 439 of which are located in Riverside County. The SCAQMD has conducted an industry-wide health risk assessment for these retail gasoline stations using dispersion modeling. According to this assessment, 91 percent of the gasoline stations were demonstrated to generate a health risk within the acceptable threshold and 9 percent of the stations have risks above the threshold (SCAQMD 2014). Approximately half of the 9 percent of SoCAB gasoline stations that have risks above the health risk threshold were established prior to SCAQMD Rule 1401, adopted in 1990, and thus were not subject to the TAC limitations required by this rule (SCAQMD 2014).

The SCAQMD has developed screening health risk tables for a generic retail gasoline service station. The modeled stations are assumed to have Phase I and Phase II vapor recovery systems, as required by Rule 461, and calculate for cancer risk accounting for the meteorological conditions of different locations throughout the SoCAB. The project site is located in the Lake Elsinore source receptor area (SRA 25). Cancer risks from a typical gasoline service station in SRA 25 can be estimated from the SCAQMD screening tables. As shown in **Table 3-5,** the cancer risk associated with the proposed gas station is below SCAQMD thresholds. According to the SCAQMD (2015), in the cases when gasoline stations are found to exceed the maximum permitted cancer risk of 10 in one million, the Hazard Index for acute and chronic is still insignificant (<0.1). Therefore, the chronic and acute non-cancer health effects need not be calculated since the cancer risk is below 10 in one million, as shown in the table.)

Table 3-5
Toxic Air Contaminant Concentrations at Nearest Receptors from the Proposed Gas Station[1]

Receptor	Cancer Risk (SCAQMD Threshold = 10)[2]
Multi-Family Residential to the South (50 meters)	1.59
Commercial Retail to the Southwest (100 meters)	0.92
Single-Family Residential to the Northwest (250 meters)	0.07
Significant?	No

Source: SCAQMD 2015
Notes: [1] The proposed gasoline station was assumed to accommodate the sale of 1.58 million gallons annually, which is the average gasoline sales amount for a retail gasoline station in California (CEC 2015).
[2] The proposed gasoline station would be required to employ the use of Phase I and Phase II vapor recovery systems and thus would be subject to a maximum individual cancer risk of 10 in one million.

Gasoline-dispensing facilities are also regulated by SCAQMD Rule 1401, New Source Review of Toxic Air Contaminants, which provides for the review of TAC emissions in order to evaluate potential public exposure and health risk, to mitigate potentially significant health risks resulting from these exposures, and to provide net health risk benefits by improving the level of control when existing sources are modified or replaced. Pursuant to SCAQMD Rule 1401, stationary sources having the potential to emit TACs, including gas stations, are required to obtain permits from the SCAQMD. Permits may be granted to these operations provided they are operated in accordance with applicable SCAQMD rules and regulations. The SCAQMD's permitting procedures require substantial control of emissions, and permits are not issued unless TAC risk screening or TAC risk assessment can show that risks are not significant. The SCAQMD may impose limits on annual throughput to ensure that risks are within acceptable limits. (In addition, California has statewide limits on the benzene content in gasoline, which greatly reduces the toxic potential of gasoline emissions.) Under Rule 1401, the following requirements must be met before a SCAQMD permit is granted to the proposed gasoline station component of the project.

- The cumulative increase from all TACs emitted from a single piece of equipment in maximum individual cancer risk (MICR) shall not exceed:
  - one in one million (1×10^{-6}) if Best Available Control Technology for Toxics (T-BACT) is not used; or
  - ten in one million (10×10^{-6}) if T-BACT is used.
- The cumulative cancer burden from all TACs emitted from a single piece of equipment (increase in cancer cases in the population) shall not exceed 0.5.
- Neither the chronic hazard index (HIC), the 8-hour chronic hazard index (HIC8), nor the total acute hazard index (HIA) from all TACs emitted from a single piece of equipment shall exceed 1.0 for any target organ system, or an alternate hazard index level deemed to be safe.

SCAQMD Rule 461 limits emissions of organic compounds from gasoline-dispensing facilities by requiring air toxic control technology. SCAQMD Rule 1401 requires gas stations to obtain permits from the SCAQMD which require TAC risk screening or TAC risk assessment to show that

risks are not significant. The effect of Rule 1401 is the substantial control of emissions, as permits are not issued unless TAC risk screening or TAC risk assessment can show that risks are not significant. According to the SCAQMD, 91 percent of the gasoline stations in the SoCAB were demonstrated to generate a health risk within the acceptable threshold, and approximately half of the stations that actually do have risks above the health risk threshold were established prior to SCAQMD Rule 1401, thus demonstrating the effectiveness of the rule. Finally, comparing the proposed station to the SCAQMD screening health risk tables (**Table 3-5**) shows that the associated cancer risk is below the health risk threshold. As such, the project will result in a less than significant impact regarding air toxics.

Carbon Monoxide

CO "hot-spots" analysis is needed to determine whether the change in the level of service (LOS) of an intersection as a result of the proposed project would have the potential to result in exceedances of the California or national ambient air quality standards (CAAQS or NAAQS). It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when idling at intersections. Vehicle emissions standards have become increasingly more stringent in the last 20 years. Currently, the CO standard in California is a maximum of 3.4 grams per mile for passenger cars (requirements for certain vehicles are more stringent). With the replacement of older vehicles with newer models, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations have steadily declined.

Accordingly, with the steadily decreasing CO emissions from vehicles, even very busy intersections do not result in exceedances of the CO standard. The analysis prepared for carbon monoxide attainment in the South Coast Air Basin by the SCAQMD can be used to assist in evaluating the potential for CO exceedances in the air basin. CO attainment was thoroughly analyzed as part of the SCAQMD's 2003 Air Quality Management Plan (2003 AQMP) and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan). As discussed in the 1992 CO Plan, peak carbon monoxide concentrations in the SoCAB are due to unusual meteorological and topographical conditions, and are not due to the impact of particular intersections. Considering the region's unique meteorological conditions and the increasingly stringent CO emissions standards, CO modeling was performed as part of 1992 CO Plan and subsequent plan updates and air quality management plans.

In the 1992 CO Plan, a CO hot-spot analysis was conducted for four busy intersections in Los Angeles County during the peak morning and afternoon time periods. The intersections evaluated included Long Beach Boulevard and Imperial Highway (Lynwood), Wilshire Boulevard and Veteran Avenue (Westwood), Sunset Boulevard and Highland Avenue (Hollywood), and La Cienega Boulevard and Century Boulevard (Inglewood). The busiest intersection evaluated was that at Wilshire Boulevard and Veteran Avenue, which has a traffic volume of approximately 100,000 vehicles per day. The Los Angeles County Metropolitan Transportation Authority evaluated the level of service in the vicinity of the Wilshire Boulevard/Veteran Avenue intersection and found it to be LOS E during peak morning traffic and LOS F during peak afternoon traffic. The analysis in the 1992 CO Plan did not result in a violation of CO standards.

The proposed project would not produce the volume of traffic required to generate a CO hot spot (see subsection 16, Transportation/Traffic, of this IS/MND). Therefore, CO hot spots are not an environmental impact of concern for the proposed project. Localized air quality impacts related to mobile-source emissions would therefore be less than significant.

e) **No Impact.** Offensive odors rarely cause any physical harm; however, they still can be very unpleasant, leading to considerable distress among the public, and often generate citizen complaints to local governments and regulatory agencies. Major sources of odor-related complaints by the general public commonly include wastewater treatment facilities, landfill disposal facilities, food processing facilities, agricultural activities, and various industrial activities (e.g., petroleum refineries, chemical and fiberglass manufacturing, painting/ coating operations, landfills, and transfer stations). The project site could be considered a source of unpleasant odors by some given the proposed gasoline station component; however, the SCAQMD has stringent requirements for the control of gasoline vapor emissions from gasoline-dispensing facilities. Therefore, odors associated with the proposed project would be less than significant.

STANDARD CONDITIONS AND REQUIREMENTS

None.

MITIGATION MEASURES

None required.

4. Biological Resources

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

ENVIRONMENTAL SETTING

A Michael Baker International biologist conducted an evaluation of the project to characterize the environmental setting on and adjacent to the proposed project. The evaluation involved a review of a previous Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis and a Burrowing Owl Nesting Season Survey for the project site (Principe 2013a, 2013b; see **Appendix 3**), as well as a thorough query of available data and literature from local, state, federal, and nongovernmental agencies.

Database searches were performed on the following websites:

- US Fish and Wildlife Service's (USFWS) Information Planning and Conservation (IPaC) System (2015a)
- USFWS's Critical Habitat Portal (2015b)
- California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB) (2015)
- California Native Plant Society's (CNPS) Inventory of Rare, Threatened, and Endangered Plants of California (2015)

A search of the USFWS's IPaC System and Critical Habitat Portal database was performed for the project area to identify federally protected species and their habitats that may be affected by the proposed project. In addition, a query of the CNDDB was conducted to identify mapped and unmapped occurrences for special-status species within the Murrieta, California, US Geological Survey (USGS) 7.5-minute quadrangle and the eight adjacent quadrangles (Wildomar, Winchester, Lake Elsinore, Pechanga, Temecula, Fallbrook, Bachelor Mtn., and Romoland). Lastly, the CNPS database was queried to identify special-status plant species with the potential to occur in the aforementioned quadrangles.

The project area is characterized as grassland. Based on a review of historical aerial imagery, the grassland areas have been mowed in the past during annual weed abatement procedures and trenching activities have significantly altered the northern half of the site (Google Earth 2015; Principe and Associates 2013b). The on-site grassland community is composed of primarily non-native annual species, including oat grasses (*Avena barbata* and *A. fatua*), bromes (*Bromus diandrus* and *B. madritensis* subsp. *rubens*), tocalote (Centaurea melitensis), filarees (*Erodium botrys* and *E. cicutarium*), Russian thistle (*Salsola tragus*), shortpod mustard (*Brassica geniculata*), and rattail fescue (*Vulpia myuros* var. *myuros*). Native species such as common fiddleneck (*Amsinckia intermedia*), paniculate tarweed (*Deinandra paniculata*), rattlesnake spurge (*Euphorbia albomarginata*), California fluffweed (*Filago caliornica*), valley lessingia (*Lessingia glanduliferia* var. *glanduliferia*), and California plantain (*Plantago erecta*) are intermixed with the non-native vegetation. Remnants of the coastal sage scrub vegetation association are present on the site, especially in the northern half of the site where annual mowing activities are prevented due to the open trenches (Principe and Associates 2013b). According to the Principe and Associates report (2013b), the sage scrub remnants do not constitute a separate vegetation association due to their limited presence on-site. Remnant coastal sage species include coastal sagebrush (*Artemisia californica*), sand pygmy-stonecrop (*Crassula connate*), pine goldenbush (*Ericameria pinifolia*), interior California buckwheat (*Eriogonum fasciculatum* subsp. *foliosum*), and coastal deerweed (*Lotus scoparius* subsp. *scoparius*) (Principe and Associates 2013b).

The proposed project site is located within the Elsinore Area Plan of the Western Riverside County MSHCP planning area (RCA 2004). The MSHCP formally determines conservation planning for all of western Riverside County. The MSHCP identifies plants, wildlife, and habitat that need to be preserved or protected. It also outlines procedures for mitigation of future land development and determines under what circumstances "incidental take" can be permitted.

The project site is not located within an MSHCP Criteria Area. The proposed project is located in the Stephens' Kangaroo Rat Mitigation Fee Area managed by the Riverside County Habitat Conservation Agency. The project is subject to the MSCHP and Kangaroo Rat habitat mitigation fee.

SPECIAL-STATUS SPECIES

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

1. Listed, proposed, or candidates for listing under the federal Endangered Species Act (50 Code of Federal Regulations [CFR] 17.11 – listed; 61 Federal Register [FR] 7591, February 28, 1996 candidates)

2. Listed or proposed for listing under the California Endangered Species Act (Fish and Game Code [FGC] 1992 Section 2050 et seq.; 14 California Code of Regulations [CCR] Section 670.1 et seq.)

3. Designated as Species of Special Concern by the CDFW.

4. Designated as Fully Protected by the CDFW (FGC Sections 3511, 4700, 5050, and 5515)

5. Species that meet the definition of rare or endangered under the California Environmental Quality Act (CEQA) (14 CCR Section 15380) including CNPS List Rank 1B and 2

The query of the USFWS, CNPS, and CNDDB databases revealed several special-status species with the potential to occur in the project vicinity. Table 4-1, provided in **Appendix 3**, summarizes each species identified in the database results, describes the habitat requirements for each species, and includes conclusions regarding the potential for each species to be impacted by the proposed project.

The proposed project is located on land designated as Final Critical Habitat for coastal California gnatcatcher. This species is covered under the MSHCP; therefore, any potential adverse consequences of the proposed project on coastal California gnatcatcher would be fully mitigated through compliance with the MSHCP.

DISCUSSION OF IMPACTS

a) **Less Than Significant Impact With Mitigation Incorporated.** The project site provides suitable habitat for several special-status species. Please refer to Table 4-1 in **Appendix 3** for a summary of the general habitat characteristics required by each species, as well as the potential for each species to be impacted by the project. Most special-status species with the potential to occur on the project site are covered under the MSHCP. The MSHCP and the Stephens' Kangaroo Rat Habitat Conservation Plan have been analyzed under CEQA. Project compliance with these plans fully mitigates for impacts for these covered species. Implementation of the avoidance and mitigation measures outlined in the MSHCP would reduce potential impacts to special-status plant and wildlife species to a less than significant level.

Although no sign of burrowing owls was found during previous surveys, project implementation may result in the loss of western burrowing owls through destruction of active nesting sites and/or incidental burial of adults, young, and eggs, should they become established on-site.

Impacts to burrowing owl would be considered a potentially significant impact; however, implementation of mitigation measures **BIO-1**, **BIO-2**, and **BIO-3** would reduce these impacts to a less than significant level.

Habitats on and adjacent to the project site may provide suitable nesting habitat for birds protected under the Migratory Bird Treaty Act and Section 3503.5 of the California Fish and Game Code that were not identified in Table 4-1 (see **Appendix 3**). The removal of trees/vegetation during construction activities could result in noise, dust, human disturbance, and other direct/indirect impacts to nesting birds on or in the vicinity of the project site. Potential nest abandonment and mortality to eggs, chicks, or individuals would be considered potentially significant impacts. Incorporation of mitigation measure **BIO-1** would ensure that potential impacts to these species are less than significant with mitigation incorporated.

Other special-status species associated with the project site are identified in Table 4-1 in **Appendix 4**. All special-status species that could be associated with the project site are covered by the MSHCP.

b) **Less Than Significant Impact.** Sensitive habitats include (a) areas of special concern to resource agencies; (b) areas protected under CEQA; (c) areas designated as sensitive natural communities by the CDFW; (d) areas outlined in Section 1600 of the FGC; (e) areas regulated under Section 404 of the federal Clean Water Act; and (f) areas protected under local regulations and policies (MSHCP). There are no sensitive habitats within the project area. Project-related activities are not anticipated to adversely affect riparian habitat or other sensitive natural communities identified in local or regional plans, policies, or regulations or by the CDFW or the USFWS.

No drainages, stream courses, or other natural water features occur on the project site. The project is anticipated to have a less than significant impact on riparian habitat and sensitive natural communities.

c) **No Impact.** The project area contains no potentially jurisdictional features. The project is anticipated to have no impact on federally protected wetlands.

d) **Less Than Significant Impact.** Wildlife corridors refer to established migration routes commonly used by resident and migratory species for passage from one geographic location to another. Movement corridors may provide favorable locations for wildlife to travel between different habitat areas, such as foraging sites, breeding sites, cover areas, and preferred summer and winter range locations. They may also function as dispersal corridors allowing animals to move between various locations within their range.

Available data on movement corridors and linkages was accessed via the CDFW BIOS 5 Viewer (CDFW 2015). Data reviewed included the Essential Connectivity Areas [ds623] layer and the Missing Linkages in California [ds420] layer. There are no documented linkages or essential connectivity areas within or adjacent to the project area. In addition, the project site is not located in a “Special Linkage Area” as defined by the MSHCP. While the project site could occasionally provide the opportunity for local wildlife movement, adjacent lands are further removed from anthropogenic activities and therefore offer more optimal movement opportunities. As a result, impacts to the movements of any native resident or migratory fish or wildlife species, or established native resident or migratory wildlife corridors, or the use of native wildlife nursery sites would be considered less than significant.

e) **No Impact.** The Wildomar Municipal Code (Chapter 16.44) includes a requirement for street trees; however, these provisions are intended for new trees to be planted along roadways and do not address existing native or non-native trees. The City of Wildomar does not have any policies or ordinances protecting biological resources, except for the ordinances adopting the MSHCP fee and Stephens' Kangaroo Rat habitat conservation fee. The developer of the project is required to pay both fees. As such, the project would not conflict with any local policies or ordinances protecting biological resources. No impact will occur.

f) **Less Than Significant Impact With Mitigation Incorporated.** The MSHCP is a habitat conservation plan and natural community conservation plan to which the City of Wildomar is a permittee (i.e., signatory). Although the project site is located within the MSHCP Plan Area, it is not located within a Criteria Cell (Exhibit 8, as cited in MBA 2015a). Since the site is not located within a Criteria Cell, there are no conservation requirements on the property. The project site is, however, still subject to be reviewed for consistency with Section 6.1.2–Protection of Species Associated with Riparian/Riverine Areas and Vernal Pool, Section 6.1.3–Protection of Narrow Endemic Plan Species, Section 6.3.2–Additional Survey Needs and Procedures, and Section 6.1.4–Guidelines Pertaining to the Urban/Wildlands Interface of the MSHCP. Additionally, the project site is located in the Stephen's Kangaroo Rat Mitigation Fee Area. A discussion of the proposed project's consistency with these MSHCP sections follows.

The Stephens'Kangaro Rat HCP is a conservation Plan established in 1990 with a specific goal of conservation of Stephens'Kangaro Rat. The City of Wildomar is a permittee (i.e., signatory) and requires the payment of fees consistent with the Plan. Additionally, based on the City of Wildomar Geographic Information System (GIS) (City of Wildomar 2015) the project site is not in a criteria cell.

Consistency with MSHCP Section 6.1.2: Section 6.1.2 of the MSHCP addresses preservation of riparian, riverine, vernal pool, and fairy shrimp habitats. There are no riverine or riparian habitats within the project site. Furthermore, no vernal pool features or other fairy shrimp habitats occur on-site. No impacts to riparian, riverine, vernal pool, or fairy shrimp habitats will occur. The project is consistent with Section 6.1.2 of the MSHCP.

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

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

Consistency with MSHCP Section 6.3.2: Section 6.3.2 sets forth the survey requirements for various plant and animal surveys. The project is not located within a Criteria Area Species Survey Area; however, the project is located within the Burrowing Owl Survey Area. A habitat assessment for burrowing owls was conducted in accordance with the Burrowing Owl Survey Instructions for the Western Riverside MSHCP Area (Principe and Associates 2013b). Suitable burrowing owl habitats consisting of open expanses of sparsely vegetated areas on gentle rolling or level terrain, along with active California ground squirrel burrows, were found on-site. As

such, a nesting season survey was conducted following the Burrowing Owl Survey Instructions for the Western Riverside County MSHCP Area (Principe and Associates 2013a). Four different nesting surveys were completed between April 19 and May 14, 2013. Burrowing owls were not detected during each of the four surveys and diagnostic sign of burrowing owls was also not detected on-site (Principe and Associates 2013a). While not detected during the surveys, burrowing owls have the potential to become established in the future due to the presence of suitable habitat. As a result, implementation of the proposed project could result in impacts to this species. However, implementation of mitigation measures **BIO-2** and **BIO-3** would ensure through preconstruction survey and avoidance that impacts to burrowing owls will be mitigated to a less than significant level with mitigation incorporated. As such, the project is consistent with Section 6.3.2.

Components of the MSHCP and Stephens' Kangaroo Rat HCP programs are payment of fees when projects are located in mitigation fee areas (land within the conservation programs' Planning Areas). Projects in these mitigation areas are required to pay a fee for development activities to occur. These fees are utilized to fund the minimization of impacts to certain endemic species. The proposed project is located within the MSHCP mitigation fee area and the Stephens' Kangaroo Rat HCP fee area (Wildomar Municipal Code Chapter 3.42). Standard conditions of approval for projects within the MSHCP fee area include payment of the fee as required by the Wildomar Municipal Code.

Implementation of the mitigation measures discussed above, and the payment of the MSHCP fees, will mean the project will not conflict with the MSHCP.

STANDARD CONDITIONS AND REQUIREMENTS

1. Section 3.42.090 of the Wildomar Municipal Code requires the payment of MSHCP fees at the time of issuance of a building permit.

2. Section 3.43.080 of the Wildomar Municipal Code requires the payment of Stephens' Kangaroo rat fees upon issuance of a grading permit.

MITIGATION MEASURES

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

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

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

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

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

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

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

The breeding period for burrowing owls is February 1 through August 31, with the peak being April 15 to July 15, the recommended survey window. Winter surveys may be conducted between September 1 and January 31. If construction is delayed or suspended for more than 30 days after the survey, the area shall be resurveyed.

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

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

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

BIO-3 If burrowing owls are found to be present on-site, the project applicant shall develop a conservation strategy in cooperation with the CDFW, the USFWS and the Regional Conservation Authority in accordance with the standards contained in CDFW's Staff Report on Burrowing Owl Mitigation (2012).

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

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

5. Cultural Resources

Issues, would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?			✓	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?		✓		
c) Disturb any human remains, including those interred outside of formal cemeteries?		✓		

BACKGROUND

A Cultural Resource Survey (ASM Affiliates 2014) was prepared for the proposed project and is provided as **Appendix 4** to this document. The reader is referred to the appendix for a detailed description of the prehistory, ethnography, oral tradition, and history of the project area. The assessment prepared for the proposed project included a records search conducted by staff at the California Archaeological Inventory/California Historical Resources Information System, Eastern Information Center located at the University of California, Riverside, and a Sacred Lands File search conducted by the Native American Heritage Commission, as well as a comprehensive on-foot field survey of the project site.

In reading the subsequent analysis, it will be helpful to understand the definitions of historical resource and archaeological resource as defined by the CEQA Guidelines and the Public Resources Code. Note that the term "cultural resources" is to generally refer to historical, archaeological, and paleontological resources.

Section 15064.5 of the CEQA Guidelines defines "historical resources" as a resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources, included in a local register of historical resources, or identified as significant in a historical resource survey. 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 may be considered to be a historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource is considered by the lead agency to be historically significant if the resource meets the criteria for listing on the California Register of Historical Resources:

(A) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

(B) Is associated with the lives of persons important in our past;

(C) 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

(D) Has yielded, or may be likely to yield, information important in prehistory or history.

The fact that a resource is not listed in or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to Section 5020.1(k) of the Public Resources Code), or identified in a historical resources survey (meeting the criteria in Section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be a historical resource as defined in Public Resources Code Sections 5020.1(j) or 5024.1.

Public Resources Code Section 21083.2(g) defines "unique archaeological resource" as 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:

1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.

2. Has a special and particular quality such as being the oldest of its type or the best available example of its type.

3. Is directly associated with a scientifically recognized important prehistoric or historic event or person.

DISCUSSION

a) **Less Than Significant Impact**. ASM Affiliates (2014) conducted a historic architecture assessment of the proposed project site to determine whether historical resources, as defined by CEQA, were identified within or adjacent to the project area. The resource evaluated was an olive orchard dating to at least the 1940s and located 400 meters off-site to the northwest of the project site. However, no historical resources have been found on the project site during previous site investigations and records searches. Therefore, impacts are less than significant.

b) **Less Than Significant Impact With Mitigation Incorporated**. Results of the records search at the Eastern Information Center indicated that no archaeological resources have been recorded on the project site. The Sacred Lands File search failed to indicate the presence of Native American traditional sites/places within the boundaries of the project site or within its area of potential effect. Furthermore, no prehistoric (i.e., Native American) cultural resources were observed on the project site during the field survey.

However, the records search revealed five recorded archaeological resources, including two historic properties and one historic refuse scatter located within a 1-mile radius of the proposed project site. Although the cultural resources assessment concluded that there are no known archaeological resources on the project site, there is potential for such resources to be discovered during earth-disturbing construction activities. The presence of recorded archaeological resources in the surrounding area further indicates the potential for such resources to be present on the project site. Implementation of mitigation measures **CUL-1** through **CUL-5** would ensure that any archaeological resources discovered on the project site would be properly managed, reducing this impact to a less than significant level.

In addition, pursuant to Assembly Bill (AB) 52 and Section 21080.3.1 of CEQA, the City of Wildomar notified the Pechanga Tribe, which may be impacted by the proposed project. A letter, which included a description of the proposed project and its location and a City contact

person to start the consultation process, was mailed out on January 27, 2016. A copy of that letter is included in **Appendix 5** of this document.

c) **Less Than Significant Impact With Mitigation Incorporated**. The cultural resources assessment did not identify any records of formal or informal cemeteries on or near the project site. While it is unlikely that human remains would be disturbed during project implementation, should human remains be encountered during ground-disturbing activities, compliance with California Health & Safety Code section 7050.5 and Public Resources Code section 5097.98 would ensure that any human remains discovered on the project site would be properly managed, thereby reducing this impact to a less than significant level.

STANDARD CONDITIONS AND REQUIREMENTS

1. If human remains are encountered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the county coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within a reasonable time frame. Subsequently, the Native American Heritage Commission shall identify the most likely descendant. The most likely descendant shall then make recommendations and engage in consultations concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.

MITIGATION MEASURES

CUL-1 If during grading or construction activities, cultural resources are discovered on the project site, work shall be halted immediately within 50 feet of the discovery and the resources shall be evaluated by a qualified archeologist and the Pechanga Tribe (Tribe) and Soboba Band. Any unanticipated cultural resources that are discovered shall be evaluated and a final report prepared by the qualified archeologist. The report shall include a list of the resources discovered, documentation of each site/locality, and interpretation of the resources identified, and the method of preservation and/or recovery for identified resources. If the qualified archaeologist determines the cultural resources to be either historic resources or unique archeological resources, avoidance and/or mitigation will be required pursuant to and consistent with CEQA Guidelines Section 15064.5(c) and Public Resources Code Section 21083.2, and the Archaeological Resources Treatment and Monitoring Agreement required by mitigation measure **CUL-2**. For all other cultural resources discovered on the project site, the developer, the project archeologist, and the Tribe shall assess the significance of such resources. If the developer and the Tribe cannot agree on the significance of such resources, these issues will be presented to the City of Wildomar Planning Director. The Planning Director shall make the determination based on the provisions of CEQA with respect to archaeological resources and shall take into account the religious beliefs, customs, and practices of the Pechanga Tribe. Notwithstanding any other rights available under the law, the decision of the Planning Director shall be appealable to the City of Wildomar. If such resources are determined to be significant, impacts to the resource shall be mitigated as provided for in the Agreement required by **CUL-2**, if applicable, or in accordance with **CUL-3**.

This mitigation measure shall be incorporated into all construction contract documentation.

Timing/Implementation: *During any ground-disturbing construction activities*

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

CUL-2 At least 30 days prior to any ground-disturbing activity, the project applicant shall contact the Pechanga Tribe and Soboba Band to notify the Tribe of the proposed grading and shall coordinate with the City of Wildomar and the Tribe to develop an Archaeological Resources Treatment and Monitoring Agreement. The agreement shall include, but not be limited to, outlining provisions and requirements for addressing the handling of archeological resources; project grading and development scheduling; terms of compensation for the monitors; treatment and final disposition of any archeological resources, sacred sites, burial goods 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. The terms of the agreement shall not conflict with mitigation measures **CUL-1**, **CUL-3** - **CUL-5**. A copy of this signed agreement shall be provided to the Planning Director and Building Official prior to the issuance of the first grading permit.

Timing/Implementation: *Thirty days prior to any ground-disturbing construction activities.*

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

CUL-3 With the exception of archeological resources, sacred items, burial goods, and human remains for which the Cultural Resources Treatment and Monitoring Agreement required by mitigation measure **CUL-2** provides a plan for treatment and final disposition, all archeological resources that are collected during the grading monitoring program and from any previous archeological studies or excavations on the project site shall be curated according to the current professional repository standards. The collections and associated records shall be transferred, including title, to the Pechanga Tribe's curation facility, which meets the standards set forth in 36 CFR Part 79 for federal repositories.

Timing/Implementation: *During any ground-disturbing construction activities*

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

CUL-4 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 Tribe. To the extent that a sacred site cannot be feasibly preserved in place or left in an undisturbed state, mitigation measures shall be required pursuant to and consistent with Public Resources Code Section 21083.2 and CEQA Guidelines Section 15064.5.

Timing/Implementation: *During any ground-disturbing construction activities*

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

CUL-5 To address the possibility that archaeological resources may be encountered during grading or construction, a qualified professional archeologist shall monitor all construction activities that could potentially impact archaeological deposits (e.g., grading, excavation, and/or trenching). However, monitoring may be discontinued as soon the qualified professional is satisfied that construction will not disturb archeological resources.

Timing/Implementation: *During any ground-disturbing construction activities*

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

6. Geology and Soils

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

DISCUSSION

The project site is located in the Northern Peninsular Range on the structural unit known as the Perris Block. The Perris Block is bounded on the northeast by the San Jacinto Fault Zone, on the southwest by the Elsinore Fault Zone, and on the north by the Cucamonga Fault Zone. The southern boundary of the Perris Block is not as distinct but is believed to coincide with a complex group of faults trending southeast from the Murrieta area. The Peninsular Range is characterized by large Mesozoic-age intrusive rock masses flanked by volcanic, metasedimentary, and sedimentary rocks. Various thicknesses of alluvial sediments derived from the erosion of the elevated portions of the region fill the low-lying areas. Undocumented fill, alluvium, and Pauba Formation bedrock underlie the subject property and surrounding area (EnGEN 2007).

a)

i) **Less Than Significant**. The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. This state law was a direct result of the 1971 San Fernando earthquake, which was associated with extensive surface fault ruptures that damaged numerous homes, commercial buildings, and other structures. Surface rupture is the most easily avoided seismic hazard (CGS 2014). An active fault is one that shows displacement within the last 11,000 years and therefore is considered more likely to generate a future earthquake. The 1994 Alquist-Priolo Earthquake Fault Zoning Act requires the California State Geologist to establish regulatory zones (now known as Earthquake Fault Zones; prior to January 1, 1994, these zones were known as Special Studies Zones) around the surface traces of active faults that pose a risk of surface ground rupture and to issue appropriate maps in order to mitigate the hazard of surface faulting to structures for human occupancy.

The strength of an earthquake is generally expressed in two ways: magnitude and intensity. The magnitude is a measure that depends on the seismic energy radiated by the earthquake as recorded on seismographs. The intensity at a specific location is a measure that depends on the effects of the earthquake on people or buildings and is used to express the severity of ground shaking. Although there is only one magnitude for a specific earthquake, there may be many values of intensity (damage) for that earthquake at different sites. The most commonly used magnitude scale today is the moment magnitude (Mw) scale. Moment magnitude is related to the physical size of fault rupture and the movement (displacement) across the fault, and it is therefore a more uniform measure of the strength of an earthquake. The seismic moment of an earthquake is determined by the resistance of rocks to faulting multiplied by the area of the fault that ruptures and by the average displacement that occurs across the fault during the earthquake. The seismic moment determines the energy that can be radiated by an earthquake and hence the seismogram recorded by a modern seismograph (CGS 2002).The most commonly used scale to measure earthquake intensities (ground shaking and damage) is the Modified Mercalli Intensity (MMI) Scale, which measures the intensity of an earthquake's effects in a given locality and is based on observations of earthquake effects at specific places. On the Modified Mercalli Intensity Scale, values range from I to XII (see **Table 6-1**). While an earthquake has only one magnitude, it can have various intensities, which decrease with distance from the epicenter (CGS 2002).

The proposed project site is not located within an Alquist-Priolo Earthquake Fault Zone; however, known active faults traverse the project site (EnGEN 2007). Leighton and Associates (Appendix X, 2005) conducted approximately 1,250 lineal feet of exploratory fault trenches of the active faults traversing the project site. Fault trenches included excavating, cleaning, and logging of the traversing faults. Leighton and Associates review of previous investigations and data gathered during fault trenching has identified on-site, recent (Holocene) fault activity. As such, the potential for site ground rupture associated with a seismic event on nearby fault is considered high.

However, it should be noted that the Elsinore Fault Zone (Temecula Valley Segment), which is an Alquist-Priolo Special Earthquake Study Zone and located approximately 0.76 miles southwest of the project site does not present a risk of surface rupture on the project site. The City of Wildomar codifies the Alquist-Priolo Earthquake Fault Zoning Act (Public Resources Code Section 2621 et seq.) in Section 15.75.010 of the Municipal Code. All new development and redevelopment would be required to comply with the requirements of the Alquist-Priolo Fault Zoning Act. In addition, implementation of mitigation measure GEO-1 is required. This mitigation prevents development of structures for human occupancy on those faults identified on site during fault trenching. As such, impacts are considered less than significant.

ii) **Less Than Significant Impact With Mitigation Incorporated.** The project site is located in an area of high regional seismicity and may experience horizontal ground acceleration during an earthquake along the Temecula Valley Segment of the Elsinore Fault Zone, the faults traversing the project site, or other fault zones throughout the region. The project site has been and will continue to be exposed to the potential for strong seismic ground shaking and associated hazards. The development of commercial structures on the project site would therefore expose structures, employees, and visitors to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking.

The Elsinore Fault Zone generally trends northwest–southeast and is a major right lateral strike-slip fault that has displayed Holocene displacement and associated strong earthquakes in 1856, 1894, and 1910. To estimate the potential ground shaking, EnGEN Corporation (2007) analyzed the seismic parameters using the probabilistic ground motion analysis using the computer software FRISKSP. The results of this analysis indicate that this segment of the Elsinore fault could produce seismic shaking with a maximum credible peak horizontal ground acceleration of 0.68 g. Peak acceleration is the measure of earthquake acceleration (intensity) on the ground (e.g., how hard the earth shakes in a given geographic area). Peak acceleration is expressed in "g" (the acceleration due to earth's gravity, equivalent to g-force). As shown in **Table 6-1,** peak acceleration of 0.68g is equivalent to an earthquake with a magnitude range of 6.5–6.9 (as measured on the Richter Scale). While listing peak accelerations is useful for comparison of the potential effects of fault activity in a region, other considerations are important in seismic design, including the frequency and duration of motion and the soil conditions underlying the site.

Additionally, this segment of the Elsinore fault has a maximum credible earthquake magnitude of 6.8. The maximum credible earthquake is defined as the maximum earthquake that seems possible to occur under the presently known tectonic framework.

Table 6-1
Modified Mercalli Intensity Scale for Earthquakes

Richter Magnitude Scale $Ms^a=1+2/3\ Io^b$	Modified Mercalli Scale	Effects of Intensity	Average Peak Ground Velocity (centimeters/second)	Average Peak Acceleration
0.1–0.9	I	Not felt except by a very few under especially favorable circumstances.	–	–
1.0–2.9	II	Felt by only a few persons at rest, especially on upper floors of buildings.	–	–
3.0–3.9	III	Felt quite noticeably in doors, especially on upper floors of buildings, but many people do not recognize it as an earthquake. Standing cars may rock slightly. Vibration like passing a truck.	–	0.0035–0.007 g
4.0–4.5	IV	During the day felt indoors by many, outdoors by few. At night some awakened. Dishes, windows, doors disturbed; walls make creaking sound. Sensation like heavy truck striking building. Standing cars rocked noticeably.	1–3	0.015–0.035 g
4.6–4.9	V	Felt by nearly everyone; many awakened. Some dishes, windows broken. Unstable objects overturned. Pendulum clocks may stop.	3–7	0.035–0.07 g
5.0–5.5	VI	Felt by all, many frightened. Some heavy furniture moved; a few instances of fallen plaster. Damage slight.	7–20	0.07–0.15 g
5.6–6.4	VII	Damage negligible in buildings of good design and construction; slight to moderate in well-built ordinary structures; considerable damage in poorly built or badly designed structures; some chimneys broken.	20–60	0.15–0.35 g
6.5–6.9	VIII	Damage slight in specially designed structures; considerable damage in ordinary substantial buildings with partial collapse. Damage great in poorly built structures. Fall of chimneys, factory stacks, columns, monuments, walls. Heavy furniture overturned.	60–200	0.35–0.7 g
7.0–7.4	IX	Damage considerable in specially designed structures; well-designed frame structures thrown out of plumb. Damage great in substantial buildings, with partial collapse. Buildings shifted off foundations.	200–500	0.7–1.2 g
7.5–7.9	X	Some well-built wooden structures destroyed; most masonry and frame structures destroyed with foundations. Rails bent.	≥ 500	>1.2 g
8.0–8.4	XI	Few, if any (masonry) structures remain standing. Bridges destroyed. Rails bent greatly.	—	—
8.5+	XII	Damage total. Lines of sight and level are distorted. Objects thrown into the air.	—	—

Source: USGS 2015

[a] Peak acceleration is expressed in "g" (the acceleration due to earth's gravity, equivalent to g-force).

All new development and redevelopment is required to comply with the requirements of the California Building Code (CBC), which includes specific design measures intended to maximize structural stability in the event of an earthquake. CBC requirements address structural seismic safety and include design criteria for seismic loading and other geologic hazards, including design criteria for geologically induced loading that govern sizing of structural members, building supports, and materials, and provide calculation methods to assist in the design process. Thus, while shaking impacts would be potentially damaging, they would also tend to be reduced in their structural effects due to CBC criteria that recognize this potential. The CBC includes provisions for buildings to structurally survive an earthquake without collapsing and includes measures such as anchoring to the foundation and structural frame design.

The proposed project would be built in accordance with the CBC and engineered to avoid or withstand surface rupture or other seismic hazards. Additionally, the applicant and the geotechnical engineer (EnGEN) have worked together to design a layout that precludes development of structures designed for human occupancy over the identified fault zone. As such, based on the potential for seismic activity at the project site and in proximity to the project site, mitigation measures **GEO-1** and **GEO-2** are required to reduce any impacts to less than significant levels. Implementation of mitigation measures **GEO-1** and **GEO-2** would minimize the potential for structural damage and associated safety hazards in the event of strong seismic ground shaking and would reduce this impact to a less than significant level.

iii) **Less Than Significant Impact**. Liquefaction (above groundwater) of cohesionless soils can be caused by strong vibratory motion due to earthquakes. Liquefaction is characterized by a loss of shear strength in the affected soil layers, thereby causing the soils to behave as a viscous liquid. Susceptibility to liquefaction is based on geologic data. River channels and floodplains are considered most susceptible to liquefaction, while alluvial fans have a lower susceptibility. Depth to groundwater is another important element in the susceptibility to liquefaction. Groundwater shallower than 30 feet results in high to very high susceptibility to liquefaction, while deeper water results in lower susceptibility. According to Riverside County Map My County, the project site is located in an area mapped as having moderate liquefaction potential (County of Riverside 2015). However, a geotechnical investigation conducted by EnGEN (dated April 6, 2007), based on boring data and laboratory testing (**Appendix 5**), determined that the potential for liquefaction is considered to be low. The rationale behind the conclusion is the high relative soil density found on the project site. Seismically induced settlement (below groundwater) occurs primarily in loose to moderately dense, dry or saturated granular soil. Settlement caused by ground shaking is often non-uniformly distributed, which can result in differential settlement. Based on calculations conducted by EnGEN (2007; see **Appendix 5)** differential potential settlement, in the event of liquefaction, is considered to be low. Based on the conclusions presented in the geotechnical report, impacts associated with liquefaction and seismically induced settlement are considered less than significant.

iv) **No Impact.** The proposed project is not expected to expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death from landslides. Although the project site is located in an area of high seismic activity, due to the relatively level terrain of the site and surrounding properties, the site is not at risk for landslide, collapse, or rockfall hazards. No impact would occur.

b) **Less Than Significant Impact**. Soil erosion may result during construction of the proposed project, as grading and construction can loosen surface soils and make soils susceptible to the effects of wind and water movement across the surface. However, all construction activities related to the proposed project would be subject to compliance with the California Building Code (CBC). Additionally, all allowed development associated with the proposed project would be subject to compliance with the requirements set forth in the National Pollutant Discharge Elimination System (NPDES) Storm Water General Construction Permit for construction activities (discussed in further detail in subsection 9, Hydrology and Water Quality, of this IS/MND). Compliance with the CBC and the NPDES would minimize effects from erosion and ensure consistency with San Diego Regional Water Quality Control Board requirements, which establish water quality standards for the groundwater and surface water of the region.

Additionally, as part of the approval process, prior to grading plan approval, the project applicant will be required to comply with Wildomar Municipal Code Chapter 13.12, Stormwater and Drainage System Protection, which establishes requirements for stormwater and non-stormwater quality discharge and control that requires new development or redevelopment projects to control stormwater runoff by implementing appropriate best management practices (BMPs) to prevent deterioration of water quality. The displacement of soil through cut and fill will be controlled by Chapter 33 of the 2013 California Building Code relating to grading and excavation, other applicable building regulations, and standard construction techniques; therefore, there will be no significant impact.

Further, a stormwater pollution prevention plan (SWPPP) will be required as part of the grading permit submittal package. The SWPPP provides a schedule for the implementation and maintenance of erosion control measures and a description of the erosion control practices, including appropriate design details and a time schedule. The SWPPP would consider the full range of erosion control best management practices including any additional site-specific and seasonal conditions. Erosion control best management practices include, but are not limited to, the application of straw mulch, hydroseeding, the use of geotextiles, plastic covers, silt fences, and erosion control blankets, as well as construction site entrance/outlet tire washing. The State General Permit also requires that those implementing SWPPPs meet prerequisite qualifications that would demonstrate the skills, knowledge, and experience necessary to implement SWPPPs. NPDES requirements would significantly reduce the potential for substantial erosion or topsoil loss to occur in association with new development. Water quality features intended to reduce construction-related erosion impacts will be clearly noted on the grading plans for implementation by the construction contractor.

The City requires the submittal of detailed erosion control plans with any grading plans. Additionally, fugitive dust would be controlled in compliance with SCAQMD Rules 403 and 1166. The following erosion control features associated with SCAQMD rules utilized during remedial activities would be employed: covering stockpiles with plastic sheeting; covering loaded soils with secured tarps; prohibiting work during periods of high winds; and watering exposed soils during construction. Further, in accordance with Clean Water Act and NPDES requirements, water erosion during construction would be minimized by limiting certain construction activities to dry weather, covering exposed excavated dirt during periods of rain, and protecting excavated areas from flooding with temporary berms. As a result, impacts associated with soil erosion are considered less than significant after compliance with required erosion and runoff control measures approved as part of the approval of a grading plan.

c) **Less Than Significant Impact With Mitigation Incorporated**. See Issues 6.a.iii and 6.a.iv. As discussed in Issue 6.a.iv), the project site is not at risk for landslide, collapse, or rockfall due to the relatively level terrain of the site and surrounding developed properties. As discussed in Issue 6.a.iii, implementation of mitigation measures **GEO-1** and **GEO-2** would minimize the potential for damage and safety hazards associated with ground failure such as lateral spreading, subsidence, liquefaction, and collapse. Therefore, these impacts would be less than significant with mitigation incorporated.

d) **Less Than Significant Impact with Mitigation Incorporated**. Soils tested on-site are classified to have very low expansion potential (Expansion Potential yield of 18[1]). However, soils used near finish grade may have a different Expansion Index (EI). Therefore, soils with higher expansion potential could be present on-site. As such, mitigation measures **GEO-3** through **GEO-5** are required, which include requirements for development consistent with the soil conditions found on the project site and are based on a very low expansion potential for the supporting material as determined by Chapter 18 of the CBC. The City also requires that site-specific soils reports accompany a building permit application request, which ensures that the type of building proposed is consistent with the actual soils present on the proposed building location. Additionally, the City evaluates each foundation plan separately using information from the building permit and site-specific soils analysis.

Further, in addition to requirements outlined in mitigation measures **GEO-3** through **GEO-5**, numerous other methods may also be applied after consultation with the City and soils engineers. The precise method will be determined based on building and soils type and approved by the City as part of the building permit process. Compliance with development requirements specific to soil conditions found on the project site, as detailed in mitigation measures **GEO-3** through **GEO-5,** and further consultation with the City and soils engineers will result in a less than significant impact regarding expansive soils.

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

f) **Less Than Significant Impact With Mitigation Incorporated**. Paleontological resources are fossilized remains of vertebrate and invertebrate organisms, fossil tracks and trackways, and plant fossils. A unique paleontological site would include a known area of fossil-bearing rock strata. The potential impact for paleontological resources is determined to be high for Pleistocene-age vertebrate fossils (County of Riverside 2015), and the project site has not been investigated by a professional paleontologist. Excavations could occur in association with development of the site that could affect paleontological resources. Therefore, it is possible that project-related ground-disturbing activities could uncover previously unknown paleontological resources within the project boundaries. Unanticipated and accidental paleontological discoveries during project implementation have the potential to affect significant paleontological resources. Any future development on this project site would require, at a minimum, mitigation measure **GEO-6** to reduce impacts on paleontological resources.

[1] An EI Expansion Potential of 0 to 20 is considered very low (FEMA 2011).

STANDARD CONDITIONS AND REQUIREMENTS

1. The project shall comply with California Building Code and Chapter 13.12, Stormwater Drainage System Protection of the Wildomar Municipal Code.

MITIGATION MEASURES

GEO-1 No structures for human occupancy as defined in Section 15.76.020 of the Wildomar Municipal Code, shall be constructed over the identified fault zone that has been delineated at the northwestern to the northeastern portion of the project site. The boundary of the fault zone shall be shown on all construction drawings for the project.

Timing/Implementation: *As a condition of project approval*

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

GEO-2 The project applicant shall incorporate the recommendations of the geotechnical/geological engineering study dated April 6, 2007, prepared by EnGEN (**Appendix 5**) into project plans related to the proposed project. The project's building plans shall demonstrate that they incorporate all applicable recommendations of the design-level geotechnical study and comply with all applicable requirements of the latest adopted version of the California Building Code. A licensed professional engineer shall prepare the plans, including those that pertain to soil engineering, structural foundations, pipeline excavation, and installation. All on-site soil engineering activities shall be conducted under the supervision of a licensed geotechnical engineer or certified engineering geologist.

Timing/Implementation: *Prior to any ground-disturbing construction activities*

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

GEO-3 **Slab on Grade**. The recommendations for concrete slabs, both interior and exterior, excluding PCC pavement, are based upon the expansion potential for the supporting material. Concrete slabs should be designed to minimize cracking as a result of shrinkage. Joints (isolation, contraction, and construction) should be placed in accordance with the American Concrete Institute (ACI) guidelines. Special precautions should be taken during placement and curing of all concrete slabs. Excessive slump (high water/cement ratio) of the concrete and/or improper curing procedures used during either hot or cold weather conditions could result in excessive shrinkage, cracking, or curling in the slabs. All concrete proportioning, placement, and curing will be performed in accordance with ACI recommendations and procedures.

Timing/Implementation: *Prior to any ground-disturbing construction activities*

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

GEO-4 **Interior Slabs.** Interior concrete slabs-on-grade should be a minimum of 4 inches nominal thickness and be underlain by a 1 to 2 inches of clean coarse sand or other approved granular material placed on properly prepared subgrade per Section 8.2, Earthwork Recommendations, of the report prepared by EnGEN (2007; see **Appendix 5**). Minimum slab

reinforcement should consist of No. 3 reinforcing bars placed 24 inches on center in both directions or a suitable equivalent as determined by the project structural engineer. Final pad identification and slab reconstruction requirements will be presented in the compaction report upon completion of grading. The reinforcing shall be placed at mid-depth in the slab. The concrete section and/or reinforcing steel should be increased appropriately for anticipated excessive or concentrated floor loads. In areas where moisture-sensitive floor coverings are anticipated over the slab, it is recommend that the use of polyethylene vapor barrier with a minimum of 10.0 mil in thickness be placed beneath the slab. The moisture barrier should be overlapped or sealed at splices and covered top and bottom by a 1- to 2-inch minimum layer of clean, moist (not saturated) sand to aid in concrete curing and to minimize potential punctures.

Timing/Implementation: *Prior to any ground disturbing activities*

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

GEO-5 **Exterior Slabs.** All exterior concrete slabs cast on finish subgrade (patios, sidewalks, etc., with the exception of portland cement concrete (PCC) pavement) should be a minimum of 4 inches nominal in thickness and should be underlain by a minimum of 12 inches of soil that has been prepared in accordance with Section 8.2, Earthwork Recommendations, of the report prepared by EnGEN (2007; see **Appendix 5**). Reinforcing in the slabs and the use of a compacted sand or gravel base beneath the slabs should be according to the current local standards.

Timing/Implementation: *Prior to any ground-disturbing construction activities*

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

GEO-6 Construction personnel involved in excavation and grading activities shall be informed of the possibility of discovering fossils at any location and the protocol to be followed if fossils are found. A professional meeting the Society of Vertebrate Paleontology standards shall provide the preconstruction training. The City shall ensure the grading plan notes include specific reference to the potential discovery of fossils.

If potentially unique paleontological resources (fossils) are inadvertently discovered during project construction, work shall be halted immediately within 50 feet of the discovery, the City shall be notified, and a professional paleontologist shall be retained to determine the significance of the discovery. The paleontologist shall establish procedures for paleontological resource surveillance throughout project construction and shall establish, in cooperation with the project applicant, procedures for temporarily halting or redirecting work to permit sampling, identification, and evaluation of fossils. Excavated finds shall be offered to a State-designated repository such as the Museum of Paleontology at the University of California, Berkeley, or the California Academy of Sciences.

Timing/Implementation: *During any ground-disturbing construction activities*

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

7. Greenhouse Gas Emissions

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

DISCUSSION

a) **Less Than Significant Impact.** Greenhouse gas (GHG) emissions contribute, on a cumulative basis, to the significant adverse environmental impacts of global climate change. No single project could generate enough GHG emissions to noticeably change the global average temperature. The combination of GHG emissions from past, present, and future projects contributes substantially to the phenomenon of global climate change and its associated environmental impacts and as such is addressed only as a cumulative impact.

Construction and operation of project development would generate GHG emissions, with the majority of energy consumption and associated generation of GHG emissions occurring during the project's operation (as opposed to during its construction). During construction of the project, GHGs would be emitted through the operation of construction equipment and from worker and vendor vehicles, each of which typically uses fossil-based fuels to operate. The combustion of fossil-based fuels creates GHG emissions such as carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O). Furthermore, CH_4 is emitted during the fueling of heavy equipment. Operational activities associated with the proposed project will result in emissions of CO_2, CH_4, and N_2O from the following primary sources: area source emissions; energy source emissions; mobile source emissions; solid waste; and water supply, treatment, and distribution.

Area sources would result in GHG emissions generated from landscape maintenance equipment, which would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawn mowers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain project landscaping. Energy source GHG emissions are emitted from buildings as a result of activities for which electricity and natural gas are typically used as energy sources. Combustion of any type of fuel emits CO_2 and other GHG emissions directly into the atmosphere; these emissions are considered direct emissions associated with a building. GHGs are also emitted during the generation of electricity from fossil fuels; these emissions are considered to be indirect emissions. GHG emissions would also result from mobile sources associated with the project. These mobile source emissions will result from the typical daily operation of motor vehicles by patrons and employees. Project mobile source emissions are dependent on overall daily vehicle trip generation. Commercial land uses would result in the generation and disposal of solid waste. A large percentage of this waste would be diverted from landfills through a variety of means, such as reducing the amount of waste generated, recycling, and/or composting. The remainder of the waste not diverted will be

disposed of at a landfill. GHG emissions from landfills are associated with the anaerobic breakdown of material. Indirect GHG emissions result from the production of electricity used to convey, treat, and distribute water and wastewater. The amount of electricity required to convey, treat, and distribute water depends on the volume of water as well as the sources of the water. Unless otherwise noted, CalEEMod default parameters were used.

Thresholds of significance illustrate the extent of an impact and are a basis from which to apply mitigation measures. On September 28, 2010, the SCAQMD conducted Stakeholder Working Group Meeting #15, which resulted in a recommendation that a project consistent with an approved regional climate action plan (CAP) should be considered less than significant regarding the generation of GHG emissions. Although the City has not adopted the regional CAP, for the purposes of this assessment, the project is evaluated for compliance with the Western Regional Council of Governments Climate Action Plan. Project GHG emissions have been quantified for disclosure purposes.

Wildomar is a member agency of the Western Regional Council of Governments (WRCOG), which coordinated a subregional Climate Action Plan (CAP) process on behalf of its member agencies. The WRCOG's (2014) Subregional CAP establishes a community-wide emissions reduction target of 15 percent below 2010 levels by the year 2020, 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 Assembly Bill (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 business-as-usual (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.

Two Executive Orders, California Executive Order 5-03-05 (2005) and California Executive Order B-30-15 (2015), highlight GHG emissions reduction targets, though such targets have not been adopted by the state and remain only a goal of the Executive Orders. Specifically, Executive Order 5-03-05 seeks to achieve a reduction of GHG emissions of 80 percent below 1990 levels by 2050 and Executive Order B-30-15 seeks to achieve a reduction of GHG emissions of 40 percent below 1990 levels by 2030. Technically, a governor's Executive Order does not have the effect of new law but can only reinforce existing laws. For instance, as a result of the AB 32 legislation, the State's 2020 reduction target is backed by the adopted AB 32 Scoping Plan, which provides a specific regulatory framework of requirements for achieving the 2020 reduction target. The State-led GHG reduction measures, such as the Low Carbon Fuel Standard and the Renewables Portfolio Standard, are largely driven by the AB 32 Scoping Plan. Executive Orders S-03-05 and B-30-15 do not have any such framework and therefore provide no emissions reduction mechanisms that can be applied to the analysis of land use projects for the purpose of meaningful emissions estimates.

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 discretionary measures, participating jurisdictions, including the City of Wildomar, have voluntarily committed to a participation level that could be implemented in their communities. For example, the City has agreed to increase the amount of bike lanes in the city by 10 percent compared with existing conditions (CAP Measure T-1), increase bicycle parking (CAP Measure T-2), increase fixed-route bus service by 5 percent compared with existing conditions (CAP Measure T-5), synchronize traffic signals (CAP Measure T-7), increase the jobs/housing ratio in the city by 5 percent (CAP Measure T-9), and provide residential green bins for the collection and transport of organic waste for compost (CAP Measure SW-1).

No aspect of the proposed project would conflict with or inhibit the City of Wildomar's commitment to its GHG-reducing measures under the WRCOG Subregional CAP.

Construction GHG Emissions

Construction of the proposed project would result in direct emissions of GHGs from construction. The projected quantity of GHG emissions generated by construction equipment has been calculated using the CalEEMod air quality model (**Appendix 6**) and is depicted in **Table 7-1.**

Table 7-1
Project Construction GHG Emissions – Metric Tons per Year

Construction Phase	CO_2e
Construction	488

*Source: CalEEMod 2013.2.2. See **Appendix 6.***

Operational GHG Emissions

As stated above, there would also be long-term regional emissions associated with project-related new indirect source emissions. As shown in **Table 7-2**, estimated GHG emissions resulting from both construction and operations of the proposed project would equal 4,917 metric tons of carbon dioxide equivalents (CO_2e) per year.

Table 7-2
Operational GHG Emissions – Metric Tons per Year

Source	CO_2e
Area	0
Mobile	4,561
Energy	285
Solid Waste	49
Water	22
Total	4,917

*Source: CalEEMod 2013.2.2. See **Appendix 6.***

The reduction measures proposed in the CAP build on inventory results and key opportunities prioritized by city staff, other member agencies of WRCOG, and members of the public. The strategies in the CAP consist of measures that identify the steps needed to support reductions in GHG emissions. These reductions in GHG emissions will be achieved through a mix of voluntary programs and new strategic standards. All standards presented in the CAP respond to the needs of development, avoiding unnecessary regulation, streamlining new development, and achieving more efficient use of resources.

The project is consistent with the GHG inventory contained in the CAP. Both the existing and projected GHG inventory contained in the CAP were derived based on the land use designations and associated densities defined in the City's General Plan. Since the proposed project is consistent with the City's General Plan and does not propose an amendment to modify the type, intensity, or density of use, it is also consistent with the GHG inventory contained in the Climate Action Plan.

Because the project is consistent with Wildomar's GHG-reducing measures under the WRCOG Subregional CAP and the CAP GHG inventory, this impact would be less than significant.

b) **Less Than Significant Impact.** As previously described, the project is consistent with the WRCOG Subregional CAP. In addition to this GHG-reducing program, SCAG's 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) was adopted April 4, 2012. It identifies multimodal transportation investments, including bus rapid transit, light rail transit, heavy rail transit, commuter rail, high-speed rail, active transportation strategies (e.g., bikeways and sidewalks), transportation demand management strategies, transportation systems management, highway improvements (interchange improvements, high-occupancy vehicle lanes, high-occupancy toll lanes), arterial improvements, goods movement strategies, aviation and airport ground access improvements, and operations and maintenance to the existing multimodal transportation system. SCAG's RTP/SCS identifies that land use strategies which focus new housing and job growth in areas served by high quality transit and other opportunity areas would be consistent with a land use development pattern that supports and complements the proposed transportation network, which emphasizes system preservation, active transportation, and transportation demand management measures. The 2012 RTP/SCS incorporates local land use projections and circulation networks from the cities' and counties' general plans. The projected regional development pattern, including location of land uses and

residential densities in local general plans, when integrated with the proposed regional transportation network identified in the 2012 RTP/SCS, would reduce per capita vehicular travel-related GHG emissions and achieve the GHG reduction per capita targets for the SCAG region.

The RTP/SCS sets forth a development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, would reduce GHG emissions from transportation (excluding goods movement). The RTP/SCS is meant to provide individual jurisdictions with growth strategies that, when taken together, achieve the regional GHG emissions reduction targets. Specifically, the SCS distributes growth forecast data to transportation analysis zones for the purpose of modeling performance. The growth and land use assumptions for the SCS are to be adopted at the jurisdiction level. For Wildomar, the SCS's Growth Forecast assumes 10,000 households and 3,400 jobs in 2008, and anticipates 13,000 households and 5,900 jobs in 2020, and 16,800 households and 9,300 jobs in 2035. Accordingly, the jobs that would be generated as a result of the project conforms within this growth allocation (see Subsection 13, Population and Housing). Furthermore, the proposed project is not regionally significant per CEQA Guidelines Section 15206 and as such would not conflict with the SCAG RTP/SCS and associated SB 375 targets, since those targets were established and are applicable on a regional level. In addition, the proposed commercial development could serve the surrounding residential communities and potentially reduce vehicle miles traveled.

As noted, the RTP/SCS 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. The 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 (SCAG 2012). The proposed project's consistency with the applicable RTP/SCS goals is analyzed in detail in **Table 7-3**.

Table 7-3
Consistency with SCAG's
Regional Transportation Plan/Sustainable Communities Strategy Goals

SCAG Goals	Compliance with Goal
GOAL 1: Align the plan investments and policies with improving regional economic development and competitiveness.	Not Applicable: This is not a project-specific policy and is therefore not applicable.
GOAL 2: Maximize mobility and accessibility for all people and goods in the region.	Consistent: Improvements to the transportation networks in Wildomar are developed and maintained to meet the needs of local and regional transportation and to ensure efficient mobility. A number of regional and local plans and programs are used to guide development and maintenance of transportation networks, including but not limited to: • Riverside County Congestion Management Program • Caltrans Traffic Impact Studies Guidelines • Caltrans Highway Capacity Manual • SCAG RTP/SCS
GOAL 3: Ensure travel safety and reliability for all people and goods in the region.	Consistent: All modes of transit in Wildomar are required to follow safety standards set by corresponding regulatory documents. Pedestrian walkways and bicycle routes must follow safety precautions and standards established by local (e.g., City of Wildomar, County of Riverside) and regional (e.g., SCAG, Caltrans) agencies. Roadways for motorists must follow safety standards established for the local and regional plans.
GOAL 4: Preserve and ensure a sustainable regional transportation system.	Consistent: All new roadway developments and improvements to the existing transportation networks must be assessed with some level of traffic analysis (e.g., traffic assessments, traffic impact studies) to determine how the developments would impact existing traffic capacities and to determine the needs for improving future traffic capacities.
GOAL 5: Maximize the productivity of our transportation system.	Consistent: The local and regional transportation system would be improved and maintained to encourage efficiency and productivity. The City's Public Works and Engineering Department oversees the improvement and maintenance of all aspects of the public right-of-way on an as-needed basis. The City also strives to maximize productivity of the region's public transportation system (i.e., bus, bicycle) for residents, visitors, and workers coming into and out of Wildomar.
GOAL 6: Protect the environment and health of our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking).	Consistent: The reduction of energy use, improvement of air quality, and promotion of more environmentally sustainable development are encouraged through the development of alternative transportation methods, green design techniques for buildings, and other energy-reducing techniques. For example, development projects are required to comply with the provisions of the California Building and Energy Efficiency Standards and the new Green Building Standards Code (CALGreen). The City also strives to maximize the protection of the environment and improvement of air quality by encouraging and improving the use of the region's public transpiration system (i.e., bus, bicycle) for residents, visitors, and workers coming into and out of Wildomar.
GOAL 7: Actively encourage and create incentives for energy efficiency, where possible.	Not Applicable: This is not a project-specific policy and is therefore not applicable

SCAG Goals	Compliance with Goal
GOAL 8: Encourage land use and growth patterns that facilitate transit and non-motorized transportation.	Consistent: See response to RTP/SCS Goal 6.
GOAL 9: Maximize the security of our transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.	Consistent: Wildomar conducts monitoring of existing and newly constructed roadways and transit routes to determine the adequacy and safety of these systems. Other local and regional agencies (i.e., Riverside County Transportation Department, Caltrans, SCAG) work with the City to manage these systems. Security situations involving roadways and evacuations would be addressed in the County of Riverside's emergency management plans (e.g., Riverside County Operational Area Emergency Operations Plan) developed in accordance with the state and federal mandated emergency management regulations.

The jobs that would be generated as a result of the project conforms within this growth allocation (see Subsection 13, Population and Housing). Furthermore, the proposed project is not regionally significant per CEQA Guidelines Section 15206 and as such would not conflict with the SCAG RTP/SCS and associated SB 375 targets, since those targets were established and are applicable on a regional level. In addition, the proposed commercial development could serve the surrounding residential communities and potentially reduce vehicle miles traveled, and as shown in Table 7-3, does not conflict with the stated Goals of the RTP/SCS. For these reasons, the proposed project would not interfere with SCAG's ability to implement the regional strategies outlined in the 2012 RTP/SCS to achieve the greenhouse gas reduction goals and strategies for passenger vehicles. This impact is less than significant.

STANDARD CONDITIONS AND REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

8. Hazards and Hazardous Materials

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

DISCUSSION

A Phase I Environmental Site Assessment (ESA) was prepared for the project site by EnGEN Corporation in May 2013 (**Appendix 7**). The Phase I ESA consists of historical property use research, a regulatory agency records search, and site reconnaissance to identify potential recognized environmental conditions on the project site.

a, b) **Less Than Significant Impact**. The development of the proposed project involves construction activities that could result in the transport, use, and disposal of hazardous materials such as gasoline fuels, asphalt, lubricants, toxic solvents, pesticides, and herbicides. The transport, use, and disposal of these materials could pose a potential hazard to the public and the environment.

The project proposes commercial retail development, which includes a 7-Eleven mini-mart/gas station, drive-through fast-food restaurants, and multi-tenant retail buildings. Typically, commercial development is not expected to involve the routine transport, use, or disposal of hazardous materials in significant quantities. Generally, the exposure of persons to hazardous materials could occur through improper handling or use of hazardous materials or hazardous wastes during construction or operation of future developments, particularly by untrained personnel, an accident during transport, environmentally unsound disposal methods, or fire, explosion, or other emergencies. .

The proposed project would be required to comply with all applicable local, state, and federal regulations during project construction and operation. The Riverside County Department of Environmental Health is the Certified Unified Program Agency (CUPA) for Riverside County and is responsible for consolidating, coordinating, and making consistent the administrative requirements, permits, inspections, and enforcement activities of state standards regarding the transportation, use, and disposal of hazardous materials in Riverside County, including Wildomar. Since the project is a commercial use, the project would have to comply with Riverside County's Hazardous Material Management Plans (Business Emergency Plans) that include an inventory of hazardous materials used, handled, or stored on-site. Businesses would be required to submit their plans to the CUPA, which would make the plan available to emergency response personnel.

Additionally, the proposed project would be subject to standard regulations related to the routine transportation, storage, and dispensing of gasoline in order to ensure that the gas station would not create a significant hazard to the public or the environment. No other components of the proposed project would involve the routine transportation, use, or disposal of significant quantities of hazardous materials. Fuel pump dispensers at the gas station would be required to be equipped with automatic shutoffs and other safety devices and signage (as required by fire, building, and health codes). In accordance with the California Code of Regulations, Title 23, Section 2635(b), underground storage tanks would be required to have spill containment and overfill prevention systems.

While the risk of exposure to hazardous materials cannot be eliminated, adherence to existing regulations would ensure compliance with safety standards related to the use and storage of hazardous materials and with the safety procedures mandated by applicable federal, state, and local laws and regulations. Compliance with these regulations would ensure that risks resulting from the routine transportation, use, storage, or disposal of hazardous materials or hazardous wastes associated with implementation of the proposed project would be less than significant.

c) **Less Than Significant Impact**. No schools are located within one-quarter mile of the project site. The nearest school is Ronald Reagan Elementary School, which is 0.41 mile north of the project site. Regardless, the proposed project would not emit hazardous emissions and once construction is completed, would comply with standard regulations related to the routine transportation, storage, and dispensing of gasoline related to operations of the 7-Eleven gas station. Therefore, impacts would be less than significant.

d) **Less Than Significant Impact**. The project site is not located on a list of hazardous materials sites compiled by the California Department of Toxic Substances Control (DTSC) or the State Water Resources Control Board (SWRCB) pursuant to Government Code Section 65962.5 as of October 2014 (DTSC 2015; SWRCB 2015).

According to the Phase I ESA, four hazardous materials sites within 1 mile of the project site were reported in the agency database records search. The properties listed in **Table 8-1** are known to be associated with the use and/or storage of hazardous materials or petroleum hydrocarbons.

Table 8-1
Hazardous Materials Sites

Site/Facility Name	Address	Distance from Project Site	Cleanup Status	Associated Project Impacts
Prompt Cleaners	23905 Clinton Keith Road	0.125 Miles WSW	Active	None
USA Station No. 638238	23905 Cat Road	0.181 Miles West	Closed	None
Clinton Keith Chevron	23805 Clinton Keith Road	0.228 Miles WSW	Active	None
Inland Valley Regional Medical Center	36485 Inland Valley Drive	0.587 Miles South	Closed	None

Source: EnGEN 2013

According to the Phase I ESA, there are no records of unauthorized releases or violations associated with these sites. Therefore, impacts are considered less than significant.

e) **No Impact**. The project site is not located within any airport land use plan. The closest public airport is French Valley Airport, which is located approximately 7 miles east of the project site. Given the distance and because the project is not in the airport land use plan area for French Valley Airport, there is no impact.

f) **No Impact**. The project site is located in proximity to Skylark Field, which is a private airstrip located at the south end of Lake Elsinore, approximately 5.2 miles northwest of the project site. Skylark Field is used primarily by skydiving aircraft, which commonly drop parachutists into the nearby back-bay area south of the lake. The airport is also used for gliding and other recreational uses. As shown in **Figure 2**, Skylark Airfield Area of Influence, of the Wildomar General Plan, the proposed project site is outside of the area of influence (City of Wildomar 2008). Therefore, there would no impact.

g) **No Impact**. Access to the project site is available via Clinton Keith Road and George Avenue. The construction and operation of the proposed project would not place any permanent physical barriers on either of these public streets. Construction would take place within the project site, and no roadway closures are anticipated. To ensure compliance with zoning, building, and fire codes, the applicant is required to submit appropriate plans for plan review prior to the issuance of a building permit. Adherence to these requirements would ensure that the project would not have a significant impact on emergency response and evacuation plans. A less than significant impact would occur as a result of the proposed project.

h) **Less Than Significant Impact**. Government Code 51175-89 directs the California Department of Forestry and Fire Protection (CAL FIRE) to identify areas of very high fire hazard severity zones within Local Responsibility Areas (LRA). Mapping of the areas, referred to as Very High Fire Hazard Severity Zones (VHFHSZ), is based on data and models of potential fuels over a 30-50 year time horizon and their associated expected fire behavior and expected burn probabilities which quantifies the likelihood and nature of vegetation fire exposure (including firebrands) to buildings. LRA VHFHSZ maps were initially developed in the mid-1990s and are now being updated based on improved science, mapping techniques, and data.

In 2008, the California Building Commission adopted California Building Code Chapter 7A requiring new buildings in VHFHSZs to use ignition resistant construction methods and materials. These codes include provisions to improve the ignition resistance of buildings, especially from firebrands.

The eastern and western portions of Wildomar, including the project site, have been designated very high fire hazard severity (VHFHS) zones. Therefore, development on the project site would be subject to compliance with the 2013 California Building Code (or the most current version) and the 2013 Edition of the California Fire Code (Part 9 of Title 24 of the California Code of Regulations). Chapter 49 of the Fire Code cites specific requirements for wildfire-urban interface areas that include, but are not limited to, providing defensible space and hazardous vegetation and fuel management. Wildomar is covered under the Riverside County Operational Area Emergency Operations Plan (2006) and the Riverside County Operation Area Multi-Jurisdictional Local Hazard Mitigation Plan (2012). These plans provide guidance to effectively respond to any emergency, including wildfires. In addition, all proposed construction would be required to meet minimum standards for fire safety. Implementation of these plans and policies in conjunction with compliance with the Fire Code would minimize risk of loss due to wildfires.

In consideration of the existing emergency plans, the categorization of the project site as being located with a VHFHS zone will not result in any significant exposure of individuals or structures to the threat of wildfire.

STANDARD CONDITIONS AND REQUIREMENTS

None required.

MITIGATION MEASURES - None required.

9. Hydrology and Water Quality

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

A preliminary Water Quality Management Plan (WQMP) and a Preliminary Hydrology Calculations were prepared for the proposed project by Pfeiler & Associates Engineers in 2014 (**Appendix 9**).

DISCUSSION

a, e, f) **Less Than Significant Impact.** City of Wildomar Municipal Code Section 13.12.050 requires that development comply with a Municipal Separate Storm Sewer System (MS4) Permit from the San Diego Regional Water Quality Control Board. Section F.1 of the MS4 permit specifies requirements for new developments, and Section F.1.D provides details on the requirements for standard stormwater mitigation plans (SSMPs, also known as WQMPs). The WQMP for this project is provided in **Appendix 8** to this IS/MND. The MS4 permit places pollution prevention requirements on planned developments, construction sites, commercial and industrial businesses, municipal facilities and activities, and residential activities. Even though Wildomar is split by two watersheds (Santa Ana and Santa Margarita) that affect some of the properties in the city, the entire city is governed by the MS4 permit for the Santa Margarita region. The project site is not one of the properties split by the jurisdictional boundaries between the Santa Ana and Santa Margarita watersheds. The project site drains entirely into the Santa Margarita watershed.

The Santa Margarita watershed drains the southwest portion of Riverside County, including areas of Menifee, Murrieta, and Wildomar, unincorporated Riverside County, and all of Temecula. Stormwater runoff from these areas collects into Murrieta and Temecula creeks and combines to form the Santa Margarita River in Temecula. The Santa Margarita River flows through the "gorge" and into San Diego County, where it flows past Camp Pendleton into Santa Margarita Lagoon at the Pacific Ocean. The Santa Margarita region is the portion of the watershed within Riverside County.

Construction

Construction activities associated with development of the proposed project will involve site grading, excavation, and disturbance of the existing vegetation cover and soil. Intense rainfall and associated stormwater runoff during construction activities could result in erosion in areas of exposed or stockpiled soils. If uncontrolled, these soil materials would flow off of the site and into the storm drainage system. Pollutants of concern include trash/debris, oxygen-demanding substances, oil and grease, pesticides, and bacteria and viruses. The project site does not contain any known legacy pollutants or hazardous substances above applicable regulatory standards (see subsection 8, Hazards and Hazardous Materials, and **Appendix 7**).

To minimize the potential for contamination of stormwater during construction, a stormwater pollution prevention plan (SWPPP) is required as part of the grading permit submittal package. The SWPPP will have a series of specific measures that will be included in the construction process to address erosion, accidental spills, and the quality of stormwater runoff.

The best management practices that must be implemented as part of a SWPPP can be grouped into two major categories: (1) erosion and sediment control BMPs, and (2) non-stormwater management and materials management BMPs. Erosion and sediment control BMPs fall into four main subcategories:

1. Erosion controls
2. Sediment controls
3. Wind erosion controls
4. Tracking controls

Erosion controls include practices to stabilize soil, to protect the soil in its existing location, and to prevent soil particles from migrating. Examples of erosion control BMPs are preserving existing vegetation, mulching, and hydroseeding. Sediment controls are practices to collect soil particles after they have migrated, but before the sediment leaves the site. Examples of sediment control BMPs are street sweeping, fiber rolls, silt fencing, gravel bags, sand bags, storm drain inlet protection, sediment traps, and detention basins. Wind erosion controls prevent soil particles from leaving the site in the air. Examples of wind erosion control BMPs include applying water or other dust suppressants to exposed soils on the site. Tracking controls prevent sediment from being tracked off site via vehicles leaving the site to the extent practicable. A stabilized construction entrance not only limits the access points to the construction site but also functions to partially remove sediment from vehicles prior to leaving the site.

Non-stormwater management and material management controls reduce non-sediment-related pollutants from potentially leaving the construction site to the extent practicable. The Construction General Permit prohibits the discharge of materials other than stormwater and authorized non-stormwater discharges (such as irrigation and pipe flushing and testing). Non-stormwater BMPs tend to be management practices with the purpose of preventing stormwater from coming into contact with potential pollutants. Examples of non-stormwater BMPs include preventing illicit discharges and implementing good practices for vehicle and equipment maintenance, cleaning, and fueling operations, such as using drip pans under vehicles. Waste and materials management BMPs include implementing practices and procedures to prevent pollution from materials used on construction sites. Examples of materials management BMPs include:

1. Good housekeeping activities such as storing of materials covered and elevated off the ground, in a central location.

2. Securely locating portable toilets away from the storm drainage system and performing routine maintenance.

3. Providing a central location for concrete washout and performing routine maintenance.

4. Providing several dumpsters and trash cans throughout the construction site for litter/floatable management.

5. Covering and/or containing stockpiled materials and overall good housekeeping on the site.

The Construction General Permit also requires that construction sites be inspected before and after storm events and every 24 hours during extended storm events. The purpose of the inspections is to identify maintenance requirements for the BMPs and to determine the effectiveness of the BMPs that are being implemented. The SWPPP is a “living document” and as such can be modified as construction activities progress. Additional requirements include compliance with post-construction standards focusing on low impact development (LID) and preparation of rain event action plans.

The SWRCB has also issued a Statewide General Permit (Water Quality Order R5-2008-0081, NPDES No. CAG995001) for dewatering and other low-threat discharges to surface waters in the state. Should construction of a project require dewatering, the project applicant would be

required to submit a Notice of Intent, as well as a Best Management Practices Plan, to comply with the general permit. The BMP Plan would include disposal practices to ensure compliance with the general permit, such as the use of sediment basins or traps, dewatering tanks, or gravity or pressurized bag filters. Monitoring and reporting would also be performed to ensure compliance with the permit.

Project Operation

The project's on-site drainage system directs on-site drainage to BMP facilities and into an underground storm drain system. Off-site drainage from the north and northeast will drain into underground storm drain lines at inlets along the proposed site's north and east property lines. The line draining the off-site property along the east property line will extend through the site westerly to connect to the existing 54-inch reinforced concrete pipe RCP in George Avenue. The off-site drainage from the north will connect to the line extending from the east property line. These two lines will convey the existing off-site drainage through the proposed project site without any restrictions. Those lines are designed to convey a 100-year undeveloped storm through the site.

On-site drainage will collect the 10-year developed storm flows to the existing aggregate 10-year storm flow using an underground detention facility. Once storm flows have been reduced, the on-site storm drain system will drain via a line extending from the east property line westerly to the existing storm drain line in George Avenue. The 100-year storm will be allowed to flow through the system to George Avenue.

To accomplish this, the on-site system will require the detention of 7,950 cubic feet of stormwater to limit the maximum discharge rate of stormwater to the existing flow from the undeveloped site during a 10-year storm event via a series of underground storage pipes within the site. These pipes will be connected to the main line storm drain draining the proposed project site. At the downstream end of the storage pipes, a connection to the main line storm drain with a flap gate will be constructed. At the upstream end of the storage pipes, a connection to the main line storm drain will be constructed to allow the required amount of stormwater to be diverted into these pipes through a weir type connection to the on-site drainage system. The on-site main line storm drain system will connect to the system draining the off-site properties. As the flow during a storm event increases to a peak amount, the hydraulic grade line will rise in the on- and off-site lines to a point where the level of water will seal off the flap gate at the downstream end of the underground storage pipes. At the upstream end, it will rise to a level that the flow will drain over the weir system. The on-site storm drain will be designed to restrict the flow and increase the hydraulic grade line to allow the required amount of stormwater to be diverted through the weir.

A preliminary Water Quality Management Plan (WQMP) (Pfeiler & Associates 2014) was prepared for the proposed project (see **Appendix 8**). A final WQMP will be prepared for the project if it is approved and will replace the preliminary WQMP. Based on the preliminary WQMP, the project site is tributary to the receiving waters listed in **Table 9-1**, which also identifies the designated beneficial uses associated with each of the receiving waters.

Table 9-1
Receiving Waters for Urban Runoff from Proposed Project – Santa Ana River Watershed

Receiving Waters	EPA-Approved 303(d) List Impairments	Designated Beneficial Uses	Proximity to RARE Beneficial Use
Murrieta Creek	Nitrogens, metals	None	NA
Santa Margarita River	Phosphorous	REC1, REC2, COMM, WILD, RARE	6.6 miles
Pacific Ocean	None	IND, NAV, REC1, REC2, COMM, WILD, RARE, SPWN, MAR, SHELL	9.9 miles

Source: Pfeiler and Associates 2014a

As listed in **Table 9-1**, beneficial uses include the following:

- Industrial Service Supply (IND) – Includes uses of water for industrial activities that do not depend primarily on water quality including, but not limited to, mining, cooling water supply, hydraulic conveyance, gravel washing, fire protection, or oil well re-pressurization.
- Navigation (NAV) – Includes uses of water for shipping, travel, or other transportation by private, military, or commercial vessels.
- Spawning, Reproduction, and/or Early Development (SPWN) – Includes uses of water that support high quality habitats suitable for reproduction, early development and sustenance of marine fish and/or cold freshwater fish.
- Shellfish Harvesting (SHELL) – Includes uses of water that support habitats suitable for the collection of filter-feeding shellfish (e.g., clams, oysters, mussels) for human consumption, commercial, or sport purposes.
- Commercial and Sport Fishing (COMM) – Includes the uses of water for commercial or recreational collection of fish, shellfish, or other organisms including, but not limited to, uses involving organisms intended for human consumption or bait purposes.
- Marine Habitat (MAR) – Includes uses of water that support marine ecosystems including, but not limited to, preservation or enhancement of marine habitats, vegetation such as kelp, fish, shellfish, or wildlife (e.g., marine mammals, shorebirds).
- Water Contact Recreation (REC-1) – Uses of water for recreational activities involving body contact with water, where ingestion of water is reasonably possible. These uses include, but are not limited to, swimming, wading, water-skiing, skin and scuba diving, surfing, whitewater activities, fishing, or use of natural hot springs.
- Non-Contact Water Recreation (REC-2) – Uses of water for recreational activities involving proximity to water, but not normally involving body contact with water, where ingestion of water is reasonably possible. These uses include, but are not limited to, picnicking, sunbathing, hiking, beachcombing, camping, boating, tide pool and marine life study, hunting, sightseeing, or aesthetic enjoyment in conjunction with the above activities.

- Wildlife Habitat (WILD) – Uses of water that support terrestrial ecosystems including, but not limited to, preservation and enhancement of terrestrial habitats, vegetation, wildlife (e.g., mammals, birds, reptiles, amphibians, invertebrates), or wildlife water and food sources.
- Rare, Threatened or Endangered Species (RARE) – Waters that support the habitats necessary for the survival and successful maintenance of plant or animal species designated under state or federal law as rare, threatened, or endangered.

The WQMP identifies a series of specific permanent and operational source control best management practices to be incorporated into project design:

- Efficient Irrigation – The preliminary WQMP (Pfeiler & Associates 2014b) includes design considerations that reduce excessive irrigation runoff into the stormwater conveyance system. Design objectives of efficient irrigation include the maximization of infiltration, the provision of retention, and the slowing of runoff.
- Storm Drain Signage – Waste materials dumped into storm drain inlets can have severe impacts on receiving groundwaters. Posting notices regarding discharge prohibitions at storm drain inlets can prevent waste dumping. Storm drain signs and stencils are highly visible source controls that are typically placed directly adjacent to storm drain inlets. The objective of this method is to prohibit the dumping of improper materials directly into storm drains.
- Infiltration Trench – Infiltration trenches are often used in place of other best management practices where limited land is available. Infiltration trenches are most widely used in warmer, less arid regions of the United States. They capture small amounts of runoff but do not control peak hydraulic flows.
- Pervious Pavement – Pervious pavements allow stormwater to filter through voids in the pavement surface into an underlying rock reservoir where it is temporarily stored and infiltrated into the surrounding materials.
- Underground Retention Tank – This type of BMP captures flows and retains it until it infiltrates into the soil (stormwater retention) or releases it slowly over time, thereby decreasing peak flows and associated flooding problems (stormwater detention).

Implementation of best management practices identified in the preliminary WQMP and compliance with existing state and local regulations would protect water quality and ensure compliance with applicable water quality standards. Therefore, impacts are less than significant.

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

- Recharge from precipitation – Rainfall directly to the basin.
- Surface water infiltration – Recharge from infiltration of surface waters such as streams. The San Jacinto River is the major surface water inflow. Inflow from Lake Elsinore is considered negligible.
- Infiltration from land use – Direct surface recharge from application of water for irrigation.
- Infiltration from septic tanks – Infiltration in areas serviced by septic systems in the basin.

Murrieta Creek is the closest stream to the proposed project site and would be considered a source of recharge for the basin. The proposed project will not affect the recharge capability of Murrieta Creek, as it is outside the project boundaries.

Currently, the proposed site is largely permeable. However, construction of the proposed project will result in an increase in impervious surfaces by 40,120 square feet, which is equivalent to 0.92 acres. Development on the project site may lead to an increased demand for potable water supply, which is provided by the Elsinore Valley Municipal Water District, in part from groundwater supplies. The EVMWD imports water to ensure that significant overdraft of local groundwater supplies does not occur. Based on the EVMWD's (2011) Urban Water Management Plan, no adverse impacts to groundwater resources were forecast to occur from implementing the approved land uses in the project area as anticipated as part of buildout of the Wildomar General Plan. The proposed project would be consistent with the General Plan and is therefore consistent with the Urban Water Management Plan and would not significantly alter groundwater use in the area.

Further, the project applicant is required to obtain a will-serve letter from the EVMWD. The will-serve letter will confirm whether the EVMWD's current water supply exceeds the maximum daily demand projected in the next five years and is sufficient to serve the proposed project. Therefore, impacts are less than significant.

c, d) **Less Than Significant Impact**. The reader is referred to Issue b) in subsection 6, Geology and Soils, for further discussion of erosion. The drainage of surface water would be controlled by building regulations and directed toward existing streets, flood control channels, storm drains, and catch basins. The proposed drainage of the site would not channel runoff on exposed soils, would not direct flows over unvegetated soils, and would not otherwise increase the erosion or siltation potential of the site or any downstream areas. As discussed above, the proposed project is subject to NPDES requirements, including the countywide MS4 permit and compliance with the WQMP. Additionally, the project applicant is required to submit a SWPPP to reduce erosion and sedimentation of downstream watercourses during project construction. Further, the applicant would be required to prepare and submit a detailed erosion control plan for City approval prior to obtaining a grading permit. The implementation of this plan is expected to address any erosion issues associated with proposed grading and site preparation. Although future development would create new impervious surface on the property, development associated with the proposed project would result in opportunities for landscaped areas to be utilized for stormwater retention.

The project site currently drains ultimately to Murrieta Creek to the south. The proposed project would not alter this general drainage pattern. The buildings and parking areas will channel the drainage into underground pipes, leading to retention areas before leading to the existing

drainage course to George Avenue. The addition of impervious surfaces to the project site would increase flow rates, potentially increasing erosion. However, runoff is proposed to be routed through infiltration trenches prior to reaching the retention tank and ultimately Murrieta Creek. This proposed drainage system would slow runoff velocities, allow sediment to settle out of the water, and capture trash and debris collected in the system. Furthermore, implementation of the required SWPPP for the project includes best management practices designed to prevent erosion both during and after construction (see Issue a) above. Therefore, the proposed project would not result in substantial erosion or siltation on- or off-site, and this impact would be less than significant.

g, h) **No Impact.** The project site is designated by the Federal Emergency Management Agency (FEMA) as Zone X, indicating minimal risk of flooding. Furthermore, the project does not propose any residential uses. Therefore, the project would not place housing or other structures within a 100-year flood hazard area and would not impede or redirect flood flows. No impact would occur.

i) **No Impact.** Riverside County identifies dam inundation hazard areas throughout the county. A review of records maintained at the California Office of Emergency Services provided potential failure inundation maps for 23 dams affecting Riverside County; these maps were compiled into geographic information system (GIS) digital coverage of potential dam inundation zones. The county's dam inundation zones are identified in Figure S-10 of the Wildomar General Plan (2008). According to Figure S-10, the project site is not in any dam inundation hazard zones. In addition, the project is not in the vicinity of any levees. Therefore, no impacts are identified.

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

STANDARD CONDITIONS AND REQUIREMENTS

1. Wildomar Municipal Code Section 13.12.060 requires that new construction and renovation control stormwater runoff so as to prevent any deterioration of water quality that would impair subsequent or competing uses of the water. The City shall identify the best management practices (BMPs) that may be implemented to prevent such deterioration. BMPs are identified in the Water Quality Management Plan (see **Appendix 8**).

MITIGATION MEASURES

None required.

10. Land Use and Planning

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

DISCUSSION

a) **No Impact**. The project site is located in an urbanized area characterized by a mix of land uses. The surrounding area includes both residential (medium and high density) and commercial uses. Currently, the project site is vacant land zoned Scenic Highway Commercial (C-P-S). Development of the proposed project would be consistent with existing and planned development on surrounding properties and would not impede movement through the area. No impact would occur.

b) **Less Than Significant Impact.** As described previously, the project site has been designated by the City of Wildomar General Plan as Commercial Retail (CR) and zoned by the City's Zoning Ordinance as Scenic Highway Commercial (C-P-S). General Plan Policy LU 23.1 describes this land use designation as allowing the development of commercial uses in areas appropriately designated by the General Plan and land use maps. Additionally, General Plan Policy LU 10.1 requires that sufficient commercial and industrial opportunities be provided in order to reduce long-distance commuting and increase local employment. This project's proximity to existing and future residential uses may provide employment opportunities for those nearby uses helping to play a part in reducing commute times and easing regional congestion. General Plan Policy LU 22.8 suggests establishing activity centers that contain services such as child or adult-care, public meeting rooms, convenience commercial uses, or similar facilities within or near residential neighborhoods. Further, General Plan Policy LU 23.5 states that commercial uses should be placed near transportation facilities and high-density residential areas. Bus Route 7 (operated by the Riverside Transit Agency) runs along Clinton Keith Road with stops in proximity to the project site.

The CR land use designation allows a range of floor area ratios from 0.2 to 0.35 percent of land coverage (expressed as 0.20–0.35 FAR in the General Plan). The proposed project will result in a total coverage of approximately 20 percent, which is consistent with the General Plan. Additionally, as discussed in Section 4, Biological Resources, the project would be required to comply with the provisions contained within the Western Riverside County Multiple Species

Habitat Conservation Plan (MSHCP). Compliance with the MSHCP would result in the project having no impact related to this issue area. This impact would be less than significant.

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

STANDARD CONDITIONS AND REQUIREMENTS

1. Section 3.42.090 of the Wildomar Municipal Code requires the payment of MSHCP fees at the time of issuance of a building permit.

2. Section 3.44.060 requires the applicant pay TUMF fees at either when a certificate of occupancy is issued for the development project, or upon final inspection (whichever comes first).

3. Section 3.44.060 requires that the applicant pay appropriate DIF fees prior to the certificate of occupancy is issued for the development project.

MITIGATION MEASURES

None required.

11. Mineral Resources

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

DISCUSSION

a) **No Impact.** The proposed project is located in an area designated as MRZ-3 by the Wildomar General Plan (2008). The MRZ-3 zone includes areas where the available geologic information indicates that while mineral deposits are likely to exist, the significance of the deposit is undetermined. The Phase I Environmental Site Assessment prepared for the project site by EnGEN Corporation in 2013 (**Appendix 5**) did not reveal any significant potential for mineral resources at the site or any previous use of the site for mineral resource extraction. As a result, no impacts are anticipated.

b) **No Impact.** There are no known locally important mineral resource recovery sites identified on the project site in the Wildomar General Plan or in a specific plan or other land use plan. As a result, no impacts are anticipated.

STANDARD CONDITIONS AND REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

12. Noise

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

SETTING

The project site is currently undeveloped and vacant. The lots to the north, west, and east of the project site are vacant and undeveloped. A noise study was not prepared for the proposed project. In the absence of site-specific data, expected noise impacts can be qualitatively discussed by relating types of noises associated with specific land uses.

DISCUSSION

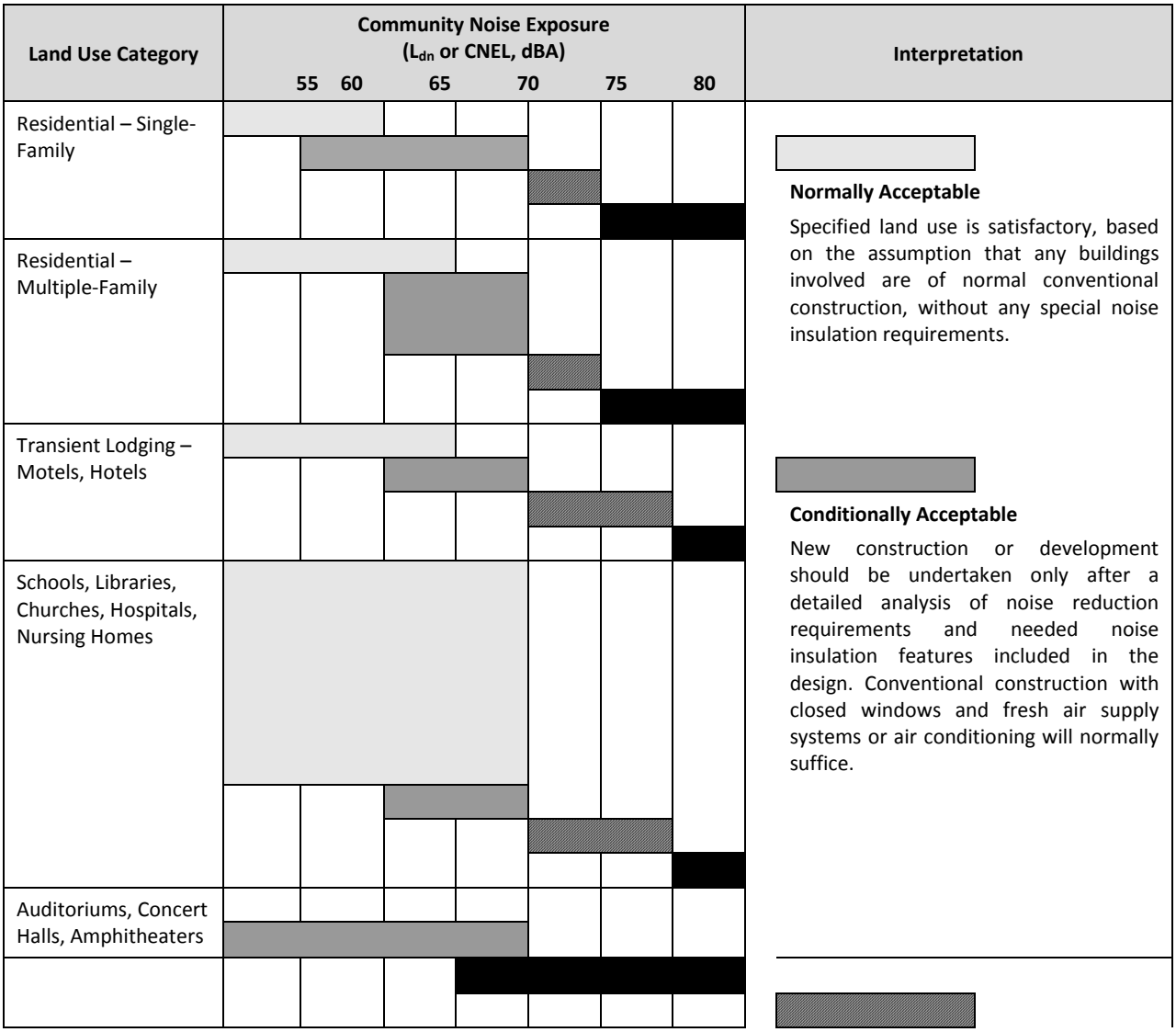
a, c) **Less Than Significant Impact.** The proposed project includes commercial uses. Noise sources associated with commercial uses can include parking lot activities (e.g., opening and closing of vehicle doors, people talking) and noise generated by mechanical building equipment (e.g., heating, ventilation, and air conditioning [HVAC] systems). Some commercial uses may also result in noise associated with on-site truck operations, vehicle/equipment backup alarms, decompression of trailer truck brakes, operation of stationary and portable equipment (e.g., generators, chillers, air compressors, trash compactors, pneumatic tools, etc.), and loading dock operations (e.g., use of forklifts, hydraulic lifts, and material handling activities).

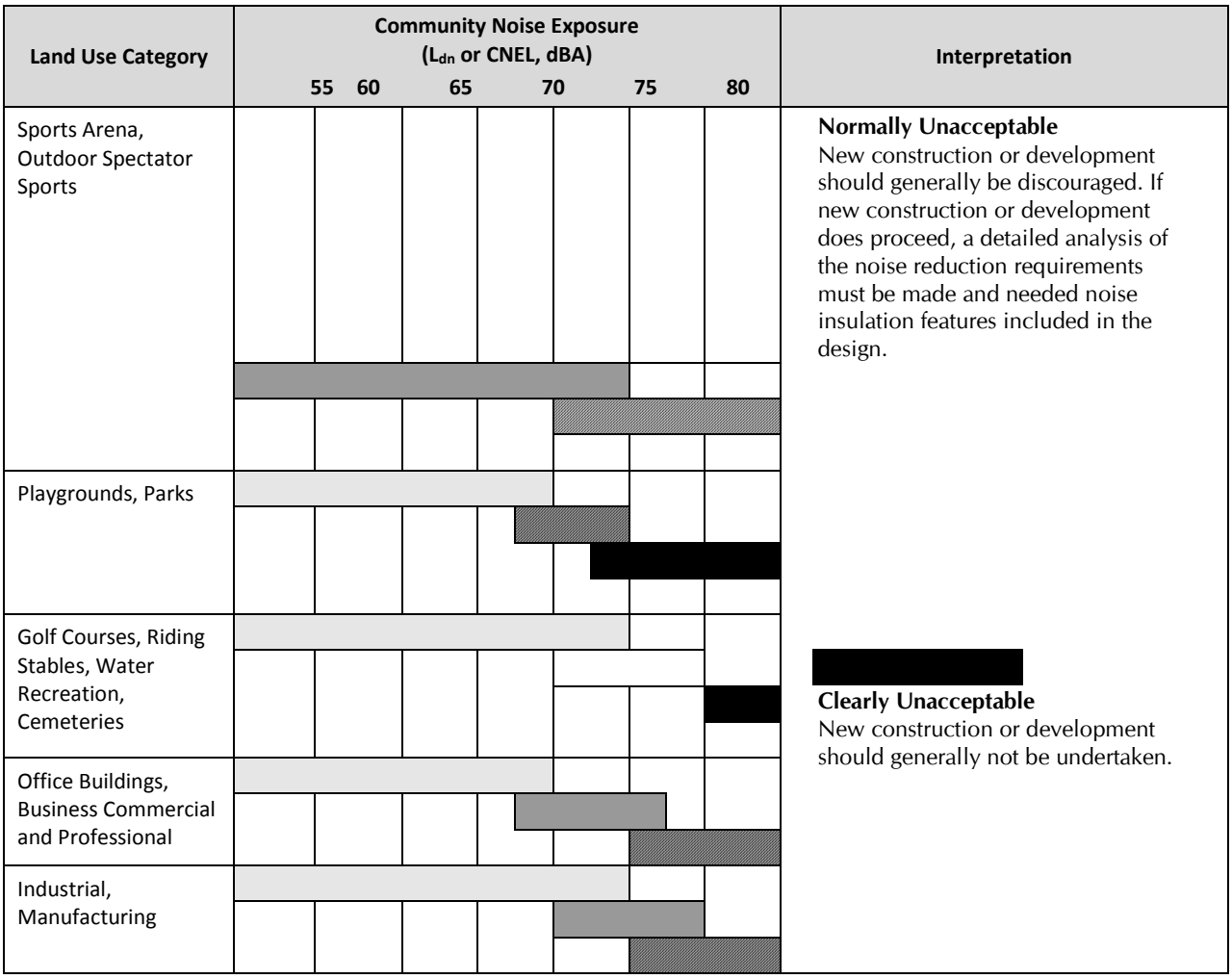
Operational Noise Standards

The City of Wildomar General Plan Noise Element specifies the maximum noise levels allowable for new developments impacted by transportation noise sources such as arterial roads, freeways, airports, and railroads. The Noise Element includes standards for land use compatibility for community noise exposure in Policy N 1.3 and Policy N 4.1 and characterizes residential uses as noise-sensitive uses. For noise-sensitive land uses, the exterior noise levels should not exceed 65 dBA CNEL. The Noise Element also includes Table N-1, Land Use Compatibility for Community Noise Exposure, indicating that exterior noise for residential uses is "conditionally acceptable" up to 70 dBA (see **Table 12-1**).

In addition to exterior noise, the Noise Element establishes an interior noise standard of 45 dBA CNEL for noise-sensitive uses in Policy N 13.1. The Noise Element contains several policies associated with noise-generating uses.

Table 12-1
City of Wildomar Land Use Compatibility Noise Criteria





Source: Wildomar 2008

Worst-case impacts from stationary (non-transportation) noise sources (such as speakerphones, trash compactors, etc.) for daytime and nighttime activities are provided in Policy N 4.1 and shown in **Table 12-2**.

Table 12-2
Facility-Related Noise, Received by Any Sensitive Use, Worst-Case Levels

Worst-Case Noise Level	Time of Day
65 dBA L_{eq} – 10 minutes	7 a.m. to 10 p.m.
45 dBA L_{eq} – 10 minutes	10 p.m. to 7 a.m.

Source: Wildomar 2008 (Noise Element, Policy N 4.1)

Operational noise levels for commercial land uses can vary and may include operations during the more noise-sensitive nighttime hours. For commercial uses involving loading dock activities, average hourly noise levels can range from less than 50 to approximately 60 dBA L_{eq} at 50 feet. Exterior landscape and parking lot maintenance activities, as well as solid waste collection activities, can generate average hourly noise levels of approximately 60 dBA L_{eq} at 50 feet.

Stationary and portable equipment can generate noise levels of up to 90 dBA L_{eq} at 50 feet. Intermittent noise levels, such as those generated by landscape and parking lot maintenance equipment (i.e., leaf blowers) and vehicle backup alarms, can generate intermittent noise levels of approximately 80 to 120 dBA L_{max} at roughly 3 feet. Actual noise levels will vary depending on the operational characteristics of future projects and site designs.

Operation associated with the proposed project includes a permanent increase in ambient noise levels. Land directly adjacent to the proposed project site located to the north, south, and east is currently disturbed, vacant land. High-density residential uses are located directly to the south of Clinton Keith Road more that 365-feet away. Currently, there are no residential uses within 50-feet of the project site. Future development potential of the vacant land uses includes mixed-use, high-density residential, commercial, and retail uses. No sensitive land uses exist directly adjacent to the proposed project site. Additionally, traffic associated with Clinton Keith Road and George Avenue generates sufficient noise to buffer any noise generated by the commercial center; therefore, impacts are less than significant.

Transportation Noise

Noise along transportation corridors is highest near the roadway and decreases as the distance from the roadway (noise source) increases. Thus, noise levels may be shown as contours representing equal noise exposures along the roadway. The contours provide a visualization of estimates of sound level. Noise contours on the contour map exhibits represent lines of equal noise exposure, just as the contour lines on a topographic map show lines of equal elevation. Land forms and man-made structures have very complex effects on sound transmission and on noise contours. Generally solid barriers such as hills, berms, and walls between a source and receiver absorb and/or reflect noise, resulting in a quieter environment. Where barriers or land forms do not interrupt the sound transmission path from source to receiver, the contours prove to be good estimates of average noise level. In areas where barriers or land forms interrupt the sound transmission, the noise contours overestimate the extent to which a source intrudes into the community.

The project site is located north of Clinton Keith Road, east of George Avenue, and 0.30 mile northeast of Interstate 15 (I-15). It is anticipated that future vehicle noise generated from Clinton Keith Road will potentially impact the proposed project site. The following shows the noise levels and contour distances along Clinton Keith Avenue:

Table 12-3.
Noise Levels and Contour Distances

Segment	Existing CNEL at 100 Feet from Centerline	Distance to CNEL Contour from Centerline of Roadway (feet)			
		70 CNEL	65 CNEL	60 CNEL	55 CNEL
East of I-15 NB Ramp	61.9	—	62	134	288
West of George Avenue	63.8	—	84	180	389
East of George Avenue	64.1	40	87	188	405

According to the City of Wildomar General Plan (2008), acceptable noise levels for commercial developments may reach 70 dBA CNEL. As shown in **Table 12-3**, noise levels along Clinton Keith Avenue, do not reach 70 dBA at 100-feet from centerline. 70 dBA CNEL is achieved at 40-feet from the centerline east of George Avenue. Based on these calculations, transportation noise levels are not anticipated to cause a significant effect on the project site and its future uses. Impacts are less than significant.

b) **Less Than Significant Impact.** Project construction would have the potential to result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used and the operations involved. Vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. **Table 12-1** displays vibration levels for typical construction equipment.

Table 12-4
Typical Construction Equipment Vibration Levels

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

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

Future development on the project site may require the use of bulldozers and trucks. According to the Federal Transit Administration (FTA) (2006), vibration levels associated with the use of a large bulldozer are 0.089 inches per second (in/sec) peak particle velocity (PPV) and 87 vibration decibels [VdB referenced to 1 gin/sec and based on the RMS velocity amplitude] at 25 feet, as shown in **Table 12-1**. Using the FTA-recommended procedure for applying a propagation adjustment to these reference levels, predicted worst-case vibration levels of approximately 0.03 in/sec PPV at approximately 50 feet from the project site's boundary could occur from use of a large bulldozer. These vibration levels would not exceed the California Department of Transportation's recommended standard of 0.2 in/sec PPV (Caltrans 2002) with respect to the prevention of structural damage for normal buildings, which standard is also incorporated into the Noise Element of the City of Wildomar General Plan. Vibration levels at greater distances would be substantially diminished. Because zoning provides for commercial development, no vibration impacts are anticipated from operations. Any impacts would be less than significant.

d) **Less Than Significant Impact With Mitigation Incorporated.**

Construction Noise Levels

As the proposed project is developed, it is possible that construction noise will result in a short-term, unsustained elevation in the amount of noise at the project site. Noise levels associated with the anticipated construction equipment are summarized in **Table 12-2.** Based on these typical noise levels, construction activities associated with development may result in noise

levels that range from 71 to 88 dBA at 50 feet. The loudest noise sources are likely to be earth-moving equipment such as graders, bulldozers, and backhoes that typically are used at the beginning of construction in previously undeveloped areas. However, noise levels would attenuate (drop) as noise source distance increases away from sensitive receptors or by being blocked with intervening features such as walls, fences, and buildings. Construction noise attenuates at a rate of 6 dBA per doubling of distance, such that estimated noise of 88 dBA at 50 feet would be reduced to 82 dBA at 100 feet, and an intervening solid wall or building can reduce noise levels by 5 to 10 decibels as long as it serves to block the line of sight from the noise source to the receptor (FTA 2006).

Table 12-5
Typical Construction Equipment Noise Levels

Type of Equipment	Typical Noise Level (dBA) 50 Feet from Source
Dozers	85
Cranes	83
Rollers	74
Tractors	80
Front-End Loaders	85
Graders	85
Air Compressors	81
Trucks	88

Source: FTA 2006, Table 12-1, Transit Noise and Vibration Impact Assessment

The City of Wildomar General Plan does not set decibel standards for temporary construction noise impacts. The General Plan contains four policies pertaining to temporary construction noise (Policies N 12.1 through 12.4), but those policies do not set decibel standards and generally require that the City make reasonable efforts to minimize temporary construction noise impacts on adjacent uses. Chapter 9.48 of the Wildomar Municipal Code contains noise standards in addition to the standards included in the General Plan, but 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, Section 9.48.020(I) of the Wildomar Municipal Code states that sound emanating from private construction projects located within one-quarter of a mile of 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.

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, then 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 the California Department of Transportation (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.

As shown above, these agencies seem to settle on 85 dBA as 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. However, the City has determined that exposure of noise-sensitive receptors to construction noise levels above 85 dBA would result in a potentially significant impact.

As shown in **Table 12-2**, most of the probable construction equipment has an upper range of noise that is consistent with the 85 dBA threshold. As shown on **Figure 2**, the residential uses to the northwest of the project site are located approximately 365 feet from the northwestern most boundary of the project site. The residential uses south of Clinton Keith Road are located

even further away. Due to the distance of these uses from the project site, construction noise impacts will be less than significant.

Noise-sensitive uses located up to 70 feet from the project site could potentially be exposed to noise levels above 85 dBA during the site preparation and grading phase of project construction. Currently, there are no noise sensitive land uses within 70 feet of the project site; however, property adjacent to the project site could potentially be developed with noise sensitive uses. Noise from construction activities at these locations would be sporadic and limited during the construction period. To address this impact, mitigation measure **NOI-1** requires that the construction contractor follow best management practices that include, but are not limited to, restricting grading and excavation activities to the hours of 7:00 a.m. to 5:00 p.m. on non-holiday Mondays through Saturdays. This ensures that the loudest construction activities occur outside of recognized weekend, holiday, sleeping, and rest time; using grading and excavation equipment that has been certified to generate noise levels of no more than 85 dBA at a distance of 50 feet.

Compliance with mitigation measure **NOI-1** will ensure notification of the neighborhood, a contact to call concerning noise, a requirement to conduct the noisiest construction activities (e.g., grading and trenching) during the time of day when most residents are at work. This will ensure that noise levels are at or below the 85 dBA threshold; therefore, this impact is less than significant with mitigation incorporated.

Operational Noise Levels

Noise in the city is dominated by I-15 and traffic on local roadways, including Clinton Keith Road and George Avenue. The proposed project would introduce new temporary noise sources due to the development of new commercial uses on currently vacant land. The primary source of temporary noise would be from the installation of heating, ventilation, and air conditioning (HVAC) systems. The HVAC equipment on the new commercial buildings would comply with the City of Wildomar noise ordinance. There are no residential uses directly adjacent to the proposed project site. In addition, noise from the equipment would likely be indistinguishable in the ambient noise environment due to traffic noise along Clinton Keith Road and George Avenue and the noise attenuation due to the distance between the HVAC systems and nearby residences. Thus, noise impacts from HVAC equipment would be less than significant.

e, f) **No Impact**. There are no public airport runways within 2 miles of the project site. The nearest public airport is French Valley Airport, approximately 7 miles east of the project site. The nearest private airstrip is Skylark Field Airpark, approximately 5.2 miles northwest of the project site. Therefore, the proposed project would not expose people to excessive noise levels.

STANDARD CONDITIONS AND REQUIREMENTS

1. All construction and general maintenance activities shall be limited to the hours 7:00 am to 6:00 PM Monday thru Saturday and decibel levels described in Wildomar Municipal Code Chapter 9.48.

MITIGATION MEASURES

NOI-1 The applicant shall require by contract specifications that the following construction best management practices (BMPs) be implemented by contractors to reduce construction noise levels:

a) Notification shall be mailed to owners and occupants of all developed land uses immediately bordering the project site, and residential uses immediately adjacent to the project site, and directly across the street from the project site providing a schedule for major construction activities that will occur for the duration of the construction period. In addition, the notification will include the identification of and contact number for a community liaison and a designated construction manager who would be available on-site to monitor construction activities. The construction manager will be located at the on-site construction office during construction hours for the duration of all construction activities. Contact information for the community liaison and the construction manager will be located at the construction office, City Hall, and the police department.

b) The construction contractor shall utilize grading and excavation equipment that is certified to generate noise levels of no more than 85 dBA at a distance of 50 feet.

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

Timing/Implementation: Prior to any earth movement permit or activity

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

13. Population and Housing

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

DISCUSSION

a) **No Impact.** The Southern California Association of Governments (SCAG), as part of its Regional Transportation Plan, forecasts population, household, and employment growth for all cities within SCAG's jurisdictional boundaries, including Wildomar. SCAG currently projects that Wildomar's population will increase from 31,500 in 2008 to 42,100 in 2020, an increase of 10,600 people over the 12-year projection period.

Over this same 12-year period, SCAG projects that the number of households in Wildomar will increase from 10,000 in 2008 to 13,100, an increase of 3,100 households. For construction projects of this duration and magnitude, the workforce generally comprises workers who would commute to job sites rather than relocate their household to any significant degree. As such, the construction of the proposed project is not anticipated to result in either an in-migration or relocation of employees to satisfy the need for temporary construction-related employment. Therefore, no increase in temporary population would occur resulting from temporary workers relocating to the immediate area. During project operation, it is anticipated that new on-site employment under the project would not induce substantial population growth given the size of the existing labor pool in the area. Thus, the proposed project would not substantially induce population growth due to the increase in on-site employees, as the growth that would occur at the project site is consistent with growth already anticipated to occur in the city.

b, c) **No Impact.** Since the project site is currently vacant, no housing units or people would be displaced and the construction of replacement housing is not required.

STANDARD CONDITIONS AND REQUIREMENTS

None required.

MITIGATION MEASURES - None required.

14. Public Services

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

DISCUSSION

a) **Less Than Significant Impact.** The Riverside County Fire Department (RCFD) provides fire protection and safety services to the City of Wildomar. RCFD Fire Station 75 (Bear Creek) is located at 38900 Clinton Keith Road, approximately 3.3 miles southwest of the project site (RCFD 2015), and would respond to calls for service from the proposed project. In addition to Fire Station 75, several other Riverside County and City of Murrieta Fire Department fire stations in the surrounding area would be able to provide fire protection services to the project site if needed. The 2013 RCFD annual report concluded that there were a total of 2,794 incidents in 2013 in Wildomar. When the calls for service are divided by the 11,047 households in Wildomar, the result is 0.25 calls per household. When applied to the proposed 77 homes, the increase would be approximately 20 calls or an approximately 0.70 percent increase in calls.

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

b) **Less Than Significant Impact.** Police protection services are provided in the city by the Riverside County Sheriff's Department (RCSD). The nearest sheriff's station is located at 333 Limited Street in Lake Elsinore, approximately 9 miles northwest of the project site. Traffic enforcement is provided for Riverside County in this area by the California Highway Patrol, with additional support from local Riverside County Sheriff's Department personnel.

For the purpose of establishing acceptable levels of service, the Riverside County Sheriff's Department maintains a recommended servicing of 1.2 sworn law enforcement personnel for every 1,000 residents (City of Wildomar 2008). Although the proposed project would introduce a new land use to the site (i.e., commercial), and as discussed in Issue a) in subsection 13, Population and

Housing, the project is not anticipated to induce substantial population growth and therefore would not be expected to substantially increase the demand for police protection services. Furthermore, the project is not expected to result in activities that create unusual police protection needs. Regardless, as a standard condition of approval for the project, the project applicant would be required to pay the standard development impact fees pursuant to Wildomar Municipal Code Section 3.44.080, which include a fee for police service impacts. Therefore, this impact would be less than significant.

c) **Less Than Significant Impact.** The project is located in the Lake Elsinore Unified School District (LEUSD) and, as discussed in Issue a) in subsection 13, Population and Housing, would not substantially increase the city's population. The LEUSD requires school mitigation impact fees of $0.47 per square foot for commercial development. Currently the City provides a Notice of Impact Mitigation Requirement to the applicant for a building permit, who then works with the district to determine the precise amount of the fee. Once the fee has been paid in full, the district prepares a certificate which is provided to the City demonstrating payment of the fee. Payment of fees in compliance with Government Code Section 65996 fully mitigates all impacts to school facilities. Therefore, this impact would be less than significant.

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

e) **Less Than Significant Impact.** Future development associated with the proposed project may result in a slight increase in the demand for other governmental services such as economic development and other community support services commonly provided by the City of Wildomar. The demand for these additional public services would be incremental. The incremental increase in services would be offset by the revenue generated from the proposed project, which is considered a beneficial impact. Therefore, this impact would be less than significant.

STANDARD CONDITIONS AND REQUIREMENTS

1. Prior to issuance of any building permit, the project applicant shall pay the required development impact fees for police, fire, and other governmental services pursuant to Wildomar Municipal Code Section 3.44.080 and in effect at the time of building permit issuance.

MITIGATION MEASURES

None required.

15. Recreation

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

DISCUSSION

a, b) **No Impact.** The proposed project would not be expected to result in increased use of existing neighborhood and regional parks or other recreational facilities, as the project is commercial. There are also no parks or recreational facilities in close proximity to the project site. Additionally, the proposed project would not be expected to require the construction or expansion of new recreational facilities. As a result, no impacts are anticipated. No impacts would occur.

STANDARD CONDITIONS AND REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

16. Transportation/Traffic

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

DISCUSSION

A traffic impact analysis (TIA) was prepared for the proposed project by Kunzman Associates, Inc. in July 2015 (see **Appendix 9**).

SIGNIFICANCE THRESHOLD

Based on the City's guidelines, a significant impact occurs when the addition of project traffic, as defined by any "with project" scenario, causes an intersection that operates at an acceptable level of service under the "without project" traffic condition (i.e., LOS C or D or better) to fall 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:

A. 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 that an additional test be performed for intersection locations found to operate at a deficient level of service (i.e., LOS E or F) under pre-project conditions:

B. If an intersection is projected to operate 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.

Caltrans does not identify specialized significance criteria within its traffic study guidelines.

A significant cumulative impact has been identified when an intersection is projected to operate below 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, contributes 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. For the purposes of this analysis, mitigation measures have been recommended for cumulatively impacted intersections to bring the "with Project" delay and associated level of service back to acceptable peak hour operations at intersections located outside of the City's jurisdiction (e.g., I-15 Freeway ramps at Bundy Canyon Road and Baxter Road).

A project's contribution to a cumulatively 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.

METHODOLOGY

Trip Generation

The trips generated by the project are determined by multiplying an appropriate trip generation rate by the quantity of land use. Trip generation rates are predicated on the assumption that energy costs, the availability of roadway capacity, the availability of vehicles to drive, and lifestyles remain similar to what are known today. A major change in these variables may affect trip generation rates. Trip generation rates were determined for daily traffic, morning peak-hour inbound and outbound traffic, and evening peak-hour inbound and outbound traffic for the proposed land use. By multiplying the trip generation rates by the land use quantities, the traffic volumes are determined. **Table 16-1** exhibits the trip generation rates, project peak-hour volumes, and project daily traffic volumes. The trip generation rates are from the Institute of Transportation Engineers (2012) *Trip Generation Manual, 9th Edition*.

The proposed development is projected to generate a total of approximately 10,525 daily vehicle trips, 278 of which occur during the morning peak hour and 300 of which occur during the evening peak hour. Traffic volumes shown in **Table 16-1** consist of the total trips generated for each project land use. As a retail trip generated by the project will also be making trips to a restaurant land use within the project, a double counting of those trips occurs. In order to analyze a "conservative" scenario in terms of the assignment of trips, the trip generation has not been reduced as a result of internal interaction between the proposed land uses.

It should be noted that for commercial retail land use, a portion of the trips would come from pass-by trips, trips that are currently on the roadway system. The traffic volumes from the project site have been reduced as a result of pass-by trips based on the Institute of Transportation Engineers (2004) *Trip Generation Handbook, 2nd Edition.*

Table 16-1
Project Trip Generation Summary

Land Use	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Trip Generation Rates							
Fast-Food Restaurant with Drive-Through Window	23.16	22.26	45.42	16.98	15.67	32.65	496.12
Variety Store	2.29	1.52	3.81	3.41	3.41	6.82	64.03
Convenience Market with Gas Pumps	8.29	8.29	16.57	9.54	9.54	19.07	542.60
Commercial Retail	0.60	0.36	0.96	1.78	1.93	3.71	42.70
Trips Generated							
Fast-Food Restaurant with Drive-Through Window	138	132	270	101	93	194	2,947
- Pass-by for Fast-Food Restaurant (49% AM, 50% PM)	-68	-65	-133	-51	-47	-98	-231
Variety Store	29	20	49	44	44	88	822
Convenience Market with Gas Pumps	99	99	198	114	114	228	6,511
- Pass-by for Convenience Market w/Gas Pumps (63% AM, 66% PM)	-62	-62	-124	-75	-75	-150	-274
Commercial Retail	11	7	18	32	35	67	779
- Pass-by for Commercial Retail (34% PM)	NA	NA	NA	-14	-15	-29	-29
Total	**147**	**131**	**278**	**151**	**149**	**300**	**10,525**

Source: Kunzman Associates, Inc. 2015

Project Trip Distribution

To determine the trip distributions for the proposed project, peak-hour counts of the existing directional distribution of traffic for existing areas in the vicinity of the site and other additional information on future development and traffic impacts in the area were reviewed.

Project Trip Assignment

Based on the identified trip generation and distributions, project average daily traffic volumes were calculated and are shown on **Figure 6** of the Traffic Study (**Appendix 9**). Morning and evening peak-hour

intersection turning movement volumes expected from the project are shown on **Figures 7 and 8**, respectively, of the Traffic Study (**Appendix 9**).

Modal Split

The traffic-reducing potential of public transit was not considered in the TIA. Essentially, the traffic projections are conservative in that public transit might be able to reduce the traffic volumes.

Intersection Capacity Analysis

The intersection level of service analysis was based on the traffic volumes observed during the peak-hour (the 60 consecutive minutes with the highest number of vehicles) conditions using traffic count data collected in September 2014 and January 2015. The volume development worksheets are provided in **Appendix 9**.

Signalized Intersections

Consistent with Section 5.0, Required Methodology, of the Riverside County traffic analysis guidelines, signalized intersection operations analysis was based on the methodology described in Chapter 16 of the *Highway Capacity Manual* (HCM). Intersection level of service operations are based on an intersection's average control delay. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. For signalized intersections, level of service is directly related to the average control delay per vehicle and is correlated to a LOS designation as described in **Table 16-2**.

Unsignalized Intersections

Kunzman Associates, Inc. evaluated the operations of unsignalized intersections using the methodology described in Chapter 17 of the HCM (also consistent with Riverside County traffic study guidelines). The level of service rating is based on the weighted average control delay expressed in seconds per vehicle (see **Table 16-2**).

At two-way or side-street stop-controlled intersections, level of service is calculated for each controlled movement and for the left turn movement from the major street, as well as for the intersection as a whole. For approaches composed of a single lane, the delay is computed as the average of all movements in that lane. For all-way stop-controlled intersections, LOS is computed for the intersection as a whole.

For a full explanation of the calculations used to determine intersection (unsignalized and signalized) level of service, the reader is referred to Appendix D of the TIA (**Appendix 9**).

Table 16-2
Level of Service Thresholds for Unsignalized and Signalized Intersections

Level of Service	Description	Average Control per Vehicle (seconds)	
		Signalized	Unsignalized
A	Operations with very low delay occurring with favorable progression and/or short cycle length.	0 to 10.00	0 to 10.00
B	Operations with low delay occurring with good progression and/or short cycle lengths.	10.01 to 20.00	10.01 to 15.00
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.01 to 35.00	15.01 to 25.00
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.	35.01 to 55.00	25.01 to 35.00
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.01 to 80.00	35.01 to 50.00
F	Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths	80.01 and up	50.01 and up

Source: Kunzman Associates, Inc. 2015
V/C = volume-to-capacity

Traffic Signal Warrant Analysis

The term "signal warrants" refers to the list of established criteria used by Caltrans and other public agencies to quantitatively justify or ascertain the potential need for installation of a traffic signal at an otherwise unsignalized intersection. The TIA used the signal warrant criteria presented in the California Department of Transportation Warrant 3 Peak Hour traffic signal warrant analysis, as specified in the California Manual of Uniform Traffic Control Devices (MUTCD) (2014 Update).

The signal warrant criteria for existing conditions are based on several factors, including volume of vehicular and pedestrian traffic, frequency of accidents, and location of school areas. Both the MUTCD and the MUTCD 2012 California Supplement indicate that the installation of a traffic signal should be considered if one or more of the signal warrants are met. Specifically, the TIA utilized Peak Hour Volume-Based Warrant 3 as the appropriate representative traffic signal warrant analysis for existing traffic conditions. Warrant 3 criteria are basically identical for both the MUTCD and the MUTCD 2012 California Supplement. Warrant 3 was deemed appropriate to use for the TIA because it provides specialized warrant criteria for intersections with rural characteristics (e.g., located in communities with populations of less than 10,000 or with adjacent major streets operating at or above 40 miles per hour).

Future unsignalized intersections were assessed regarding the potential need for new traffic signals based on future average daily traffic (ADT) volumes, using the Caltrans planning-level ADT-based signal warrant analysis worksheets.

Traffic signal warrant analyses were performed at the unsignalized area intersections shown in **Table 16-3**.

Table 16-3
Unsignalized Traffic Signal Warrant Analyses Locations

ID	Intersection Location	Jurisdiction
1	I-15 Southbound Ramp/Baxter Road	Caltrans
3	I-15 Northbound Ramp/Baxter Road	Caltrans
5	Monte Vista Drive/Baxter Road	Wildomar
8	Salida Del Sol/Clinton Keith Road	Wildomar
9	Elizabeth Lane/Clinton Keith Road	Wildomar

Source: Kunzman Associates, Inc. 2015

It is important to note that a signal warrant defines the minimum condition under which the installation of a traffic signal might be warranted. Meeting this threshold condition does not require that a traffic control signal be installed at a particular location, but rather that other traffic factors and conditions be evaluated in order to determine whether the signal is truly justified. It should also be noted that signal warrants do not necessarily correlate with level of service. An intersection may satisfy a signal warrant condition and operate at or above LOS C or operate below LOS C and not meet a signal warrant.

Traffic Operations Analysis Methodology

The scope of the TIA was approved by the City of Wildomar Transportation Department. The TIA evaluated the following three scenarios:

- *Existing Plus Project* – The existing year (2015)with project analysis determines direct project-related traffic impacts that would occur on the existing roadway system in the theoretical scenario of the project being placed on existing conditions. Based on discussions with City staff, project impacts were determined through a comparison of the existing versus existing with project traffic conditions. As such, the existing with project scenario is provided to assess direct project impacts and to identify the associated project mitigation measures.

- *Existing Plus Ambient Growth Plus Project* – This scenario evaluates existing traffic combined with ambient growth and project traffic. **Figure 31 in the Traffic Study (Appendix 9)** shows the average daily traffic volumes that can be expected for Existing Plus Ambient Growth Plus Project traffic conditions.

- *Existing Plus Ambient Growth Plus Project Plus Cumulative* – This scenario evaluates existing traffic combined with ambient growth, project traffic, and cumulative traffic. **Figure 40** of the Traffic Study (**Appendix 9)** shows the average daily traffic volumes that can be expected for Existing Plus Ambient Growth Plus Project Plus Cumulative traffic conditions.

Based on calculations conducted by Kunzman Associates, Inc. (2015), traffic from the project is estimated to generate a net total of 10,525 daily vehicle trips with approximately 278 AM peak-hour trips and 300 PM peak-hour trips. Some of the intersections are already operating at an unacceptable level of service. In these instances, the intersections were studied further to determine whether the proposed project resulted in a significant change in the delay or level of service, or if additional improvements were warranted as a result of the proposed project. **Table 16-4** lists the intersections studied and their current morning AM and PM levels of service.

Table 16-4
Existing Intersection Levels of Service

ID	Intersection Location	Jurisdiction	Peak Hour Delay LOS		Existing LOS	
			AM	PM	AM	PM
1	***I-15 Southbound Ramp/Baxter Road***	***Caltrans***	***99.9***	***23.6***	***F***	***C***
2	I-15 Southbound Ramp/Clinton Keith Road	Caltrans	20.3	15.5	C	B
3	I-15 Northbound Ramp/Baxter Road	Caltrans	27.2	16.2	D	C
4	I-15 Northbound Ramp/Clinton Keith Road	Caltrans	14.0	18.6	B	B
5	***Monte Vista Drive/Baxter Road***	***Wildomar***	***56.5***	***9.8***	***F***	***A***
6	George Avenue/Depasquale Road	Wildomar	11.5	9.2	B	A
9	George Avenue/Clinton Keith Road	Wildomar	16.2	13.8	B	B
11	***Inland Valley Drive/Clinton Keith Road***	***Wildomar***	***65.2***	***22.7***	***E***	***C***
12	***Salida Del Sol/Clinton Keith Road***	***Wildomar***	***26.6***	***24.1***	***D***	***C***
13	Elizabeth Lane/Clinton Keith Road	Wildomar	18.4	17.6	C	C
14	Smith Ranch Road/Clinton Keith Road	Wildomar	17.3	15.9	B	B

Source: Kunzman Associates, Inc. 2015

Bold, italic font in the table indicates existing unacceptable LOS.

Cumulative Analysis Methodology

The CEQA Guidelines require that other reasonably foreseeable development projects which are either approved or being processed concurrently in the study area also be included as part of a cumulative analysis scenario. The cumulative setting for the proposed project includes the nearby development for opening year traffic conditions provided by the City of Wildomar Department of Transportation staff and City of Murrieta Department of Transportation staff.

The General Plan buildout (post-2035) traffic conditions analyses can be utilized to determine whether improvements funded through regional transportation mitigation fee programs, such as the Transportation Uniform Mitigation Fee (TUMF), City Development Impact Fee (DIF) programs, or other approved funding mechanism can accommodate the long-range cumulative traffic at the target LOS identified in the City of Wildomar General Plan. If the funded improvements can provide the target LOS, then the project's payment into the TUMF and DIF will be considered as cumulative mitigation through the conditions of approval. Other improvements needed beyond the funded improvements (such as localized improvements to non-TUMF, or DIF facilities) are identified as such.

a) **Less Than Significant Impact.**

Existing Plus Project

Existing Plus Project peak-hour traffic operations were evaluated for the study area intersections based on the analysis methodologies presented above. The Existing Plus Project scenario includes Existing traffic volumes plus project traffic. The Existing Plus Project delay and levels of service for the study area roadway network are shown in **Table 16-5**, which shows delay values based on geometrics at the study area intersections with and without improvements. For Existing Plus Project traffic conditions, the following study area intersections are projected to operate at unacceptable levels of service during the peak hours without improvements:[2]

- I-15 Freeway SB Ramps (NS) at:
  - Baxter Road (EW) – #1
- Monte Vista Drive (NS) at:
  - Baxter Road (EW) – #5
- Inland Valley Drive (NS) at:
  - Clinton Keith Road (EW) – #11
- Salida Del Sol (NS) at:
  - Clinton Keith Road (EW) – #12

As shown In **Table 16-5**, intersections #1, 5, and 11 have an existing unacceptable level of service in the AM peak hour. And only Inland Valley Drive/Clinton Keith Road (#11) would result in impacts greater than five seconds delay resulting in significant impacts (since the existing without project LOS is E). However, payment as part of the TUMF funding program or the City DIF funding program and construct the improvement listed in the Standards and Conditions, the study area intersections are projected to operate within acceptable levels of service during the peak hours reducing impacts at this intersection to less than significant levels. Existing Plus Project delay worksheets are provided in Appendix D of the TIA (**Appendix 9**).

[2] *Increase in delay time indicated is "without improvements" scenario.*

Table 16-5
Existing Plus Project (With and Without Improvements)

	Intersection Location	Existing Site Conditions				Without Improvements				Delay (seconds)[1]		With Improvements			
		Delay (seconds)		LOS		Delay (seconds)		LOS				Delay (seconds)		LOS	
		AM	PM			AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1	I-15 Southbound Ramp/Baxter Road	99.9	23.6	F	C	99.9	24.8	F	C	0.0	1.2	33.9	12.7	C	B
2	I-15 Southbound Ramp/Clinton Keith Road	20.3	15.5	C	B	21.7	16.1	C	B	1.4	0.6				
3	I-15 Northbound Ramp/Baxter Road	27.2	16.2	D	C	28.5	16.3	D	C	1.3	0.1	22.9	17.7	C	B
4	I-15 Northbound Ramp/Clinton Keith Road	14.0	18.6	B	B	14.2	19.0	B	B	0.2	0.4				
5	Monte Vista Drive/Baxter Road	56.5	9.8	F	A	61.2	9.9	F	A	4.7	0.1	17.1	9.8	B	A
6	George Avenue/Depasquale Road	11.5	9.2	B	A	11.8	9.3	B	A	0.3	0.1				
7	Project North Access											15.0	14.6	B	B
8	Project South Access											9.4	9.6	A	A
9	George Avenue/Clinton Keith Road	16.2	13.8	B	B	18.8	18.2	B	B	2.6	4.4	18.8	18.2	B	B
10	Project Access/Clinton Keith Road											12.2	15.8	B	C
11	Inland Valley Drive/Clinton Keith Road	65.2	22.7	E	C	72.7	24.3	E	C	***7.5***	1.6	15.7	22.4	B	C
12	Salida Del Sol/Clinton Keith Road	26.6	24.1	D	C	29.3	26.3	D	D	2.7	2.2	21.8	17.6	C	C
13	Elizabeth Lane/Clinton Keith Road	18.4	17.6	C	C	19.0	18.6	C	C	1.4	1.0				
14	Smith Ranch Road/Clinton Keith Road	17.3	15.9	B	B	17.4	16.1	B	B	0.1	0.2				

Source: Kunzman and Associates

[1] The difference in delay is between existing site conditions and project implementation without improvements.

Existing Plus Ambient Growth

The Existing Plus Ambient Growth Plus Project delay and levels of service for the study area roadway network are shown in **Table 16-6,** which shows delay values based on geometrics at the study area intersections without and with improvements. For Existing Plus Ambient Growth Plus Project traffic conditions, the following study area intersections are projected to operate at unacceptable levels of service during the peak hours, without improvements:[3]

- I-15 Freeway SB Ramps (NS) at:
  - Baxter Road (EW) – #1
- Monte Vista Drive (NS) at:
  - Baxter Road (EW) – #5
- Inland Valley Drive (NS) at:
  - Clinton Keith Road (EW) – #11
- Salida Del Sol (NS) at:
  - Clinton Keith Road (EW) – #12

As shown in **Table 16-6**, intersections #1, 5, and 11 have an unacceptable level of service in the AM peak hour (LOS E or F in the AM peak hour) under existing conditions. With the implementation of the proposed project, Monte Vista Drive/Baxter Road (#5) and Inland Valley Drive/Clinton Keith Road (#11) would result in an increase of greater than five second delay to already failing intersections. This is considered a significant impact. However, payment as part of the TUMF funding program or the City DIF funding program and construct the improvement listed in the Standards and Conditions, the study area intersections are projected to operate within acceptable levels of service during the peak hours, even for the intersections #5 and #11, reducing impacts at this intersection to less than significant levels. Therefore, impacts are considered less than significant, with the implementation of roadway improvements identified in the TIA (**Appendix 9)** Existing Plus Ambient Growth Plus Project delay worksheets are provided in Appendix D of the TIA (**Appendix 9**).

[3] *Increase in delay time indicated is "without improvements" scenario.*

Table 16-6
Existing Plus Ambient Growth (With and Without Improvements)

	Intersection Location	Existing Site Conditions				Without Improvements				Delay (seconds)[1]		With Improvements			
		Delay (seconds)		LOS		Delay (seconds)		LOS				Delay (seconds)		LOS	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1	I-15 Southbound Ramp/Baxter Road	99.9	23.6	F	C	99.9	28.8	F	D	0.0	5.2	17.7	31.4	B	C
2	I-15 Southbound Ramp/Clinton Keith Road	20.3	15.5	C	B	23.8	16.5	C	B	3.5	1.0				
3	I-15 Northbound Ramp/Baxter Road	27.2	16.2	D	C	33.6	17.6	D	C	6.4	1.4	24.6	18.2	C	B
4	I-15 Northbound Ramp/Clinton Keith Road	14.0	18.6	B	B	14.5	20.0	B	C	0.5	1.4				
5	Monte Vista Drive/Baxter Road	56.5	9.8	F	A	81.1	10.0	F	B	***24.6***	0.2	18.4	9.8	B	A
6	George Avenue/Depasquale Road	11.5	9.2	B	A	12.1	9.4	B	A	0.6	0.2				
7	Project North Access											15.3	14.9	C	B
8	Project South Access											9.5	9.7	A	A
9	George Avenue/Clinton Keith Road	16.2	13.8	B	B	19.0	18.4	B	B	2.8	4.6				
10	Project Access/Clinton Keith Road											12.4	16.3	B	C
11	Inland Valley Drive/Clinton Keith Road	65.2	22.7	E	C	78.5	26.7	E	C	***13.3***	4	16.1	24.1	B	C
12	Salida Del Sol/Clinton Keith Road	26.6	24.1	D	C	31.7	28.1	D	D	5.1	4	23.0	18.3	C	C
13	Elizabeth Lane/Clinton Keith Road	18.4	17.6	C	C	20.3	19.5	C	C	1.9	1.9				
14	Smith Ranch Road/Clinton Keith Road	17.3	15.9	B	B	17.4	16.1	B	B	0.1	0.2				

Existing Plus Ambient Growth Plus Project Plus Cumulative

The Existing Plus Ambient Growth Plus Project Plus Cumulative delay and levels of service for the study area roadway network are shown in **Table 16-7,** which shows delay values based on geometrics at the study area intersections without and with improvements. For Existing Plus Ambient Growth Plus Project Plus Cumulative traffic conditions, the following study area intersections are projected to operate at unacceptable levels of service during the peak hours, without improvements:[4]

- I-15 Freeway SB Ramps (NS) at:
  - Baxter Road (EW) – #1
- I-15 Freeway NB Ramps (NS) at:
  - Baxter Road (EW) – #3
- Monte Vista Drive (NS) at:
  - Baxter Road (EW) – #5
- George Avenue (NS) at:
  - Depasquale Road (EW) – #6
- Inland Valley Drive (NS) at:
  - Clinton Keith Road (EW) – #11
- Salida Del Sol (NS) at:
  - Clinton Keith Road (EW) – #12
- Elizabeth Lane (NS) at:
  - Clinton Keith Road (EW) – #13

As shown in **Table 16-7**, Intersections #1, 5, and 11 have an unacceptable level of service (LOS E or F) in the AM peak hour under existing conditions. With project implementation combined with cumulative projects, intersections #5 and #11 will result in greater than 5 second delays resulting in significant impacts at those locations. However, payment as part of the TUMF funding program or the City DIF funding program and construct the improvement listed in the Standards and Conditions, the study area intersections are projected to operate within acceptable levels of service during the peak hours reducing impacts at this intersection to less than significant levels. Existing Plus Ambient Growth Plus Project Plus Cumulative delay worksheets are provided in Appendix D of the TIA (**Appendix 9**).

[4] *Increase in delay time indicated is "without improvements" scenario.*

Table 16-7
Existing Plus Ambient Growth Plus Project Plus Cumulative (With and Without Improvements)

	Intersection Location	Existing Site Conditions				Without Improvements				Delay (seconds)[1]		With Improvements			
		Delay (seconds)		LOS		Delay (seconds)		LOS				Delay (seconds)		LOS	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1	I-15 Southbound Ramp/Baxter Road	99.9	23.6	F	C	99.9	99.9	F	F	0.0	76.3	19.4	37.3	B	D
2	I-15 Southbound Ramp/Clinton Keith Road	20.3	15.5	C	B	31.4	22.0	C	C	11.1	6.5				
3	I-15 Northbound Ramp/Baxter Road	27.2	16.2	D	C	99.9	99.9	F	F	72.7	83.7	33.7	30.7	C	C
4	I-15 Northbound Ramp/Clinton Keith Road	14.0	18.6	B	B	16.2	31.5	B	C	2.2	12.9				
5	Monte Vista Drive/Baxter Road	56.5	9.8	F	A	99.9	58.2	F	F	***43.4***	48.4	16.7	11.8	B	B
6	George Avenue/Depasquale Road	11.5	9.2	B	A	26.3	20.1	D	C	14.8	10.9	19.5	19.4	C	C
7	Project North Access					19.1	22.5	C	C						
8	Project South Access					9.8	10.7	A	B						
9	George Avenue/Clinton Keith Road	16.2	13.8	B	B	22.8	30.7	C	C	6.6	16.9				
10	Project Access/Clinton Keith Road					12.3	16.4	B	C						
11	Inland Valley Drive/Clinton Keith Road	65.2	22.7	E	C	99.9	99.9	F	F	***34.7***	77.2	16.3	27.6	B	C
12	Salida Del Sol/Clinton Keith Road	26.6	24.1	D	C	99.9	99.9	F	F	73.3	75.8	14.6	15.4	B	B
13	Elizabeth Lane/Clinton Keith Road	18.4	17.6	C	C	95.7	99.9	F	F	77.3	82.3	13.0	17.2	B	B
14	Smith Ranch Road/Clinton Keith Road	17.3	15.9	B	B	18.1	17.8	B	B	0.8	1.9				

Conclusion

Significant impacts are determined by comparing with and without project scenarios for each traffic condition. As presented in the analysis, without improvements, several intersections would be degraded more than 5.0 seconds to the peak-hour (AM and/or PM) delay or would fall to an unacceptable level of service due to the project. However, with the implementation of mitigation measure **TRA-1**, the all study area intersections would operate at acceptable levels of service during the peak hours upon project implementation. Therefore, the project would not cause a significant impact at any study area intersection.

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

Some of the vehicle trips generated by commercial development on the project site will connect to the CMP network at Interstate 15, and development associated with the proposed project may add 187 AM peak-hour vehicle trips and 120 PM peak-hour (northbound) and 48 AM peak-hour and 52 PM peak-hour (southbound) vehicle trips to the designated CMP network at the Clinton Keith Road/I-15 ramps. However, when considering the approximate 2,737 trips and 2,277 trips experienced during the AM peak hour on the northbound side and southbound side, respectively, and 3,360 trips and 2,559 trips experienced during the PM peak hour on the northbound side and southbound side, respectively, the amount generated by the proposed project is considered negligible in comparison. Therefore, the project would not conflict with the RCTC CMP and this impact would be less than significant.

c) **No Impact.** The proposed project would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks. The maximum building height of the project (37'6") is significantly less than the height of the terrain in the vicinity of the project site. Since the location and height of the project would not affect air traffic patterns or aircraft operations from any private or public airport, no impact would occur.

d, e) **Less Than Significant Impact.** 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. The project includes improvements to the transportation and circulation system surrounding the site, 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 project is proposed to have access on George Avenue via two driveways, one located at the northwest end of the property and one to the southwest end of the property The southernmost driveway would allow right turn in, right turn out, and left turn in. Left turns in would be

provided via a new left turn pocket just north of the northernmost project driveway extending to the George Avenue/Clinton Keith Road intersection. Another driveway is provided on Clinton Keith Road that would allow right turn in and right turn out access Construction of on-site and site-adjacent improvements would occur in conjunction with adjacent project development activity or as needed for project access purposes. On-site improvements associated with the proposed project include:

- Construct George Avenue from the north project boundary to Clinton Keith Road as a secondary roadway (100-foot right-of-way) at its ultimate half-section width, including landscaping and parkway improvements in conjunction with development, as necessary.
- Construct Clinton Keith Road from George Avenue to the east project boundary as an urban arterial (152 foot right-of-way) at its ultimate half-section width, including landscaping and parkway improvements in conjunction with development, as necessary.
- The site will provide sufficient parking spaces to meet City of Wildomar parking code requirements in order to service on-site parking demand.
- On-site traffic signing/striping will be implemented in conjunction with detailed construction plans for the project site.

With the implementation of these on-site improvements, impacts are considered less than significant.

f) **Less Than Significant Impact.** The Riverside Transit Agency (RTA) provides transit service in the study area. Bus Route 7 runs along the portion of Clinton Keith Road fronting the project site. The benefit of accommodating alternative transportation modes is also recognized by the California Green Building Standards Code, which provides credit for a site design that reduces personal automobile use through the implementation of alternative transportation programs encouraging the use of public transportation, bicycles, and low-emission and fuel-efficient vehicles. As such, the project would have beneficial effects in creating dining opportunities within walking distance of residential uses and along major transit stops and corridors. As such, no adverse impacts would occur.

STANDARD CONDITIONS AND REQUIREMENTS

1. Prior to issuance of any building permit on the project site, the project applicant shall pay all existing roadway network fees (e.g., development impact fees and the Transportation Uniform Mitigation Fee).

2. A project's contribution to a cumulatively significant impact can be reduced to less than significant if the project implements or funds its fair share of improvements designed to alleviate the potential cumulative impact. As enforced by City Municipal Code Chapter 3.40, Western Riverside County Transportation Uniform Mitigation Fee, and the recently adopted City Traffic Signal Development Impact Fee (DIF) (Article I, Development Impact Fees, of Chapter 3.44),5 the project applicant will be required to participate in the funding of off-site

[5] During its June 10, 2015, meeting, the City Council adopted Resolution No. 2015-24, Chapter 3.44 (City Traffic Signal Development Impact Fee) of the City of Wildomar Municipal Code and approved Ordinance No. 106, which repeals Chapter 10.40 (Traffic Signal Cost Mitigation Fee Program) of the City's Municipal Code.

improvements, including traffic signals that are needed to serve cumulative traffic conditions. Specifically, this will be done through the payment of Western Riverside County Transportation Uniform Mitigation Fees and City of Wildomar Development Impact Fees. Per Municipal Code Chapters 3.40 and 3.44, these fees are collected as part of a funding mechanism aimed at ensuring that regional highways and arterial expansions keep pace with projected population increases.

The following intersection improvements are required for Existing Plus Ambient Growth Plus Project Plus Cumulative traffic conditions and have been identified as being included as part of the TUMF funding program or City DIF funding program.

The project applicant shall be required to participate in the funding of the following off-site improvements:

- I-15 Freeway SB Ramps (NS) at (TUMF):
  - Baxter Road (EW) – #1
    - Construct EB Right Turn Lane
    - Install Traffic Signal
- I-15 Freeway NB Ramps (NS) at (TUMF):
  - Baxter Road (EW) – #3
    - Install Traffic Signal
- Monte Vista Drive (NS) at (DIF):
  - Baxter Road (EW) – #5
    - Construct SB Left Turn Lane
    - Construct EB Left Turn Lane
    - Install Traffic Signal
- George Avenue (NS) at (DIF):
  - Depasquale Road (EW) – #6
    - Construct Additional SB Through Lane
- Inland Valley Drive (NS) at (DIF):
  - Clinton Keith Road (EW) - #7
    - Construct Additional NB Left Turn Lane
    - Construct Additional WB Through Lane
- Salida Del Sol (NS) at (DIF):
  - Clinton Keith Road (EW) - #8
    - Construct NB Through Lane
    - Construct Additional EB Through Lane

- Construct WB Left Turn Lane
- Construct Additional WB Through Lane
- Install Traffic Signal

- Elizabeth Lane (NS) at (DIF):
  - Clinton Keith Road (EW) - #9
    - Construct NB Left Turn Lane
    - Install Traffic Signal

In addition, the project applicant shall be required to construct the following traffic improvements (see **Figure 47** of the TIA, attached as **Appendix 16**):

- Clinton Keith Road (EW) – from George Avenue to the east project boundary
  - Construct as an Urban Arterial (152-foot right-of-way) at its ultimate half-section width including landscaping and parkway improvements in conjunction with development, as necessary.
- George Avenue (NS) – from north project boundary to Clinton Keith Road
  - Construct as a Secondary (100-foot right-of-way) at its ultimate half-section width including landscaping and parkway improvements in conjunction with development, as necessary.

Therefore, for Existing Plus Ambient Growth Plus Project Plus Cumulative traffic conditions and with payment of off-site funding and improvements, the study area intersections are projected to operate within acceptable levels of service during the peak hours.

MITIGATION MEASURES

None required.

17. Utilities and Service Systems

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

DISCUSSION

a, b) **Less Than Significant Impact.** The EVMWD currently operates three wastewater treatment facilities: the Regional WWTP, the Horsethief Canyon WWTP, and the Railroad Canyon WWTP. In addition, flow in the southern part of the EVMWD's service area is treated at the Santa Rosa Water Reclamation Facility operated by the Rancho California Water District. The proposed project will be within the Regional WWTP service area, which has its wastewater conveyed by 24 lift stations and treated by the Regional Water Reclamation Facility (EVMWD 2008).

To determine future demand for wastewater facilities, the EVMWD relies on recommended generation factors included in Appendix B of the Wastewater Master Plan (2008). The recommended generation factors are determined according to land use designation. The generation factor for Commercial Retail (CR) developed uses are 1,500 gallons per day per acre (EVMWD 2008). Using this factor and allowing that the proposed project will result in a total of 5.85 developed acres, the proposed project may be expected to generate 8,775 gallons of wastewater per day.

Of the 24 lift stations operating with the Regional WRF service area, wastewater produced by the proposed project will be drawn by the B-2 Regional Lift Station located approximately 5.9 miles northwest of the project site at 32741 Mission Trail. The B-2 lift station includes three 25 horsepower pumps and has a firm capacity (the capacity of the lift station with the largest pump out of service) of 3,456,000 gallons per day (gpd). Considering the proposed project's projected wastewater generation rate of 8,775 gpd, the proposed project would represent a 0.25 percent increase in capacity at the B-2 lift station.

The 2008 EVMWD Wastewater Master Plan includes detailed descriptions of all facilities operated by the EVMWD for the purpose of collecting and treating wastewater. For its description of the Regional WRF, the 2008 Wastewater Master Plan states that the existing average flow and peak flow capacities of the Regional WRF are 8 million gallons per day (mgd) and 17.6 mgd, respectively.

The Regional WRF was constructed in 1981 with a capacity of 2.0 mgd. The plant was subsequently expanded to a capacity of 3.0 mgd in 1989. In 1994, an ultraviolet disinfection system was installed and the plant was re-rated to a capacity of 4.0 mgd. In 2002, a new 4.0 mgd process train (Train B) was added to the existing 4.0-mgd Train A, expanding the Regional WRF to accommodate a flow of 8.0 mgd. Currently, the Regional WRF is processing approximately 6 mgd, leaving an unused capacity of 2 mgd (EVMWD 2008). Considering the EVMWD's generation factor to determine that the proposed project will result in a wastewater demand of 8,775 gallons per day, and the stated current treatment capacity of the Regional WRF to be 8 mgd, the proposed project would result in an increase of less than 0.1 percent to the average wastewater flow of the Regional WRF. Any impact would be **less than significant**.

c) **Less Than Significant Impact**. The reader is referred to Issue d) in subsection 9, Hydrology and Water Quality, for further discussion of the project site's existing and proposed drainage. The project proposes to construct an on-site drainage system that would collect drainage at various points throughout the site and route it through a series of basins prior to reaching the existing detention basin and the ultimate discharge point, Murrieta Creek. All proposed drainage improvements would be constructed on the project site. As such, impacts related to their construction are considered throughout this document as part of the proposed project and mitigated when applicable. Therefore, this impact would be less than significant.

d) **Less Than Significant Impact**. The EVMWD obtains its potable water supplies from imported water from the Metropolitan Water District and local surface water from Canyon Lake. In addition, the EVMWD has access to groundwater from the Elsinore Basin, Coldwater Basin, San Bernardino Bunker Hill Basin, Rialto-Colton Basin, and Riverside-North Basin. Almost all of the groundwater production for potable use occurs in the Elsinore Basin. Through recharge programs run by the EVMWD, the amount of annual groundwater pumping is nearly equal to the natural recharge (EVWMD 2011b). California Department of Water Resources, Bulletin 118, does not identify the Elsinore Basin to be in a state of overdraft (EVWMD 2011b). Imported water supply is purchased from the Metropolitan Water District via the Eastern Municipal Water District and the Western Municipal Water District.

The EVMWD's existing recycled water demands are supplied by tertiary treated wastewater from the Regional Water Reclamation Facility (WRF), Railroad Canyon WRF, and Horsethief Canyon WRF. In the effort to minimize the need for imported water, the EVMWD plans to expand its recycled water system to provide recycled water for irrigation users and to maintain water levels in Lake Elsinore during normal and dry years.

Based on the EVMWD 2015 Design Standards and Standard drawings, daily water consumption for commercial units is 3,000 gallons per day (gpd) per acre. The proposed project would result in water demands of 19.66 acre-feet per year.

The 2011 Comprehensive Annual Financial Report produced by the EVMWD states that the district produced 23,748 acre-feet of water in fiscal year 2011 (July 1, 2010, through June 30, 2011). The report further states that of the 23,748 acre-feet of water produced, a total of 22,996 acre-feet of water was consumed. For the past ten years, the EVMWD has produced between 23,748 acre-feet (fiscal year 2011) and 34,016 acre-feet (fiscal year 2007) of water annually, with average water production of approximately 27,442 acre-feet from fiscal year 2002 to fiscal year 2011. During that same period, the lowest amount of water consumed by EVMWD customers was 22,966 acre-feet (2011) and the highest amount of consumption 31,878 acre-feet (2007), with an average annual consumption of 26,453 acre-feet.

With estimated water consumption of 19.66 acre-feet annually, the proposed project will represent an increase in water consumption by the EVMWD of 0.09 percent in years of low water consumption, 0.06 percent in years of high water consumption, and a 0.07 percent increase over the historic average water consumption of the EVMWD's customers.

Considering the current estimations that were determined by utilizing the EVMWD and Western Municipal Water District water consumption assumptions, the proposed project will increase regional water consumption by less than 1 percent. This impact is **less than significant**.

e) **Less Than Significant Impact**. As described above, development on the project site would connect to existing water and sewer service infrastructure. To determine future demand for wastewater facilities, the EVMWD relies on recommended generation factors included in Appendix B of the Wastewater Master Plan (2008a). The recommended generation factors are determined according to land use designation, with the designation of the proposed project being Commercial Retail (C-R). The generation factor for the C-R land use is 1,500 gallons per day per acre (EVMWD 2008a). Using this factor, the proposed project may be expected to result in an additional wastewater demand of 6,630 gpd. An increase of 6,630 gpd represents an increase of less than 0.08 percent to the wastewater demand of the EVMWD and its facilities. Any impact would be less than significant. As such, this impact would be less than significant.

f) **Less Than Significant Impact.** Solid waste collection from the region is trucked to the Moreno Valley Transfer Station, which is owned and operated by Waste Management and which also serves as a component of the Riverside County Waste Management Department's (RCWMD) network of solid waste facilities. The transfer station is located approximately 25 miles from the proposed project site at 17700 Indian Street in Moreno Valley. Following collection at the transfer station, the waste is taken to one of three landfills: El Sobrante, Lamb Canyon, or Badlands. The El Sobrante Landfill (CalRecycle Solid Waste Information System Number 33-AA-0217), which is owned and operated by USA Waste Services of California, is the facility closest to

and most likely to receive waste from the project site. The other two landfills are owned and operated by the County of Riverside.

The El Sobrante Landfill is projected to reach full capacity of 184,930,000 tons in 2045 (CalRecycle 2015). The landfill covers approximately 1,322 acres and receives approximately 16,054 tons of solid waste per day. Based on a conservative estimated solid waste generation of 100 lbs/1,000 square-feet/day = 4,000 lbs/day x 365 days/year = 1,460,000 lbs/year/2,000 lbs/ton = 730 tons/year. This incremental generation is within the capacity of the El Sobrante Landfill. Therefore, this impact would be less than significant.

g) **Less Than Significant Impact**. Development on the project site would be subject to the Solid Waste Reuse and Recycling Access Act of 1991. The act requires that adequate areas be provided for collecting and loading recyclable materials such as paper products, glass, and other recyclables. City of Wildomar Municipal Code Section 8.104 regulates solid waste handling and mandates that sufficient receptacles be in place on-site to accommodate refuse and recycling. Compliance with state law and the City's Municipal Code will ensure that the project results in a less than significant impact.

STANDARD CONDITIONS AND REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

V. MANDATORY FINDINGS OF SIGNIFICANCE

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

DISCUSSION

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

a) **Less Than Significant Impact with Mitigation Incorporated.** Based on evaluations and discussion contained in this IS/MND, the proposed project has a very limited potential to incrementally degrade the quality of the environment because the site was previously disturbed. As discussed in subsection 4, Biological Resources, with implementation of mitigation measures **BIO-1** through **BIO-4,** the proposed project would have a less than significant impact on biological resources and would have no conflict with the MSHCP. Furthermore, as discussed in subsection 5, Cultural Resources, with implementation of mitigation measures **CUL-1** through **CUL-8,** the proposed project would have a less than significant impact on archeological and paleontological resources. Therefore, the proposed project would not significantly affect the environment with implementation of the mitigation measures contained in this IS/MND.

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

Aesthetics

Implementation of the proposed project would not contribute to cumulative visual resource or aesthetic impacts. The project proposes several design measures to minimize light pollution. This project and other projects in the city are required to comply with the City's light pollution ordinance. Furthermore, the City's public use permit application process would ensure the proposed development is in compliance with the City's zoning and design standards and guidelines, which regulate building design, mass, bulk, height, color, and compatibility with surrounding uses. Thus, the proposed project would have a less than cumulatively considerable impact to aesthetics.

Agricultural Resources

Implementation of the proposed project would not result in any impacts to agricultural or forestry resources and would therefore not contribute to cumulative impacts to these resources.

Air Quality

As previously stated, the SCAQMD's approach for assessing cumulative impacts is based on the Air Quality Management Plan forecasts of attainment of ambient air quality standards in accordance with the requirements of the federal and California Clean Air Acts. In other words, the SCAQMD considers projects that are consistent with the AQMP, which is intended to bring the basin into attainment for all criteria pollutants, to also have less than significant cumulative impacts. The discussion under Issue a) in subsection 3, Air Quality, describes the SCAQMD criteria for determining consistency with the AQMP and further demonstrates that the proposed project would be consistent with the plan. As such, the project would have a less than cumulatively considerable impact on air quality.

Biological Resources

Cumulative biological impacts are defined as those impacts resulting from development in the MSHCP Plan Area as a result of buildout of the cities in western Riverside County consistent with SCAG's regional growth projections. Regional growth projections are based on current land use designations that determine what the planned land use is for cities within the region. Since the proposed project would not include a change of the existing land use designation, cumulative impacts for the proposed project have been accounted for by SCAG and by the Riverside Conservation Authority (RCA), the agency that administers the MSHCP.

The potential for the proposed project to result in direct biological impacts is addressed through mitigation measures **BIO-1** through **BIO-4**. Therefore, the proposed project would have a less than cumulatively considerable impact on biological resources.

Cultural Resources

Development of the project site would contribute to a cumulative increase in potential impacts to cultural and paleontological resources. However, mitigation measures **CUL-1** though **CUL-5** would reduce the potential impacts associated with development on the project site. Thus, the project would have a less than cumulatively considerable impact.

Geology and Soils

Project-related impacts on geology and soils associated with development on the project site are site-specific, and development on the site would not contribute to seismic hazards or soil erosion. Implementation of mitigation measures **GEO-1** through **GEO-6** would result in decreased exposure to the risks associated with seismic activity. Therefore, the proposed project is anticipated to have no impact on cumulative geophysical conditions in the region.

Greenhouse Gas Emissions

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

Hazards and Hazardous Materials

The proposed project is not expected to utilize or contribute to hazards associated with the accidental release of hazardous materials. Furthermore, compliance with federal, state, and local regulations would ensure that cumulative hazard conditions are less than cumulatively considerable.

Hydrology and Water Quality

Water quality measures included in the proposed project and the WQMP and SWPPP prepared for the project would protect the quality of water discharged from the site during both construction and operation activities. Therefore, the project would have a less than cumulatively considerable impact on water quality. The site is not located within a flood hazard zone. Therefore, the proposed project would have a less than cumulatively considerable impact related to hydrology.

Land Use and Planning

The proposed project is consistent with the existing land use designation of the General Plan and the existing zoning for the site and, with implementation of mitigation measures **BIO-1** through **BIO-4**, would be consistent with the MSHCP. Therefore, the project would have a less than cumulatively considerable impact related to land use and planning.

Mineral Resources

The proposed project would have no impact related to mineral resources and would therefore not contribute to any cumulative impacts to such resources.

Noise

As discussed in subsection 12, Noise, operation of the proposed project would comply with all applicable noise standards and would have less than significant direct impacts related to noise. Project construction could result in some noise disturbance; however, these impacts would be temporary and would be restricted to daytime hours.

Population and Housing

Since the project site is currently vacant, no housing units or people would be displaced and the construction of replacement housing is not required. The project would not displace any houses or people requiring the construction of new housing elsewhere. Therefore, the project would have a less than cumulatively considerable impact related to population and housing.

Public Services and Recreation

Implementation of the proposed project, in combination with other existing, planned, proposed, approved, and reasonably foreseeable development in the immediate area, may increase the demand for public services such as fire and police protection. However, as a standard condition of approval, the project applicant would be required to pay development impact fees to fund the expansion of such services. Development of any future public facilities would be subject to CEQA review prior to approval that would identify and address any resulting impacts. Therefore, the proposed project would have a less than cumulatively considerable impact on public services.

Transportation/Traffic

The CEQA Guidelines require that other reasonably foreseeable development projects which are either approved or being processed concurrently in the study area also be included as part of a cumulative analysis scenario. The cumulative setting for the proposed project includes the nearby development for opening year traffic conditions provided by the City of Wildomar Department of Transportation staff and City of Murrieta Department of Transportation staff. 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 cumulatively significant impact can be reduced to less than significant if the project implements or funds its fair share of improvements designed to alleviate the potential cumulative impact. As enforced by City Municipal Code Chapter 3.40, Western Riverside County Transportation Uniform Mitigation Fee, and the adopted City Traffic Signal Development Impact Fee (DIF) (Article I, Development Impact Fees, of Chapter 3.44), the project applicant will be required to participate in the funding of off-site improvements, including traffic signals that are needed to serve cumulative traffic conditions. Specifically, this will be done through the payment of Western Riverside County TUMF, City of Wildomar DIF, and a fair-share contribution as directed by the City. Per Municipal Code Chapters 3.40 and 3.44, these fees are collected as part of a funding mechanism aimed at ensuring that regional highways and arterial expansions keep pace with projected population increases. The project's impacts to cumulative traffic conditions would be less than cumulatively considerable.

Utilities and Service Systems

Implementation of the proposed project would increase demand for public utilities. However, because the proposed project is consistent with the existing land use designation for the site, its development was accounted for in long-range plans for the provision of such services. Therefore, the proposed project would have less than cumulatively considerable impacts on utilities and service systems.

c) **Less Than Significant Impact With Mitigation Incorporated**. The proposed project does not have the potential to significantly adversely affect humans, either directly or indirectly. While a

number of the impacts were identified as having a potential to significantly impact humans, with implementation of the identified mitigation measures and standard requirements, these impacts are expected to be less than significant. With implementation of the identified measures, the proposed project is not expected to cause significant adverse impacts to humans. Mitigation measures BIO-1 through BIO-4 reduce impacts associated with biological resources; mitigation measures CUL-1 through CUL-6 reduce impacts associated with cultural and archaeological resources; mitigation measures GEO-1 through GEO-5 reduce impacts associated with fault and soils hazards; mitigation measure NOI-1 reduces construction noise impacts, and; mitigation measure TRA-1 reduces impacts associated with future traffic generated by the project. All significant impacts are avoidable, and the City of Wildomar will ensure that measures imposed to protect human beings are implemented.

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