INITIAL STUDY FOR THE

WILDOMAR CROSSING RETAIL CENTER PROJECT

(Planning Application 16-0134)

Lead Agency:

CITY OF WILDOMAR

23873 Clinton Keith Road, Suite 201

Wildomar, CA 92595

Prepared by:

Albert A. Webb Associates

3788 McCray Street

Riverside, CA 92506

January 31, 2017

NOTICE OF AVAILABILITY FOR PUBLIC REVIEW OF AN INITIAL STUDY/MITIGATED NEGATIVE DECLARATION – WILDOMAR CROSSING RETAIL CENTER PROJECT

The City of Wildomar has prepared an Initial Study/Mitigated Negative Declaration (IS/MND) for the Wildomar Crossing Retail Center Project (PA No. 16-0134). The IS/MND and technical appendices will be available for public review/comment beginning on **January 31, 2018**. All IS/MND files and Appendices can be downloaded from the City of Wildomar Environmental Documents Center webpage at http://www.cityofwildomar.org/environmental-documents.asp. A printed/hard copy of the IS/MND document will also available for public review at the City of Wildomar Planning Department located at 23873 Clinton Keith Road, Suite 201, Wildomar, CA 92595 during regular business hours (8 a.m.–5 p.m., Monday through Thursday; closed Fridays).

The Project site is located northwesterly of Clinton Keith Road and Stable Lanes Road in the City of Wildomar, California on approximately 3.6 acres. The Assessor's Parcel Numbers (APN's) for the Project site are 380-120-003 and 380-120-004. The Project includes the following actions by the City of Wildomar:

1) **Change of Zone (CZ):** The Project requires approval of a Change of Zone from the existing zoning designation of R-R (Rural Residential) to C-1/C-P (General Commercial).
2) **Tentative Parcel Map (TPM No. 37311):** The Project requires a subdivision of approximately 3.6 acres into 5 lots (including 1 outfall lot) to accommodate the proposed Project. Storm and surface waters converge to discharge point located in the southwestern portion of the Project site referred to as the "outfall lot."
3) **Plot Plan (PP):** The Project requires approval of a Plot Plan to develop 3.6 acres with 4 commercial retail buildings ranging in size from 2,600 square feet to 10,000 square feet with associated parking and landscaping improvements for a total maximum square footage of 26,204 square feet, a 13,383 square foot outfall area, and roadway and drainage improvements.

The IS/MND identifies impacts that require mitigation in the following topic areas: biological resources, cultural resources, geology and soils, hazards/hazardous materials, and noise. Significant and unavoidable impacts and cumulatively considerable impacts have not been identified in any of the environmental issue areas. The Project is not located on any hazardous materials sites enumerated under California Government Code Section 65962.5.

In accordance with Sections 15072(a) and (b) of the CEQA Guidelines, this public notice is posted to officially notify the public, public agencies, and responsible and trustee agencies that the required 30-day public review/comment period will commence on **Wednesday, January 31, 2018 and conclude on Thursday, March 1, 2018.** Any written comments (via email or letter) on the IS/MND must be submitted no later than 5 P.M. on **March 1, 2018.** Written comments may be mailed to Matthew C. Bassi, Planning Director, City of Wildomar Planning Department, 23873 Clinton Keith Road, Suite 201, Wildomar, CA 92595. Email comments can be sent to mbassi@cityofwildomar.org. The Planning Commission is tentatively scheduled to review the IS/MND and proposed development project/applications at a special meeting on April 18, 2018.

Posted: January 30, 2018

TABLE OF CONTENTS

I. INTRODUCTION AND PROJECT DESCRIPTION 1

PURPOSE AND PROJECT OVERVIEW 1

PROJECT LOCATION 1

PROJECT DESCRIPTION 1

II. EXISTING CONDITIONS 22

REGULATORY SETTING 22

PHYSICAL SETTING 22

III. ENVIRONMENTAL CHECKLIST FORM 39

A. BACKGROUND 39

B. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED 41

IV. ENVIRONMENTAL ANALYSIS 43

1. AESTHETICS 43

2. AGRICULTURAL RESOURCES 46

3. AIR QUALITY 47

4. BIOLOGICAL RESOURCES 56

5. CULTURAL RESOURCES 70

6. GEOLOGY AND SOILS 75

7. GREENHOUSE GAS EMISSIONS 85

8. HAZARDS AND HAZARDOUS MATERIALS 90

9. HYDROLOGY AND WATER QUALITY 96

10. LAND USE AND PLANNING 105

11. MINERAL RESOURCES 107

12. NOISE 108

13. POPULATION AND HOUSING 133

14. PUBLIC SERVICES 134

15. RECREATION 137

16. TRANSPORTATION/TRAFFIC 138

17. UTILITIES AND SERVICE SYSTEMS 154

V. MANDATORY FINDINGS OF SIGNIFICANCE 160

VI. REFERENCES 164

TABLES

Table 3-1 Maximum Short-Term Construction Emissions (Pounds per Day) 50
Table 3-2 Localized Significance Summary – Construction Emissions (Unmitigated) 51
Table 3-3 Operational Emissions (Unmitigated) 52
Table 7-1 Total Project Greenhouse Gas Emissions (Annual) 87
Table 9-1 Peak Flow Rates: 100-Year Storm Event 99
Table 9-2 Receiving Waters for Urban Runoff from the Proposed Project 100
Table 12-1 Significance Criteria Summary 116
Table 12-2 Unmitigated Construction Equipment Noise Level Summary 117
Table 12-3 Unmitigated Construction Equipment Noise Level Threshold Summary 117
Table 12-4 Project Daytime Operational Noise Levels 118
Table 12-5 Project Nighttime Operational Noise Levels 119
Table 12-6 Project Daytime and Nighttime Operational Noise Levels 120
Table 12-7 Daytime Operational Noise Level Contributions 125
Table 12-8 Nighttime Operational Noise Level Contributions 125
Table 12-9 Existing Traffic Noise Without Project Conditions Noise Contours 127
Table 12-10 Existing Traffic Noise With Project Conditions Noise Contours 127
Table 12-11 Existing Off-Site Project-Related Traffic Noise Impacts 128
Table 12-12 Cumulative Traffic Noise Without Project Conditions Noise Contours 128
Table 12-13 Cumulative Traffic Noise With Project Conditions Noise Contours 129
Table 12-14 Cumulative Off-Site Project-Related Traffic Noise Impacts 129
Table 12-15 Construction Equipment Vibration Levels 130
Table 16-1 Project Trip Generation Rates 140
Table 16-2 Project Trip Generation Summary 141
Table 16-3 Intersection Operations Analysis Summary for (E+P) Conditions (Unmitigated) 145
Table 16-4 Intersection Operations Analysis Summary for Cumulative Conditions (2018) 149
Table 16-5 Intersection Analysis Locations 152
Table 17-1 Multiple Dry Years Water Supply and Demand Comparison 157
Table 17-2 Estimated Construction Project-Related Solid Waste Generation 158
Table 17-3 Estimated Operational Project-Related Solid Waste Generation 159

FIGURES

Figure 1. Vicinity Map 3
Figure 2. Aerial Map 5
Figure 3. USGS Map 7
Figure 4. Site Plan 9
Figure 5. Elevations 11
Figure 6. Tentative Parcel Map 19
Figure 7. General Plan Land Use Designations 25
Figure 8. Zoning Districts 27
Figure 9. Existing Zoning 29
Figure 10. Proposed Zoning 31
Figure 11. Faults and Fault Zones 83
Figure 12. Sensitive Receiver Locations 111
Figure 13 Noise Measurement Locations 123

APPENDICES INCLUDED ON ENCLOSED CD-ROM

Appendix 1.0 – Tentative Parcel Map

Appendix 2.0 – Development/Site/Architectural Plans

Appendix 3.0 – Air Quality Impact Analysis

Appendix 4.0A – General Biological Resources Assessment

Appendix 4.0B – Determination of Biologically Equivalent or Superior Preservation

Appendix 4.0C – Jurisdictional Delineation

Appendix 5.0A – Cultural Resources Survey Report

Appendix 5.0B – Paleontological Resources Memorandum

Appendix 5.0C – AB 52 Letters and Responses

Appendix 6.0A – Preliminary Geotechnical Investigation

Appendix 6.0B – Geotechnical Update Report

Appendix 7.0 – Greenhouse Gas Analysis

Appendix 8.0 – Phase 1 Environmental Site Assessment

Appendix 9.0A – Preliminary Drainage Study

Appendix 9.0B – Preliminary Water Quality Management Plan (SWS-B)

Appendix 10.0 – Noise Impact Analysis

Appendix 11.0 – Traffic Impact Analysis

Appendix 12.0 – Will Serve Letter

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. (Friday's By Appointment Only)

I. INTRODUCTION AND PROJECT DESCRIPTION

Purpose and Project Overview

This Initial Study evaluates the following:

1) Change of Zone (CZ): The Project requires approval of a Change of Zone from the existing zoning designation of R-R (Rural Residential) to General Commercial (C-1/C-P).

2) Tentative Parcel Map (TPM No. 37311): The Project requires a subdivision of approximately 3.6 acres into 5 lots (including 1 outfall lot) to accommodate the proposed Project. Storm and surface waters converge to discharge point located in the southwestern portion of the Project site referred to as the "outfall lot."

3) Plot Plan (PP): the Project requires approval of a Plot Plan to develop 3.6 acres with 4 commercial retail buildings ranging in size from 2,600 square feet to 10,000 square feet with associated parking and landscaping improvements for a total maximum square footage of 26,204 square feet, a 13,383 square foot outfall area, and roadway and drainage improvements.

The purpose of this Initial Study is to evaluate the potential environmental effects associated with construction and operation of the commercial development and to provide mitigation where necessary to avoid, minimize, or lessen those effects.

Project Location

The proposed Wildomar Crossing Retail Project (Project) is located northwesterly of Clinton Keith Road and Stable Lanes Road in the City of Wildomar, California on approximately 3.6 acres as reflected in **Figure 1, Vicinity Map** and **Figure 2, Aerial Map**. The Project site is comprised of Assessor Parcel Numbers 380-120-003 and 380-120-004 and road right of way on Stable Lanes Road and Clinton Keith Road and is located in Section 1, Township 7 South, Range 4 West, of the San Bernardino Baseline and Meridian, identified on the Wildomar/Murrieta, California USGS 7.5 Quadrangle Map as reflected in **Figure 3, USGS Map**.

Project Description

The proposed Project (**Figure 4, Site Plan**, **Figure 5, Elevations**, and **Figure 6, Tentative Parcel Map**) consists of a commercial retail center located on approximately 3.6 acres totaling 26,204 square feet of development consisting of a main building located in the northwesterly portion of the site, two pad buildings along Stable Lanes Road, one pad along Clinton Keith Road, four basins including a bio-filtration basin in the upland habitat near the southeast portion of the site (outfall area), and on-site parking. While individual hours of operation for each use will vary, the proposed retail development is anticipated to operate seven days a week between the hours of 6:00am to 1:00am. Loading facilities and areas dedicated for trash compaction, recycling and related functions will be located at the back of the buildings screened from public view.

There is an existing power pole on the northern side of Clinton Keith Road, adjacent to the Project site that will be removed and relocated underground. There is also an existing street light pole that will remain on Stable Lanes Road.

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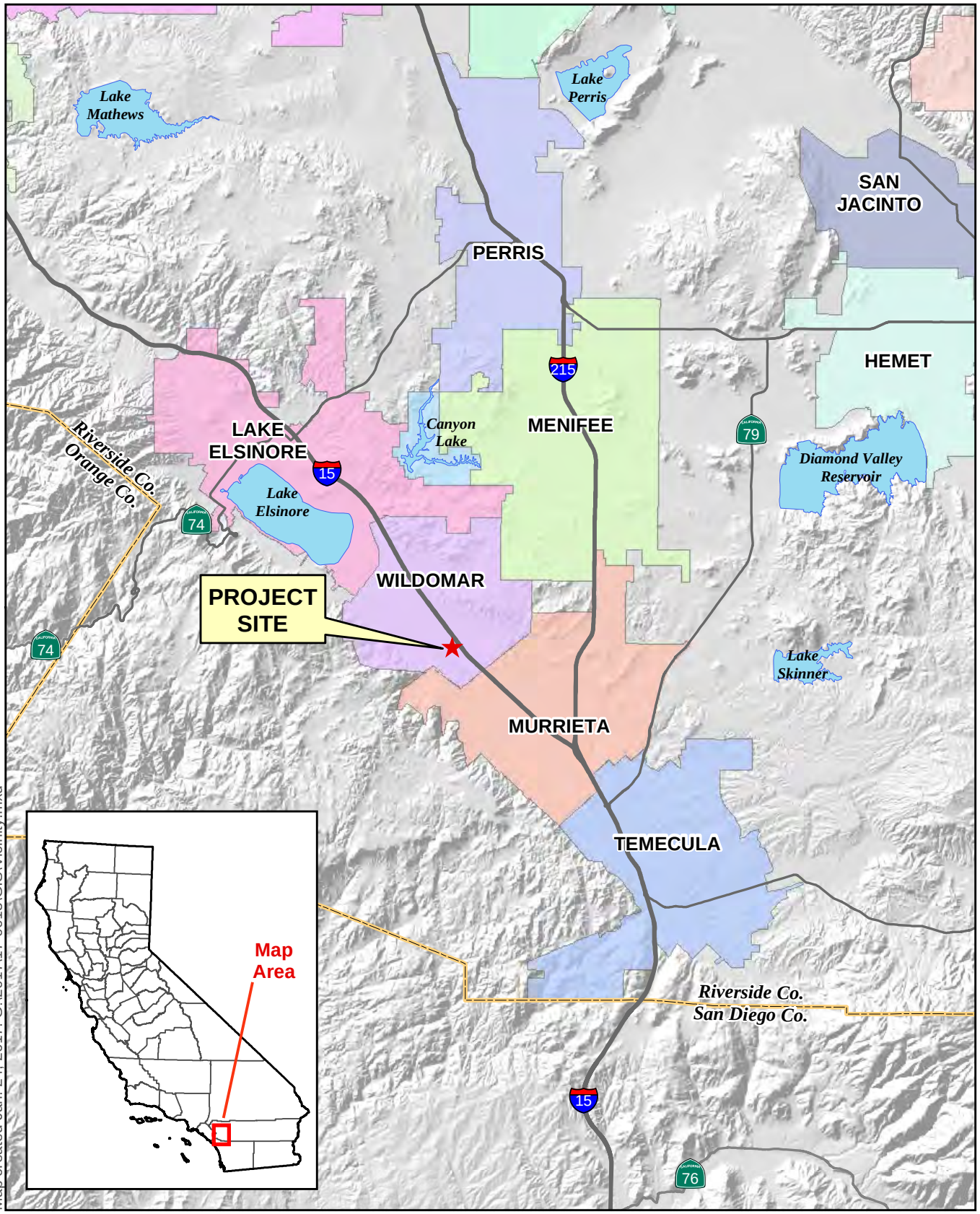

Figure 1 – Vicinity Map

Wildomar Crossing Retail Center

0 2 4 6 Miles

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G:\2017\17-0015\GIS\Aerial.mxd; Map revised 14 Aug 2017

Sources: Helix Environmental, 2016, Riverside Co. GIS, 2017; USDA NAIP, 2016.

0 500 1,000 Feet

Figure 2 - Aerial Map

Wildomar Crossing Retail Center

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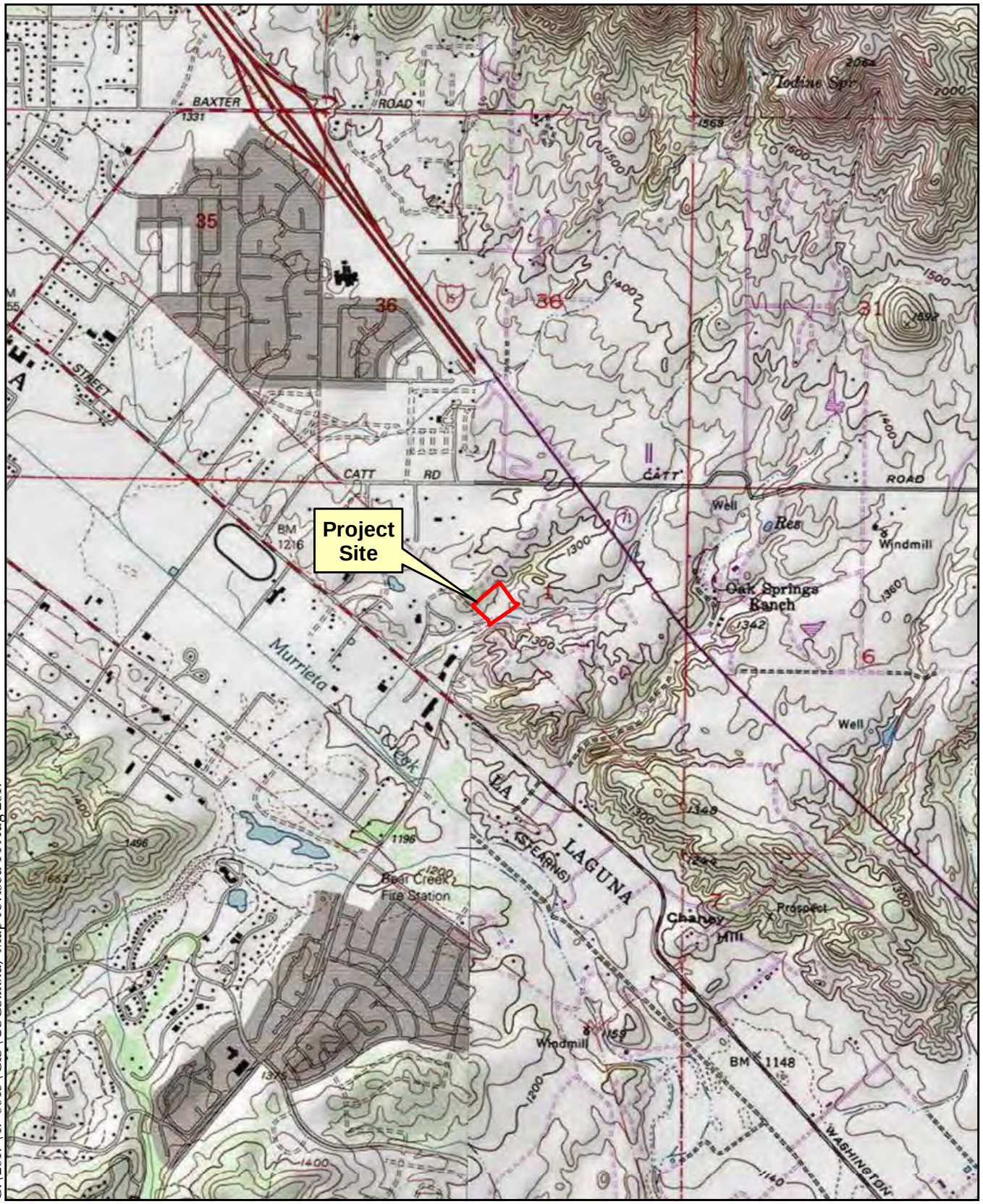

G:\2017\17-0015\GIS\USGS.mxd; Map revised 14 Aug 2017

Sources: ESRI / USGS 7.5min Quad
DRGs: WILDOMAR / MURRIETA

0 1,000 2,000 3,000 Feet

Figure 3 - USGS Map
Wildomar Crossing Retail Center

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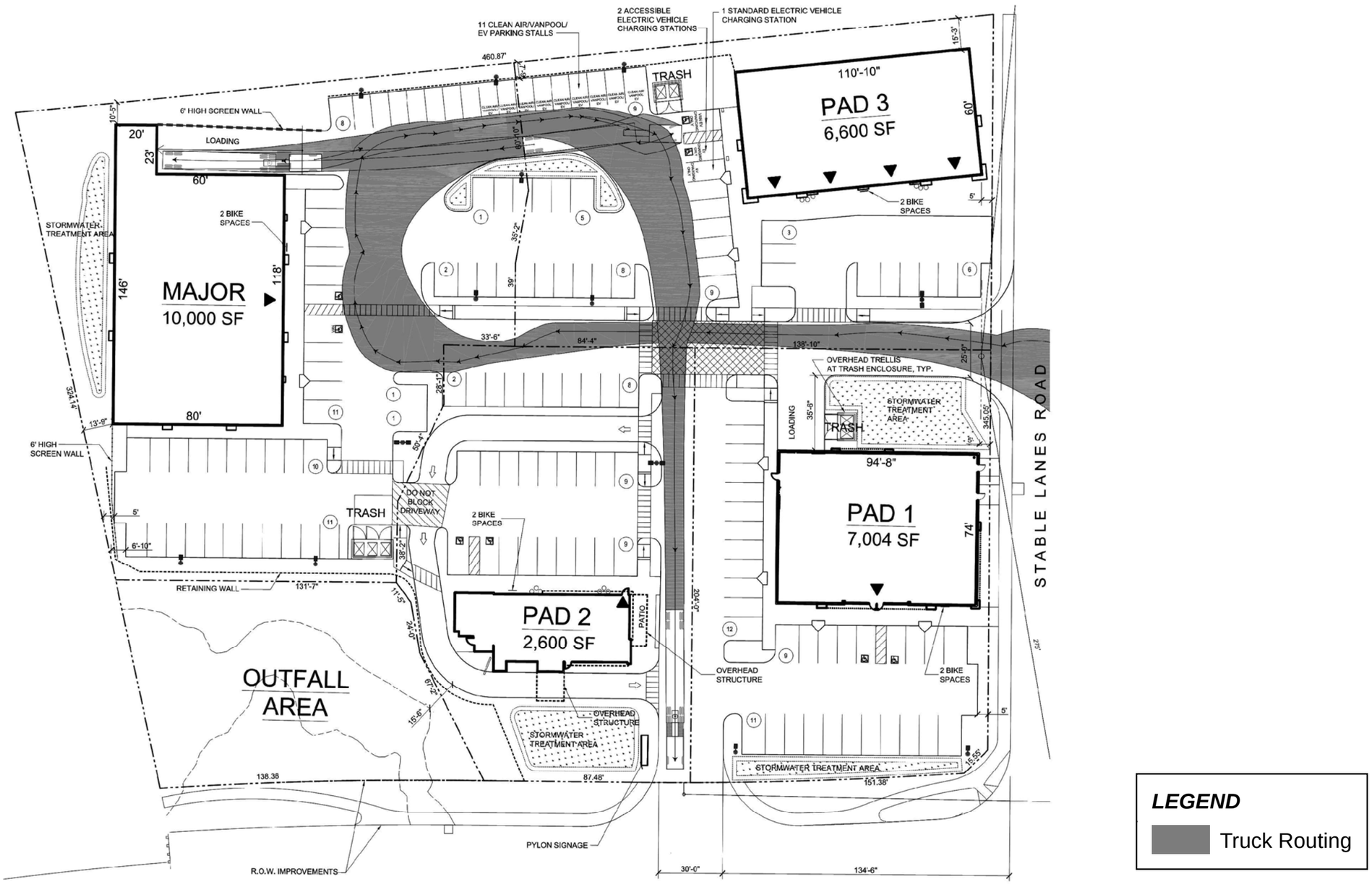

LEGEND

Truck Routing

G:\2017\17-0015\GIS\Site_Plan.mxd; Map revised 02 Jan 2018

Source: David Babcock + Associates, Jan. 2018

NOT TO SCALE

Figure 4 - Site Plan

Wildomar Crossing Retail Center

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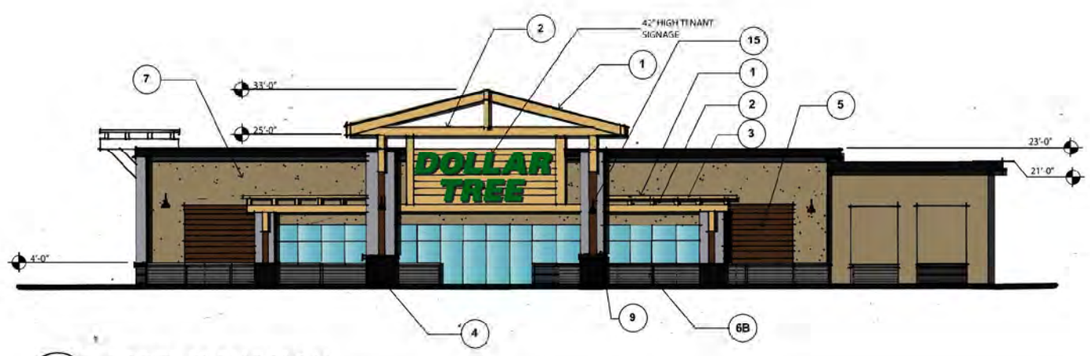
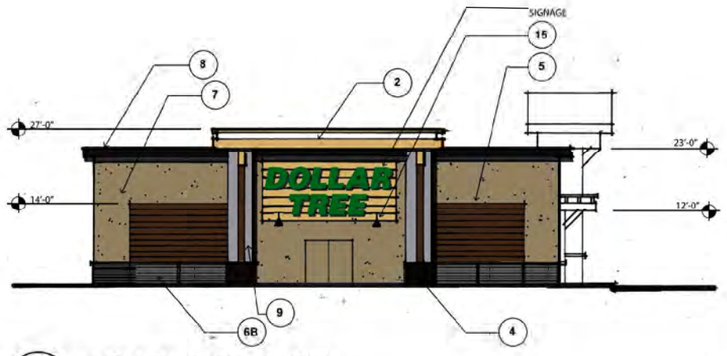
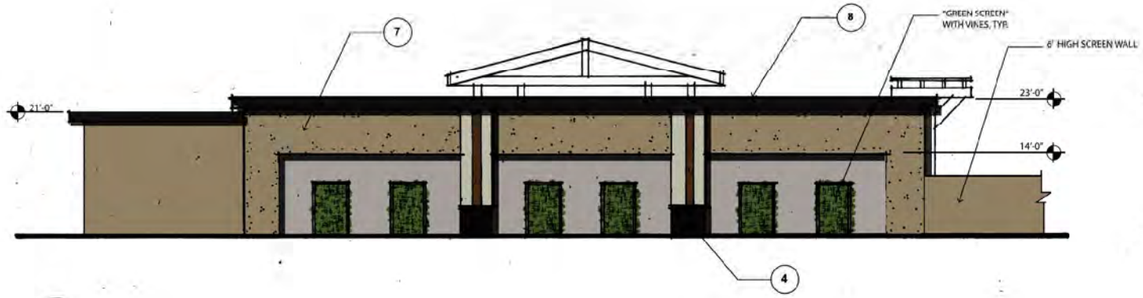


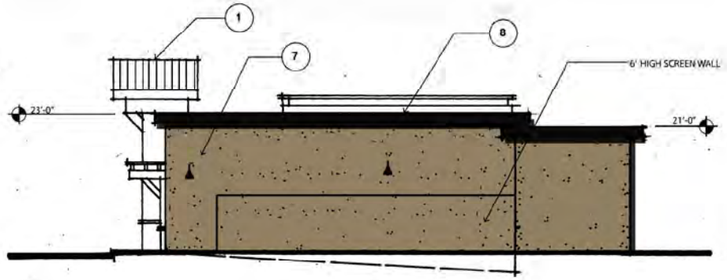
1 EAST ELEVATION



2 SOUTH ELEVATION



3 WEST ELEVATION



4 NORTH ELEVATION

MATERIALS LEGEND:
See Materials Board Sheet 15

1	Standing Seam Metal Roofing	9	Column with Reveal
2	Heavy Timber/ Glu-Lam Beam	10	Not Used
3	4x Canopy Framing	11	Not Used
4	Concrete Base with Cap	12	Not Used
5	Composite Wood Material	13	Not Used
6B	Tile Base	14	Not Used
7	Stucco Color 'A'	15	Wall Light
8	Parapet Cap	16	Not Used
		17	Not Used

KEY MAP

G:\2017\17-0015\GIS\Elevations_a.mxd; Map modified 02 Jan 2018

Source: David Babcock + Associates, Jan. 2018

Figure 5a - Elevations
Wildomar Crossing Retail Center

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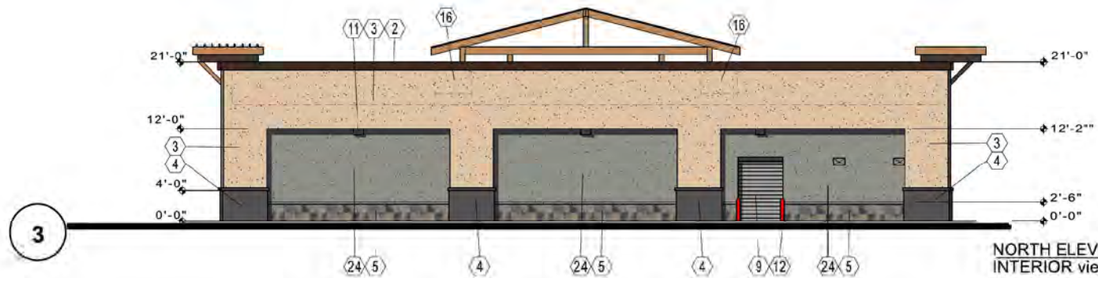
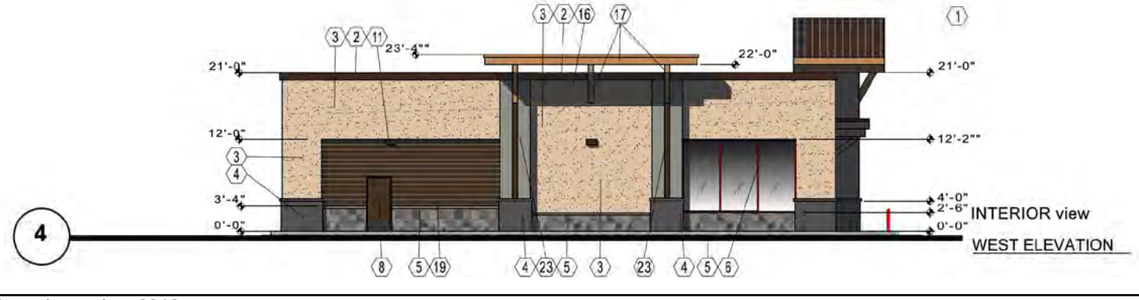
SOUTH ELEVATION
CLINTON KEITH ROAD view

EAST ELEVATION
STABLE LANES ROAD view



NORTH ELEVATION
INTERIOR view

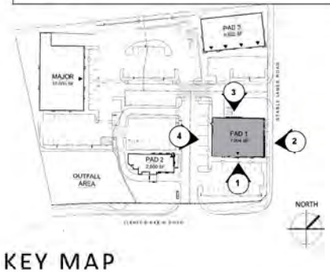


INTERIOR view
WEST ELEVATION

1	Standing seam metal roofing - Color: Medium Bronze
2	Parapet cap Color : Medium Bronze
3	Stucco Finish Color : KM British Khaki
4	Cast in Place Concrete base with matching cap. Smooth Trowel finish. Color: Davis Dark Gray (Carbon 8084)
5	12 x 12 Multi Color Tile
6	Aluminum storefront - Color: red
7	Storefront Doors - Alum. finish
8	Man Door - Pt. Frames and Doors: KM British Khaki
9	Overhead Door - factory gray finish. Paint frames KM British Khaki
10	Pt. wall vents to match wall color
11	Wall mounted light fixture
12	Pipe Guards w/ plastic sleeve - Color: Red
13	Western Red cedar: Natural Stain finish
14	12" Tall white letters for address on contrasting back ground
15	42" Channel letters stacked
16	HVAC units screened by parapets
17	Western Red Cedar trellis work. Natural stain finish
18	42" channel letters
19	Nichiha Fiber cement siding. Vintage wood: Color Bark
20	Decorative metal trellis - color: KM Frontier Shingle
21	Clerestory windows with clear glazing - frames to match storefront
22	Faux windows with black opaque glazing - frames to match storefront
23	Stucco Finish on Column. Column color: KM Fitzgerald Smoke, reveal KM Frontier Shingle
24	Stucco Finish, color: KM Fitzgerald Smoke

MATERIALS LEGEND:
See Materials Board Sheet 15

1 Standing Seam Metal Roofing	9 Column with Reveal
2 Not Used	10 Stucco Color 'B'
3 Not Used	11 Not Used
4 Not Used	12 Not Used
5 Fiber Cement Siding	13 Not Used
6 Not Used	14 Not Used
7 Stucco Color 'A'	15 Wall Light
8 Not Used	16 Cast in Place Concrete
	17 Not Used



KEY MAP

G:\2017\17-0015\GIS\Elevations_b.mxd; Map revised 02 Jan 2018

Source: David Babcock + Associates, Jan. 2018

Figure 5b - Elevations
Wildomar Crossing Retail Center

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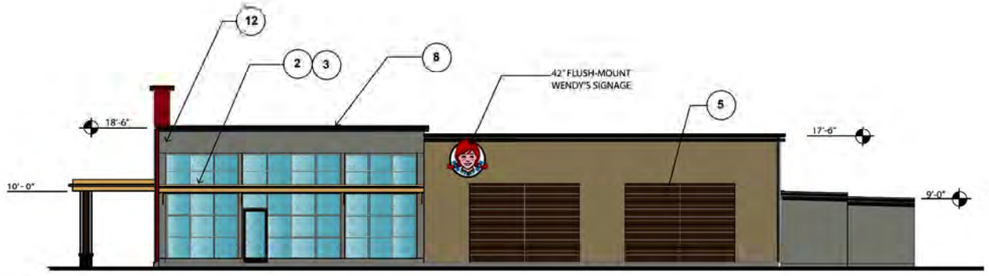
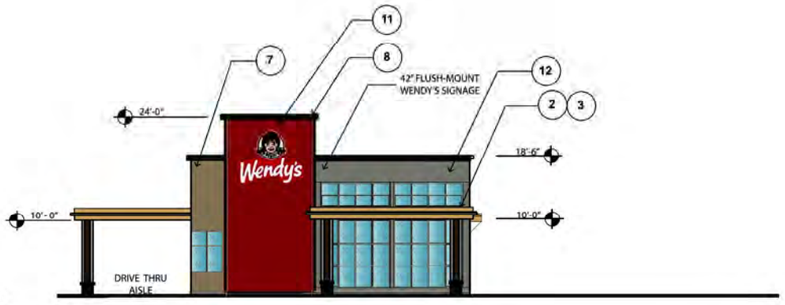
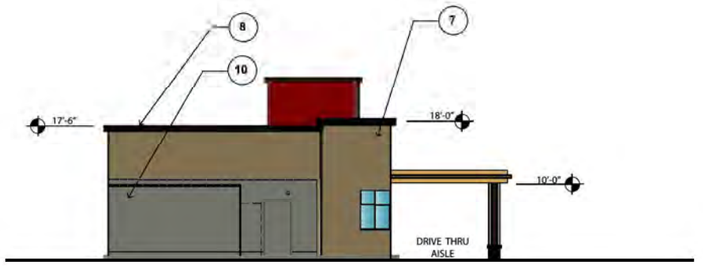


1 NORTH ELEVATION



2 EAST ELEVATION

3 SOUTH ELEVATION



4 WEST ELEVATION

MATERIALS LEGEND:
See Materials Board Sheet 15

1. Not Used
2. Heavy Timber/ Glu-Lam Beam
3. 4x Canopy Framing
4. Not Used
5. Composite Wood Material
6. Not Used
7. Stucco Finish 'A'
8. Parapet Cap
9. Not Used
10. Stucco Finish 'B'
11. Stucco Finish 'C'
12. AMC Match Store Front
13. Not Used
14. Not Used
15. Wall Light
16. Not Used
17. Not Used

KEY MAP

G:\2017\17-0015\GIS\Elevations_c.mxd; Map revised 02 Jan 2018

Source: David Babcock + Associates, Jan. 2018

Figure 5c - Elevations
Wildomar Crossing Retail Center

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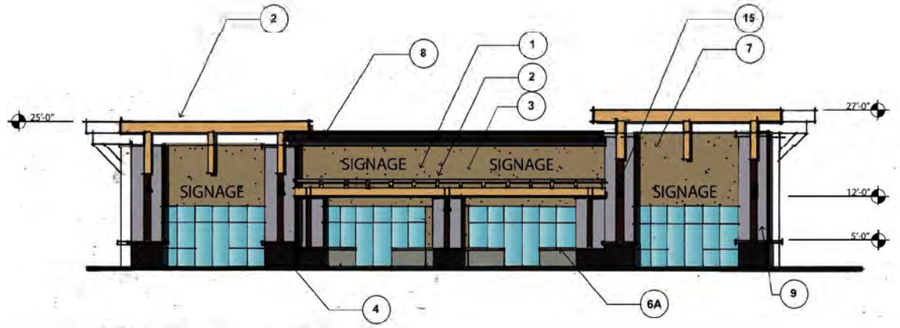
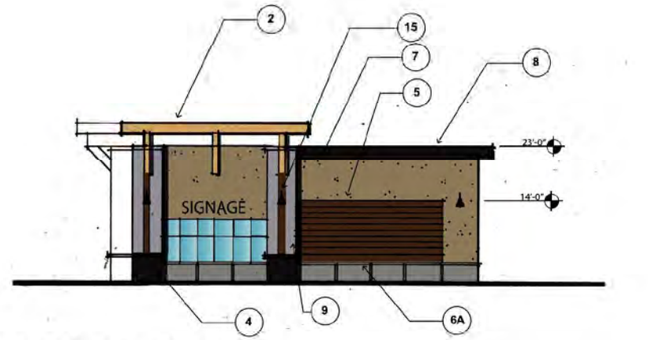
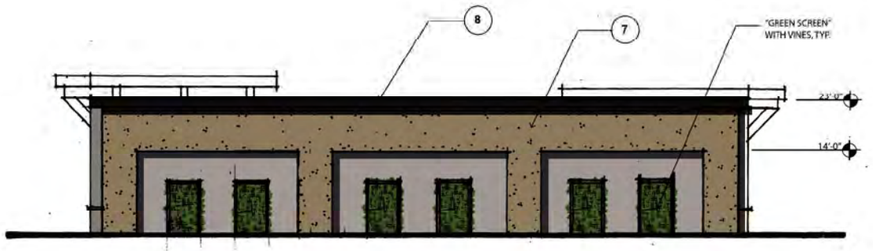


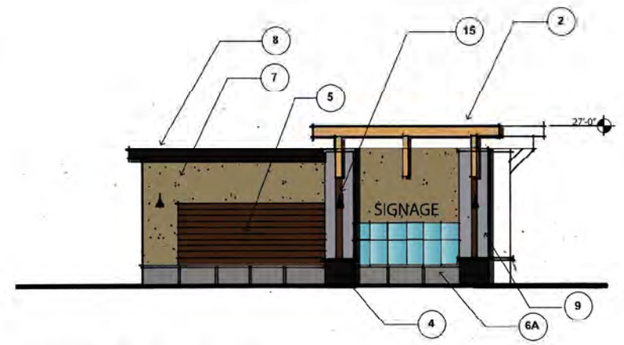
1 SOUTH ELEVATION



2 EAST ELEVATION



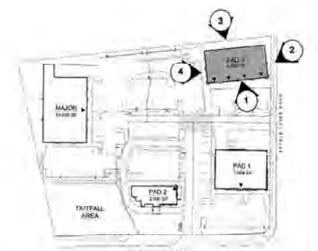
3 NORTH ELEVATION



4 WEST ELEVATION

MATERIALS LEGEND:
See Materials Board Sheet 15

1	Standing Seam Metal Roofing	9	Column with Reveal
2	Heavy Timber/ Glu-Lam Beam	10	Not Used
3	4x Canopy Framing	11	Not Used
4	Concrete Base with Cap	12	Not Used
5	Composite Wood Material	13	Not Used
6A	Tile Base	14	Not Used
7	Stucco Color 'A'	15	Wall Light
8	Parapet Cap	16	Not Used
		17	Not Used



KEY MAP

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Source: David Babcock + Associates, Jan. 2018

Figure 5d - Elevations
Wildomar Crossing Retail Center

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LEGEND

- PROPERTY LINE
- WATER LINE
- SEWER LINE
- STORM DRAIN LINE
- STORM DRAIN HEADWALL
- PUBLIC SEWER MANHOLE
- PRIVATE SEWER CLEANOUT
- STORM DRAIN INLET
- RETAINING WALL
- BIOFILTRATION BASIN

G:\2017\17-0015\GIS\TPM.mxd; Map revised 03 Jan 2018

Source: SWS Engineering, Nov. 2017

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Figure 6 - Tentative Parcel Map

Wildomar Crossing Retail Center

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Site Development

The Project site is approximately 3.6 acres. It is anticipated that the entire site will be graded to accommodate the proposed development and may result in an estimated 4,000 cubic yards of import.

Roadway Access and Parking

Site access will occur at two locations via Clinton Keith Road and Stable Lanes Road. The development will include a 145 car parking stalls, eight (8) ADA compliant parking stalls (2-van accessible and 6 standard), eleven (11) electric vehicle parking stalls, and eight (8) bicycle parking spaces. Additionally, the site will include three electric vehicle charging stations (1-van accessible, 1-standard accessible, and 1-standard electric vehicle charging station). Stable Lanes Road, improved and paved, is classified as a Local Roadway, while Clinton Keith Road has been constructed and is classified as an Urban Arterial Highway. Improvements adjacent to the Project site will be required for both Clinton Keith Road and Stable Lanes Road as part of the Project which include removal of existing median at the intersection of Clinton Keith Road and Stable Lanes, and construction of a new median nose on Clinton Keith Road along the Project frontage to connect to the existing median.

Off-Site Street Improvements

Except for the relocation of an existing power pole to be placed underground on the norther side of Clinton Keith Road adjacent to the Project site, no off-site improvements are proposed as a part of this Project.

Water

The proposed Project will receive potable water from the Elsinore Valley Municipal Water District (EVMWD). There is an existing 36-inch and 12-inch water line in Clinton Keith Road, and an 8-inch water line in Stable Lanes Road. Connection to the EVMWD water supply would occur through two 8-inch lateral connections in Stable Lanes Road.

Sewer

The proposed Project will receive wastewater service from the EVMWD. There is an existing 12-inch sewer line in Clinton Keith Road. Connection to the EVMWD wastewater system would occur via an 8-inch lateral to Clinton Keith Road and with construction of a new 174 linear foot 12-inch public sewer main in Clinton Keith Road to connect to the existing 12-inch mainline to the northwest of the Project site.

Storm Water Improvements

There is an existing culvert and 48-inch Reinforced Concrete Pipe (RCP) that crosses Stable Lanes Road. The Project will construct an extension of the 48-inch RCP pipe through the Project site to the existing natural drainage area (outfall area) at the southwest corner of the Project site. The Project proposes four biofiltration basins on the site. Each basin is a separate drainage management area (DMA). These basins will be used to treat the impermeable area runoff of the Project site and will provide storm water treatment and hydromodification controls for the Project site. A bio-filtration basin will be constructed in the upland habitat near the southeastern portion of the site (outfall area) and will have the functions of water storage, groundwater recharge, removal of dissolved substances, and wildlife habitat. One basin is proposed to be constructed adjacent to Clinton Keith Road on the eastern side of the outfall pipe outside of the existing riparian/riverine habitat. Another basin will be constructed at the Stable Lanes Road culvert and a third linear basin will be constructed adjacent to Clinton Keith Road near Stable Lanes Road. The

basins will provide the functions of temporary water storage and ground water recharge and will be maintained to allow them to function properly.

There is also an existing 72-inch corrugated metal pipe (CMP) that crosses Clinton Keith Road and existing storm drain culverts on the southern side of the outfall area which are to remain. The Project will drain to various biofiltration basins on the site as well as to the outfall area in the southwestern corner of the site. The existing 72-inch CMP and storm drain culvert located in the outfall area will be relocated to the southeastern most portion of the outfall area to convey flows from the outfall area to the existing 72-inch CMP that crosses Clinton Keith Road. The Project will provide connection by vacating approximately 1,300 sf of right-of-way and providing storm drain connection to the 72-inch CMP by replacing the existing culvert.

II. EXISTING CONDITIONS

Regulatory Setting

The City of Wildomar General Plan land use designation for the Project site is Commercial Retail (CR), which allows for the development of commercial retail uses at a neighborhood community and regional level, as well as for professional office and tourist-oriented commercial uses.

The General Plan land use designations of the properties surrounding and immediately adjacent to the Project site are Commercial Retail (CR) to the northeast, Commercial Retail (CR) to the southeast, Commercial Retail (CR) to the southwest, and Medium Density Residential (MDR) to the north and northwest. (**Figure 7, General Plan Land Use Designations)**.

The properties surrounding and immediately adjacent to the Project site are zoned Rural Residential (R-R) and Scenic Highway Commercial (C-P-S) to the northeast, General Commercial (C-1/C-P) to the southeast, Residential (R-1) to the northwest, and General Commercial (C-1/C-P) to the southwest. The Project site is currently zoned Rural Residential (R-R) as reflected in **Figure 8, Zoning Districts** and **Figure 9, Existing Zoning**. Thus, the Project requires approval of a Change of Zone to change the zoning map from the existing zoning of Rural Residential (R-R) to General Commercial (C-1/C-P) on the approximate 3.6-acre site (See **Figure 10, Proposed Zoning**). The R-R zone allows the development of one-family dwellings on a minimum of one-half acre per Wildomar Municipal Code Section 17.16, which includes a complete list of uses permitted and conditionally permitted in the zoning district. The C-1/C-P zone allows for the development of general commercial uses per Wildomar Municipal Code Section 17.72, which includes a complete list of uses permitted and conditionally permitted in the zoning district. Zoning for the adjacent properties includes R-R (Rural Residential) to the northeast that permits the uses listed in the Wildomar Municipal Code Section 17.16, C-1/C-P (General Commercial) uses to the southeast and southwest of the site, and R-1 uses northwest of the Project site which permit the uses listed in the City's Code section 17.72.

Physical Setting

The Project site is undeveloped/vacant but highly disturbed (**See Site Photos 1-6**). The Project site is currently comprised of southern willow scrub, coast live oak woodland, Riversidean sage scrub, non-native grassland (including *Rumex* dominated), and Eucalyptus woodland. Some developed land exists on site, where permanent structures and/or pavement have been placed, preventing the growth of vegetation, or where landscaping is clearly tended and maintained. Developed land on the property consists of the recently improved Stable Lanes Road, a portion of Clinton Keith Road, and the slope adjacent to the Clinton Keith Road that was recently impacted from improvements to the road. Rip-rap occurs at the

storm drain outlets and is also considered to be an unvegetated jurisdictional habitat. The entire Project study area is within the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) but is not located within a Criteria Cell or Cell Group that may require specific conservation areas.

The topography of the Project site is comprised of gentle to moderate sloping and drains south-southwest into a natural drainage which traverses southwesterly through the southwest corner of the site. Elevations range from 1,550 above mean sea level (amsl) along the southern portion of the site to approximately 1,600 amsl feet along the northern portion of the property.

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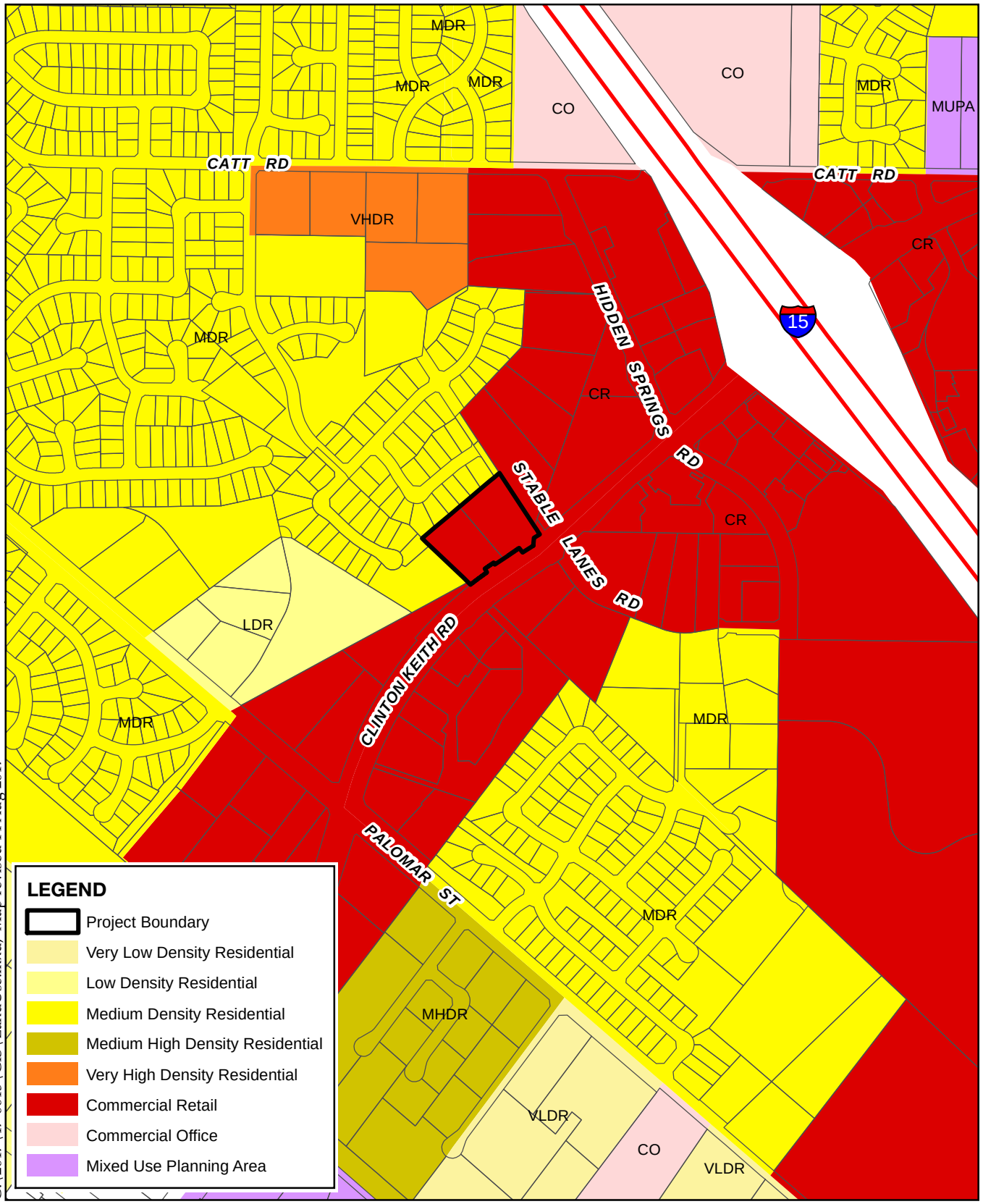

G:\2017\17-0015\GIS\LandUse.mxd; Map revised 14 Aug 2017

Sources: City of Wildomar, 2016;
Riverside Co. GIS, 2017

0 500 1,000 1,500 Feet

Figure 7 - General Plan Land Use Desginations

Wildomar Crossing Retail Center

ALBERT A. WEBB ASSOCIATES

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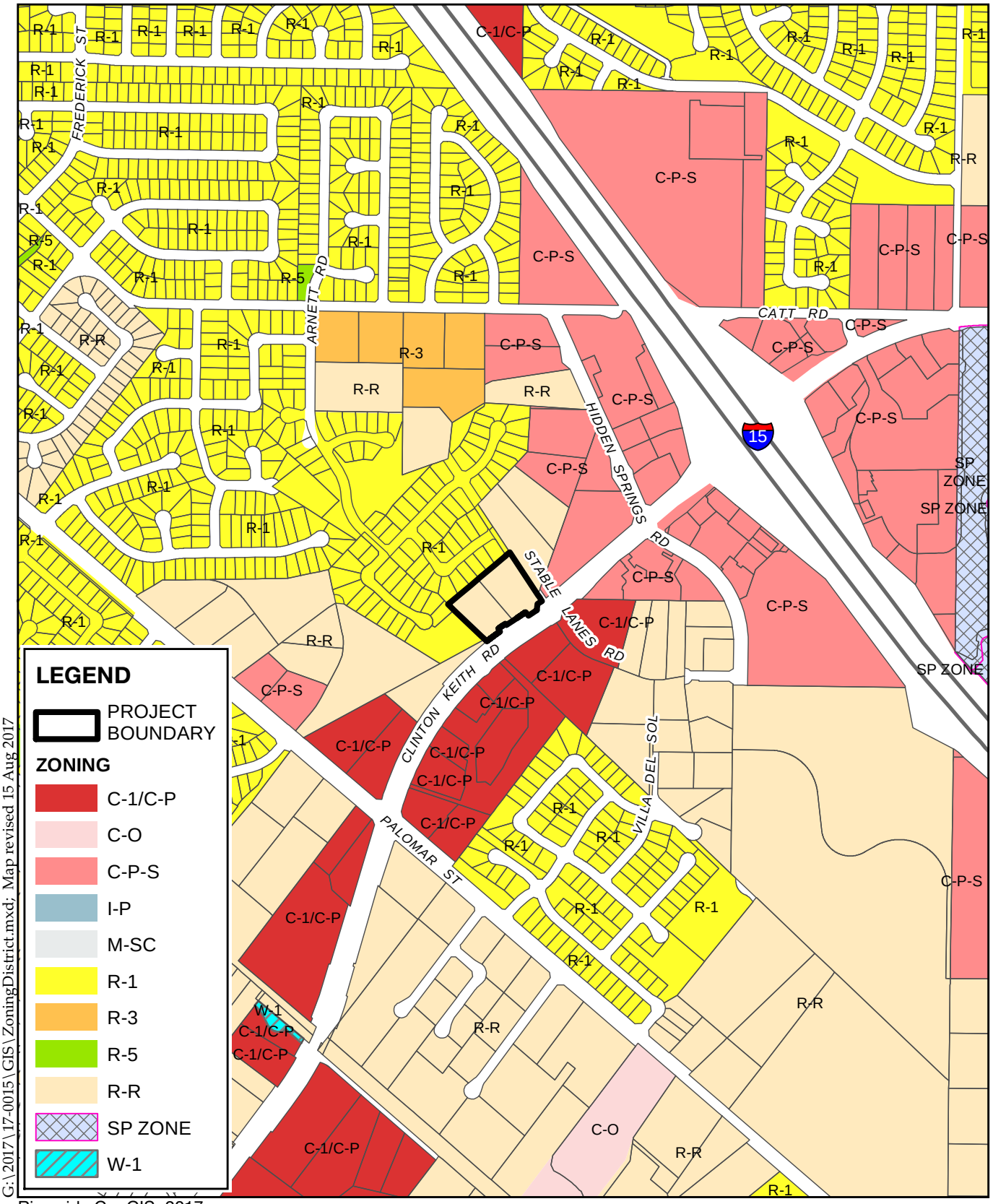

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Riverside Co. GIS, 2017

Figure 8 - Zoning Districts

Wildomar Crossing Retail Center

ALBERT A. WEBB ASSOCIATES

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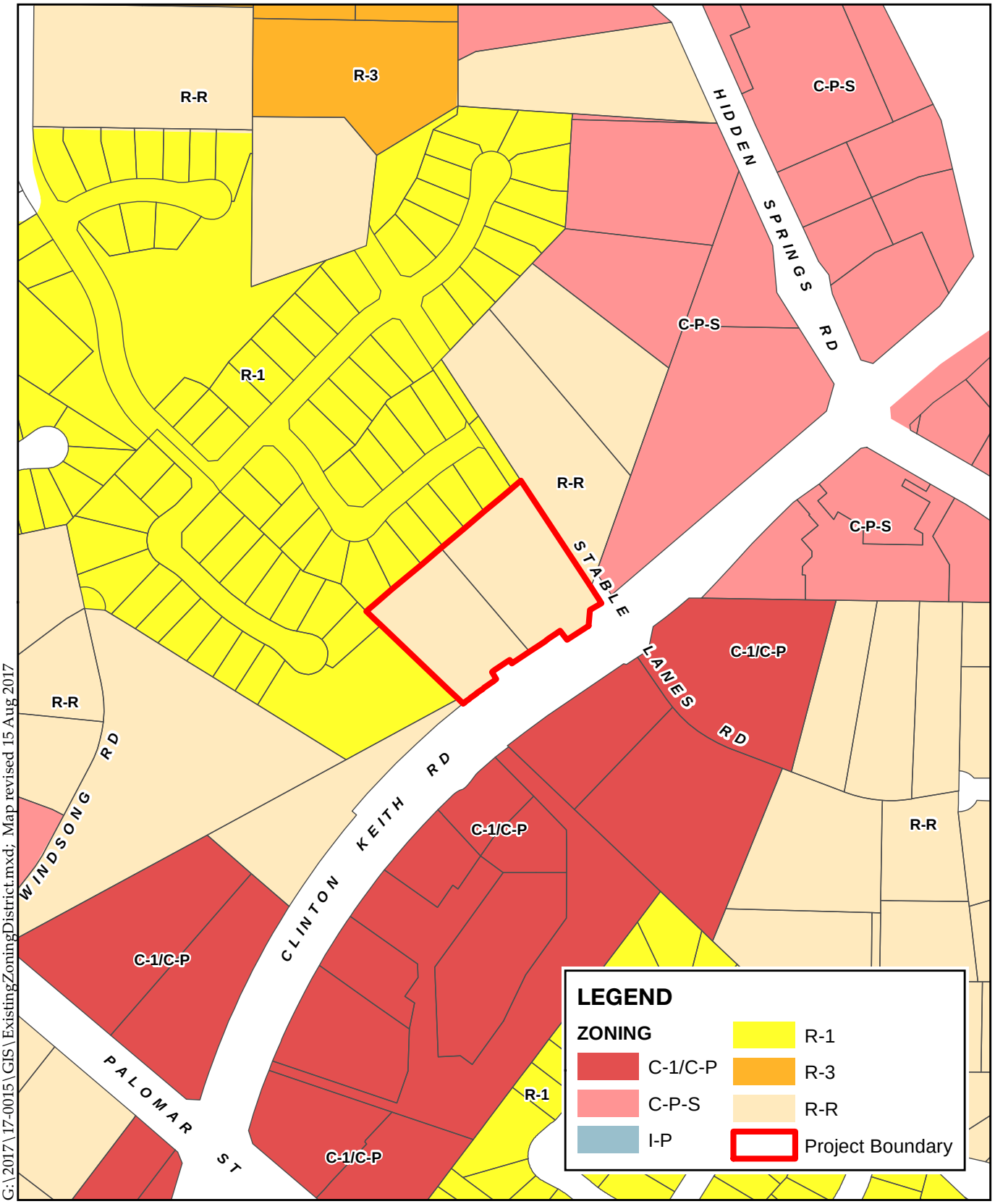

Sources: City of Wildomar 2016;
Riverside Co. GIS, 2017

0 500 1,000 Feet

Figure 9 - Existing Zone District

Wildomar Crossing Retail Center

ALBERT A. WEBB ASSOCIATES

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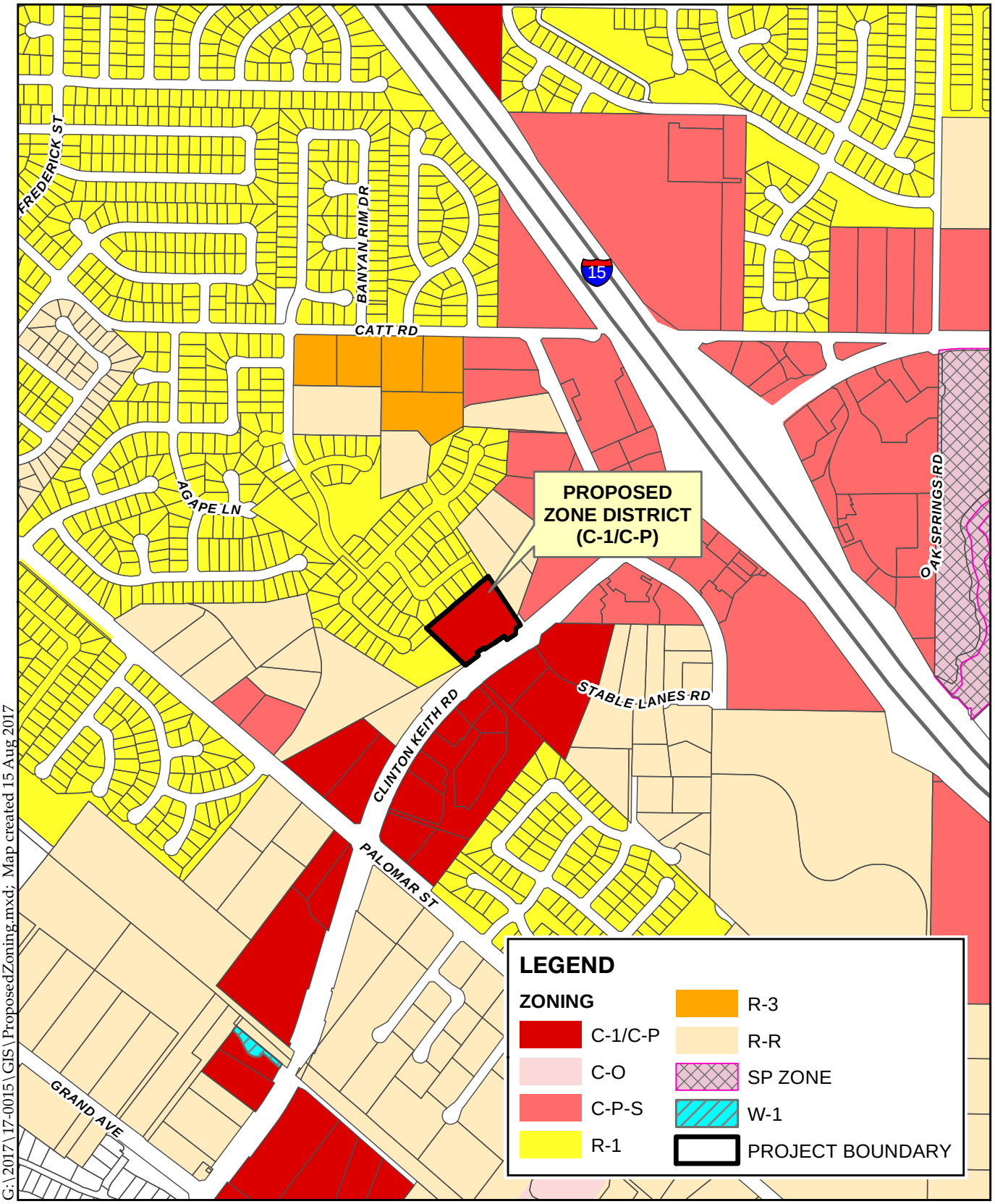

G:\2017\17-0015\GIS\ProposedZoning.mxd; Map created 15 Aug 2017

Sources: City of Wildomar, 2016;
Riverside Co. GIS, 2017

0 500 1,000 1,500 Feet

Figure 10 - Proposed Zone District

Wildomar Crossing Retail Center

ALBERT A. WEBB ASSOCIATES

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Source: Helix-A

Photo 1 – Concrete drainage on east side of the project site.

Source: Helix-A

Photo 2 – Southwest corner of the project site. A drainage exists with riparian trees.

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Source: Helix-A

Photo 3 – Northeast corner of project site, facing west.

Source: Helix-A

Photo 4 – Southeast corner of project site, facing north.

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Source: Helix-A

Photo 5 – Southeast corner of project site, facing west.

Source: Helix-A

Photo 4 – Southwest corner of project site, facing northeast.

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III. ENVIRONMENTAL CHECKLIST FORM

A. Background

1. **Project Title:** Wildomar Crossing Retail Center Project (16-0134)

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 northwesterly of Clinton Keith Road and Stable Lanes Road in the City of Wildomar, California (see **Figure 1** and **Figure 2**). The assessor's parcel number (APN) is380-120-003 and 380-120-004.

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

   Mann Property Company, P.O. Box 77564, San Francisco, CA 94107

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

7. **Zoning:** Rural Residential (R-R)

8. **Description of Project:**

   Request for approval of a Change of Zone to change the zoning map from the existing zoning of R-R (Rural Residential) to C-1/C-P (General Commercial) on the approximate 3.6-acre site; approval of Tentative Parcel Map No. 37311 requiring the subdivision of approximately 3.6 acres into 5 parcels to accommodate the proposed Project; and approval of a Plot Plan to develop approximately 3.6 acres with 4 commercial retail buildings ranging from 2,600 square feet to 10,000 square feet with associated parking and landscaping for a total maximum square footage of 26,204 square feet, a 14,492 square foot outfall area, and roadway and drainage improvements.

9. Surrounding Land Uses and Setting:

ADJACENT LAND USE, GENERAL PLAN AND ZONING			
Location	**Current Land Use**	**General Plan Land Use Designation**	**Zoning Designation**
Northeasterly	Vacant	CR (Commercial Retail)	R-R (Rural Residential) C-P-S (Scenic Highway Commercial)
Southeasterly	Commercial	CR (Commercial Retail)	C-1/C-P (General Commercial)
Northwesterly	Residential/Vacant	MDR (Medium Density Residential)	R-1 (Residential)
Southwesterly	Vacant/ Commercial	CR (Commercial Retail)	C-1/C-P (General Commercial)

10. Other Public Agencies Whose Approval Is Required:

- Army Corps of Engineers
- California Department of Fish and Wildlife
- Regional Water Quality Control Board
- US Fish and Wildlife Service

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

C. DETERMINATION

On the basis of this initial evaluation:

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

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

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

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

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

City Representative

Matthew C. Bassi, Planning Director — January 31, 2018
Date

Applicant

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

Jim Roachelle, Applicant — January 31, 2018
Date

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 360 degree views of mountain ridgelines. As shown in **Appendix 2.0**, the proposed structures would have a maximum height of 33 feet which may alter existing views from the Project site and immediate vicinity of the distant mountains 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. Commercial development in the City of Murrieta occurs to the east, west, and south and single family residential development borders the northern portion of the Project site. Furthermore, the proposed development would be subject to the Riverside County Design Standards and Guidelines (2004), which have been adopted by the City of Wildomar. Standards and Guidelines include articulation of building facades, varied roof plans, 360-degree architecture, streetscape design, multiple floor plans and elevations, etc. Compliance with these existing standards would ensure that the proposed Project 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**. The Project site is not visible from a state scenic highway. Construction of the proposed structures will alter the existing visual character of the area by potentially requiring the removal of some naturally occurring, albeit sparse, vegetation and trees and creating new buildings that will be seen from Clinton Keith Road and Stable Lanes Road as well as from the single family residential development that lies to the north. However, Clinton Keith Road and Stable Lanes Road are not state scenic highways. The proposed Project will regrade the site, create building pads and alter all of the topography to allow for parking and roadways. All of the existing vegetation will be removed with exception of the outfall area. However, the construction of the Project will not require the removal of any rock outcropping or historic buildings that have been recognized as a scenic resource, and the proposed buildings will

not block any scenic view or resource but removal of two patches of existing eucalyptus woodland trees that lie within the center portion of the site would be removed. However, the proposed commercial buildings would be architecturally consistent with existing commercial buildings in the community and include new landscape consistent with Chapter 17.276 Water Efficient Landscapes. In addition, 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. Therefore, impacts are less than significant.

c) **Less Than Significant Impact**. The proposed development is subject to the City of Wildomar Design Standards and Guidelines. As discussed in Issue b) 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. As reflected in **Figure 5,** the proposed Project's architectural elements and landscaping would complement existing surrounding residential and commercial development. 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, 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 (Ordinance No. 75). 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. 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. With compliance with the ordinance, the proposed Project would not adversely affect day or nighttime views in the area and would not constitute a significant contribution to night sky pollution. Further, the Project is located within Mt Palomar Observatory's Zone B and lies only 27.5 miles away. However, the Project would not interfere with nighttime use of the Palomar Observatory because all provisions of Wildomar Ordinance 75 (Chapter 8.64 of the WMC) will be enforced.

Glare is primarily a daytime occurrence caused by the reflection of sunlight or artificial light by highly polished surfaces such as window glass or reflective materials. Daytime glare is common in urban areas and is typically associated with buildings with exterior facades largely or entirely comprised of highly reflective glass or windshields of parked cars. Glare-sensitive uses include residences, hotels, transportation corridors and aircraft landing corridors. The Project site does have sensitive receptors located to the north with residential uses. However, the Project site is not located in an airport influence area and the proposed Project does not incorporate highly reflective building materials as reflected in **Figure 5**. Thus, impacts from glare on sensitive receptors would be less than significant. Therefore, impacts resulting from a new source of substantial light or glare would be less than significant.

STANDARD CONDITIONS AND REQUIREMENTS

1. The Project will be conditioned to comply with the provisions of Wildomar Municipal Code Chapter 8.64 (Light Pollution) as adopted by Ordinance No. 75.
2. The Project will comply with the Riverside County Design Standards and Guidelines (2004).
3. The Project will comply with the Wildomar Municipal Code Chapter 17.276 Water Efficient Landscapes.

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 zoned for agricultural use and is not subject to a Williamson Act contract (DOC). The Project site is designated on the California Resource Agency maps 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, the Project 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?			✓	

BACKGROUND

This section summarizes the methods and findings of an Air Quality Impact Analysis prepared by Urban Crossroads (URBAN-A). This report is included in its entirety as **Appendix 3.0.** The analysis was prepared to determine the impact on air quality from the proposed Project.

DISCUSSION

a) **Less Than Significant Impact.** The Project site is located in the South Coast Air Basin (SCAB), 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 of criteria pollutants for which the SCAB is in nonattainment, the SCAQMD 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 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 2016 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.

In March 2017, the AQMD released the Final 2016 AQMP. The 2016 AQMP continues to evaluate current integrated strategies and control measures to meet the National Ambient Air Quality Standards (NAAQS), as well as, explore new and innovative methods to reach its goals. Some of these approaches include utilizing incentive programs, recognizing existing co-benefit programs from other sectors, and developing a strategy with fair-share reductions at the federal, state, and local levels. Similar to the 2012 AQMP, the 2016 AQMP incorporates scientific and technological information and planning assumptions, including the 2016 RTP/SCS and updated emission inventory methodologies for various source categories. The Project's consistency with the AQMP is determined using the 2016 AQMP criteria 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 NAAQS. As evaluated under Threshold 3.b below, the Project will not exceed the long-term operational standards or short-term construction standards. Thus, the proposed Project will not violate any air quality standards. Additionally, the analysis for long-term local air quality impacts shows 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, there would be a less than significant impact, and the Project would be consistent with the first criterion.

With respect to 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 air 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 City's current General Plan land use designation for the Project site is Commercial-Retail (CR). The Project site's current zoning designation is Rural-Residential (R-R). The Project proposes a zone change from R-R to General Commercial (C-1/C-P) to be consistent with the Project site's General Plan land use designation of CR. Upon approval of the zone change, the Project's zoning will be consistent with the City's General Plan. As such, the Project will be consistent with the growth projections anticipated by the City General Plan and would not exceed the population or job growth projections used by the SCAQMD to develop the Air Quality Management Plan. Thus, the Project is consistent with both criteria. Therefore, impacts would be less than significant.

b) **Less Than Significant Impact.** As discussed previously, the Project site is located in the SCAB. 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

Construction activities associated with the Project may result in emissions of Carbon Monoxide (CO), Volatile Organic Compounds (VOCs), Nitrogen Oxides (NO_X), Sulfur Dioxide (SO_X), Particulate Matter less than 10 microns (PM_{10}), and Particulate Matter less than 25 microns ($PM_{2.5}$). Construction related emissions may result from construction activities involving: Site Preparation, Grading, Building Construction, Paving, Painting (Architectural Coatings), and Construction Worker Commutes.

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.). The Project will require 4,000 cubic yards of soil import. 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 and SCAQMD 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. Examples of 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 workday to remove soil tracked onto the paved surface.

f. A wheel washing system will be installed and used to remove bulk material from tires and vehicle undercarriages before vehicles exit the site.

Additional SCAQMD rules applicable during construction for this Project include Rule 1113 (Architectural Coatings), Rule 431.2 (Low Sulfur Fuel), Rule 1186/1186.1 (Street Sweepers). Credit for Best Available Control Measures (BACM) AQ-1 (Rule 1113) and AQ-2 (Rule 403) have been taken into account as part of the construction emissions analysis. The estimated maximum daily construction emissions, accounting for compliance with all applicable SCAQMD Rules, are summarized in **Table 3-1, Maximum Short-Term Construction Emissions (Pounds per Day)**. Detailed construction model outputs are presented in **Appendix 3.0**.

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

Construction Year	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
2017	3.60	45.95	23.58	0.07	3.07	1.94
2018	9.33	27.06	20.75	0.04	2.09	1.65
Maximum Daily Emissions[1]	**9.33**	**45.95**	**23.58**	**0.07**	**3.07**	**1.94**
SCAQMD Threshold	75	100	550	150	150	55
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: URBAN-A, Table 3-4. See Appendix 3.0 for modeling details.

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

Construction-Related Localized Air Quality Impacts

The SCAQMD published its Final Localized Significance Threshold Methodology, recommending that certain air quality analyses include an assessment of both construction and operational impacts on the air quality of nearby sensitive receptors. Therefore, local significance thresholds (LSTs) were established in response to environmental justice and health concerns raised by the public regarding exposure of individuals to criteria pollutants in local communities. LSTs represent the maximum emissions from project sites that are not expected to result in an exceedance of the NAAQS or CAAQS. The SCAQMD states that lead agencies can use the LSTs as another indicator of significance in air quality impact analyses. This analysis makes use of methodology included in the SCAQMD Final Localized Significance Threshold Methodology.

The significance of localized emissions impacts is dependent upon whether ambient levels in the vicinity of any given project are above or below State standards. In the case of CO and NO_X, if ambient levels are below the standards, a project is considered to have a significant impact if project emissions result in an exceedance of one or more of these standards. If ambient levels already exceed a state or federal standard, then project emissions are considered significant if they increase ambient concentrations by a measureable amount. This would apply to PM10 and $PM_{2.5}$ as both are non-attainment pollutants.

For this Project, the appropriate Source Receptor Area (SRA) for the LST is the Lake Elsinore monitoring station (SRA 25). LSTs apply to NO_X, CO, PM_{10}, and $PM_{2.5}$. The Project is modeled after a three-acre disturbance area. Thus the maximum daily disturbed-acreage of three acres is used in determining the applicability of SCAQMD's LST look-up tables. This methodology is consistent

with recent recommendations made by SCAQMD planning staff. For a focused discussion on the background on LST development and how the Project is applied to LST Methodology, see **Appendix 3.0**.

Some people are especially sensitive to air pollution and are given special consideration when evaluating air quality impacts from projects. These groups of people include children, the elderly, persons with preexisting respiratory or cardiovascular illness, and athletes and others who engage in frequent exercise. Structures that house these persons or places where they gather to exercise are defined as "sensitive receptors." The nearest sensitive receptor is the residential community located immediately adjacent to and northwest of the Project site. The LST methodology explicitly states, "It is possible that a project may have receptors closer than 25 meters. Projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters." Therefore, LSTs for receptors located at 25 meters were utilized. **Table 3-2, Localized Significance Summary – Construction Emissions (Unmitigated)** identifies the localized impacts at the nearest receptor location in the vicinity of the Project.

Table 3-2
Localized Significance Summary – Construction Emissions (Unmitigated)

On-Site Site Preparation Emissions	**Emissions (Pounds per Day)**			
On-Site Site Preparation Activity	NO_X	CO	PM_{10}	$PM_{2.5}$
Maximum Daily Emissions (on-site)	**36.22**	**23.13**	**2.39**	**1.52**
SCAQMD Localized Threshold	280	1,388	9	5
Significant?	**No**	**No**	**No**	**No**

On-Site Grading Emissions	**Emissions (Pounds per Day)**			
On-Site Site Preparation Activity	NO_X	CO	PM_{10}	$PM_{2.5}$
Maximum Daily Emissions (on-site)	**27.10**	**14.72**	**1.78**	**1.12**
SCAQMD Localized Threshold	280	1,388	9	5
Significant?	**No**	**No**	**No**	**No**

Source: URBAN-A. See Appendix 3.0 for modeling details.

As shown in **Table 3-2**, emissions resulting from Project construction will not exceed any applicable LSTs, so impacts are considered less than significant.

Thus, for the reasons identified, construction-related air quality impacts are anticipated to be less than significant.

Operational Emissions

Operational activities associated with the proposed Project may result in emissions of volatile organic compounds (VOC), nitrogen oxide (NO_X), carbon monoxide (CO), sulfur oxide (SO_X), PM_{10}, and $PM_{2.5}$. Operational emissions may also be expected from area source emissions, energy source emissions, and mobile source emissions.

Operational-source emissions are summarized in **Table 3-3, Operational Emissions (Unmitigated)**. Detailed operational model outputs are presented in **Appendix 3.0**.

Table 3-3
Operational Emissions (Unmitigated)

Emission Sources – Summer	Emissions (Pounds per Day)					
	VOC	**NOx**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Area Source Emissions	0.59	1.70E-04	0.02	0.00	6.00E-05	6.00E-05
Energy Use Emissions	0.05	0.46	0.39	2.76E-03	0.04	0.04
Mobile Source Emissions	9.47	48.30	54.44	0.15	8.92	2.58
Total Maximum Daily Emissions	**10.11**	**48.76**	**54.85**	**0.15**	**8.96**	**2.62**
SCAQMD Threshold	55	55	550	150	150	55
Significant?	**No**	**No**	**No**	**No**	**No**	**No**

Emission Sources – Winter	Emissions (Pounds per Day)					
	VOC	**NOx**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Area Source Emissions	0.59	1.70E-04	0.02	0.00	6.00E-05	6.00E-05
Energy Use Emissions	0.05	0.46	0.39	2.76E-03	0.04	0.04
Mobile Source Emissions	7.72	47.61	53.38	0.14	8.93	2.58
Total Maximum Daily Emissions	**8.36**	**48.07**	**53.79**	**0.14**	**8.97**	**2.62**
SCAQMD Threshold	55	55	550	150	150	55
Significant?	**No**	**No**	**No**	**No**	**No**	**No**

Source: URBAN-A, Table 3-6. See Appendix 3.0 for modeling details.

As shown, Project operational-source emissions would not exceed applicable SCAQMD regional thresholds of significance. Thus, the impact would be less than significant.

Operations Localized Significance Analysis

According to the SCAQMD localized significance threshold 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, but not including drive-through uses). The proposed Project does not include such uses. Therefore, in the case of the proposed Project, the operational phase LST protocol does not need to be applied.

Impacts associated with construction and operational air quality would be less than significant, as SCAQMD significance thresholds for criteria emissions would not be surpassed (see **Tables 3-1, 3-2**, and **3-3**).

c) **Less Than Significant Impact**. Projects could contribute to an existing or projected air quality exceedance because the SCAB is currently in nonattainment for Ozone (O_3), PM_{10}, and $PM_{2.5}$. With regard to determining the significance of the cumulative contribution from the proposed 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 that exceed the SCAQMD's 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. 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 may also be considered sensitive receptors. As previously described, the nearest sensitive receptor is the residential community located adjacent to the northwest of the Project Site.

As discussed in Threshold 3.b above, results of the LST analysis, which were developed in response to environmental justice and health concerns, indicate that the Project will not exceed the SCAQMD localized significance thresholds during construction. Therefore, sensitive receptors would not be subject to significant exposure to air toxics that are also criteria air pollutants during construction of commercial uses on the Project site. Given the commercial retail nature of the Project, release of toxic air pollutants during Project operation is not expected.

Carbon Monoxide

An analysis of CO "hot spots" 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 vehicles idle at intersections. Vehicle emissions standards have become increasingly 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 turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, carbon monoxide 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 SCAB are due to unusual meteorological and topographical conditions, and are not due to the impact of particular intersections. Considering the region's 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 were 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 analysis in the 1992 CO Plan did not result in a violation of CO

standards. 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 at peak morning traffic and LOS F at peak afternoon traffic. While this analysis was done in Los Angeles County, the traffic level needed to surpass the CO threshold can be and has been used throughout the state to determine whether a proposed Project will result in a potential carbon monoxide impact.

Similar considerations are also employed by other Air Districts when evaluating potential CO concentration impacts. More specifically, the Bay Area Air Quality Management District (BAAQMD) concludes that under existing and future vehicle emission rates, a given project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour— or 24,000 vehicles per hour where vertical and/or horizontal air does not mix—in order to generate a significant CO impact.

The total daily trips from the Project would be 2,377 (as discussed in Threshold 16.a, below) which is lower than the values studied in the 1992 CO Plan. As such, the proposed Project would not produce the volume of traffic required to generate a CO "hot spot" either in the context of the 2003 Los Angeles hot spot study, or based on representative BAAQMD CO threshold considerations. Consequently, at buildout of the Project, none of the intersections in the vicinity of the proposed Project site would have traffic volumes exceeding those at the intersections modeled in the 2003 AQMP, nor would there be any reason unique to the Project area's meteorology to conclude that these intersections would yield higher CO concentrations if modeled in detail as historical air quality data shows that existing CO levels for the Project area and the general vicinity do not exceed either state or federal ambient air quality standards. The carbon monoxide concentrations in the Project area are much lower than the federal and state CO standards. SCAB has been designated as attainment for CO since 2007, and even very busy intersections do not result in exceedances of the CO standard. 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) **Less Than Significant 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 does not contain land uses typically associated with emitting objectionable odors. Potential odor sources associated with the proposed Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities and the temporary storage of typical solid waste (refuse) and cooking activities associated with the proposed Project's (long-term operational) uses. Standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and is thus considered less than significant. It is expected that Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the City's solid waste regulations. The proposed Project would also be required to comply with SCAQMD Rule 402 to prevent

occurrences of public nuisances. Therefore, odors associated with the proposed Project construction and operations would be less than significant.

STANDARD CONDITIONS AND REQUIREMENTS

1. The proposed Project shall be required to comply with General Plan Policy AQ 4.9 and SCAQMD Rule 403 to address Project- specific fugitive dust emissions.
2. The proposed Project would also be required to comply with City of Wildomar Solid Waste Regulations (Municipal Code Section 8.104) and SCAQMD Rule 402 to prevent occurrences of public nuisances as it pertains to odors.
3. Additional SCAQMD rules shall be applicable during Project construction and include Rule 1113 (Architectural Coatings), Rule 431.2 (Low Sulfur Fuel, and Rule 1186/1186.1 (Street Sweepers).
4. The proposed Project will be conditioned to comply with all other applicable/mandated SCAQMD requirements related to commercial retail development.

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?		✓		

BACKGROUND

This section summarizes the methods and findings of a General Biological Resources Assessment report prepared by Helix Planning and Environmental dated December 19, 2017 (HELIX-A), the Determination of Biologically Equivalent or Superior Preservation prepared by Helix Planning and Environmental dated December 19, 2017 (HELIX-B), and the Jurisdictional Delineation Report prepared by Helix Planning and Environmental dated December 19, 2017 (HELIX-C) . These reports are included in their entirety as **Appendix 4.0A, 4.0B,** and **4.0C**, respectively**.** The habitat assessment was used to evaluate the Project site's suitability for the presence of special-status species and to characterize the environmental setting on and adjacent to the site and compliance with the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP).

DISCUSSION OF IMPACTS

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

Direct Impacts to Special/Sensitive Status Plants

A total of 54 sensitive plant species were assessed for potential to occur on the site: six of which are listed at the federal or state level. The listed species are Munz's Onion (*Allium munzii*), Nevin's barberry (*Berberis nevinii*), San Diego Ambrosia (*Ambrosia pumila*), thread-leaved brodiaea (*Brodiaea filifolia*), Vail Lake ceanothus (*Ceanothus ophiochilus*), and San Jacinto Valley crownscale (*Atriplex coronata* var. *notatior*). None of the listed species was observed on the property. One of the listed species, Munz's onion, has low potential to occur on the property. Seventeen of the non-listed species have low potential to occur, and only one of the non-listed species was observed on the property. Paniculate tarplant (*Deindandra paniculata*) was observed in the grassland on the property. However, the exact number of individual plants was not able to be determined due to the regular disking of the property. These plants will be removed as a result of vegetation clearing/grubbing and ground-disturbing activities (e.g., grading, earth moving, excavation, use of heavy equipment). While Paniculate tarplant is a CNPS Rank 4.2 species, which has a limited distribution in California, it is locally common in western Riverside County and documented in a number of MSHCP Core areas, including Core F (Santa Rosa Plateau Ecological Reserve)[1]. Therefore, due to its local abundance, Project impacts to paniculate tarplant would not be significant.

Direct Impacts to Special/Sensitive Status Wildlife

A total of 45 sensitive wildlife species were assessed for potential to occur on the Project site; five of which are listed at the federal or state level. The listed species are Quino checkerspot butterfly (*Euphydryas editha quino*), Stephens' kangaroo rat (*Dipodomys stephensi*), Coastal California gnatcatcher (*Polioptila californica californica*), western snowy plover (*Charadrius alexandrines nivosus*), and Swainson's Hawk (*Buteo swainsoni*). Two of the listed species have low potential to occur on the property: coastal California gnatcatcher and Stephen's kangaroo rat. The coastal California gnatcatcher is known to occur in Riversidean sage scrub; however, the scrub on site is sparse, fragmented, disturbed, and too low quality to support breeding gnatcatchers. Stephens' kangaroo rat occurs on sparsely vegetated area with loose soils similar to those on site, but the soils on site are disturbed from disking. Additionally, the site is somewhat isolated from adjacent open lands due to development. Neither of these species was observed and impacts to both species are mitigated via compliance with the MSHCP and Stephens' kangaroo rat habitat conservation plan, respectively, and payment of associated fees. Nineteen of the remaining 40 non-listed sensitive species have potential to occur on-site; none of which was observed on site. As with the listed species, compliance with the MSHCP and payment of the associated fees mitigates potential impacts to the species with potential to occur on site. Mitigation measures **BIO-1** through **BIO-11**, discussed in items 4.b – 4.f below, in combination with payment of required MSHCP Local Development Mitigation Fees, would reduce potentially significant impacts to special-status species to less than significant levels.

[1] Western Riverside County Multiple Specific Habitat Conservation Plan, Volume1, Section 3.2.3, 2004.

The Project site is located in a MSHCP species survey area for the western burrowing owl (BUOW) as determined by overlay of proposed Project site upon County GIS MSHCP Survey Area and parcel map. Focused BUOW surveys were completed in 2009 and 2016. A total of four survey visits were completed from August 28 – 31, 2009 and four were completed from August 12 – 29, 2016; all during the BUOW breeding season. Transects no greater than 30 yards were surveyed through potential BUOW habitat. Potential owl burrow locations, including fossorial animal burrows, rock outcrops, and debris piles, were observed for signs of recent BUOW occupation which include: pellets/casting, white wash, and feathers. No BUOW or signs of BUOW were observed during the habitat assessment or focused surveys. Because the site has very low potential to support BUOW, the surrounding development, and the currently disturbed nature of the site, it is unlikely that BUOW would occur on site. Mitigation measure **BIO-1** requires the preconstruction surveys and details measures to be taken in the event that burrowing owls are identified during those surveys to avoid impacting the species. With implementation of **BIO-1**, impacts to burrowing owls will be less than significant.

Indirect Impacts to Special/Sensitive Status Wildlife

Vegetation clearance/grubbing, ground disturbance (e.g., grading, earth moving, excavation, use of heavy equipment), and construction activities could result in potential significant indirect impacts (e.g., construction-related noise effects, accidental intrusions outside the work limits) to potentially occurring special-status wildlife species that may use areas adjacent to the work limits and to potentially occurring protected avian species (i.e., active songbird/raptor nests in shrubs, ground cover, and limited trees) during the typical avian nesting season. Mitigation measure **BIO-3** requires the implementation of specified actions and best management practices to reduce the impact to less than significant.

Although potentially suitable burrowing owl habitat exists on property adjacent to the Project site, indirect impacts would be avoided through implementation of mitigation measure **BIO-1** which requires the adjacent habitat to be surveyed prior to construction, and impact avoidance measures put in place should the species be present.

Disturbing or destroying active nests during the typical avian nesting season is a violation of the Migratory Bird Treaty Act (MBTA). In addition, nests and eggs are protected under California Fish and Wildlife Code Section 3503. In order to avoid violation of the MBTA and California Fish and Wildlife Code, site pre-preparation activities, including removal of trees and vegetation, shall be avoided to the greatest extent possible during the nesting season. Implementation of mitigation measure **BIO-2** will ensure raptors and other nesting bird species that may or may not be covered under the MSHCP will be protected and impacts will be less than significant.

Although the Project site is not adjacent to or in close proximity to an existing or proposed Stephens' Kangaroo Rat (SKR) Core Reserve, and there is no on-site habitat to facilitate expansion of the SKR Core Reserve system, the Stephens' Kangaroo Rat Habitat Conservation Plan provides "take" authorization for SKR within its boundaries and will continue to be implemented independently of the MSHCP. Therefore, consistent with City ordinance, the Project will be assessed an SKR mitigation fee based on the fee structure already in place.

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

Direct Impacts to Riparian Habitat

The Project site supports a total of 0.22 acres of Riparian/Riverine habitat on the property comprised of approximately 0.08 acres of southern willow scrub, approximately 0.03 acres of coast live oak woodland, approximately 0.07 acres of eucalyptus woodland (associated with stream), approximately 0.02 acres of drainage pattern/sheet flow, and approximately 0.02 acres of unvegetated rip/rap streambed.

The Project will avoid approximately 0.16 acres of riparian/riverine habitat but will impact approximately 0.06 acres of riparian/riverine habitat comprised of approximately 0.02 acres of southern willow scrub; approximately 0.02 acres of unvegetated rip/rap streambed; approximately 0.02 acres of drainage pattern/sheet flow; and less than 0.01 acres of streambed (Eucalyptus woodland). Hence, under MSHCP Section 6.1.2, impacts require preparation of a Determination of Biologically Equivalent or Superior Preservation Report (DBESP). (See **Appendix 4.0B**).

The first priority for sensitive habitats under CEQA and the MSHCP (which includes riparian/riverine areas) is avoidance of direct impacts. However, total avoidance of the riparian/riverine resources would result in a reduction of the Project and eliminate the viability of the development on site because of the distribution of the drainages across the site and the types of land uses proposed for the site. Thus, total avoidance is not feasible. However, the Project as designed for the proposed alignment of the outfall structure along with construction of a retaining wall, will avoid potential impacts to US Army Corps of Engineer wetlands.

The 0.02 acres of impacted rip/rap is made up of un-cemented rocks, not naturally occurring, that serve as energy dissipation for stormwater flows. The functions of the unvegetated rip/rap streambed are primarily water conveyance and energy dissipation. The southern willow scrub also provides the aforementioned energy dissipation functions along with providing sediment transport, nutrient retention and transformation, sediment trapping, uptake of toxics, provides cover for wildlife movement, and offers habitat for nesting birds. However, the riparian/riverine habitats proposed to be impacted do not support riparian/riverine target species and do not contribute substantially to the on-site biological values of the MSHCP. Thus, none of the species covered under 6.1.2 are anticipated to occur within this impact area.

To comply with Section 6.1.2 of the MSHCP as detailed in **Appendix 4.0B**, implementation of **BIO-4** requires the 0.16 acres of avoided riparian/riverine habitat will be fenced to limit unauthorized access and dedicated for conservation under the control of the property owners' association, Rivers and Lands Conservancy, Riverside Conservation Authority, or other appropriate entity. To meet the criteria of a biologically equivalent or superior preservation, mitigation measure **BIO-4** also requires the Project to offset impacts to riparian/riverine resources through acquisition of in lieu fee (ILF) credits at a ratio of 3:1 for southern willow scrub (0.06 acres); 2:1 for eucalyptus vegetated streambed (0.01 acres); and 2:1 for sheet flow (0.04 acres). The total 0.11 acres of ILF credits will be purchased from the RCRCD. Mitigation Measure **BIO-4** further requires the Project to offset impacts to riprap streambed (0.02 acres) through in kind replacement at a 1:1 ratio. The Project will install new rip/rap at the relocated outflow locations of the culverts. This on-site replacement of rip/rap will result in the equivalent or superior replacement functions and values provided by the existing rip/rap that consists primarily of water conveyance and energy dissipation. The water conveyance of this habitat will not be eliminated

but rather will continue with the storm drain and culvert extensions to be constructed. Energy dissipation devices will be installed at the outfall of the storm drains and culvert extensions so as to replace this function on the site as well.

Implementation of mitigation measure **MM BIO-5** will require Project to remove the eucalyptus trees during construction to allow the native habitat to expand naturally. Implementation of mitigation measures **BIO-6** and **BIO-7** ensures no manufactured slopes or fuel modification areas encroach into the riparian/riverine habitat area. With implementation of mitigation measures **BIO-4** through **BIO-7**, the Project will meet the definition of a Biologically Equivalent Preservation Alternative consistent with MSHCP Section 6.1.2.

Further, a bio-filtration basin being constructed in upland habitat near the southeastern portion of the site (outfall areas) will have the functions of water storage, groundwater recharge, removal of dissolved substances, and wildlife habitat. Additionally, there are three small basins proposed to be constructed as part of the Project. One basin is proposed to be constructed adjacent to Clinton Keith Road on the eastern side of the outfall pipe outside of the existing riparian/riverine habitat. Another basin will be constructed at the Stable Lanes Road culvert and a third linear basin will be constructed adjacent to Clinton Keith Road near Stable Lanes Road. The basins will provide the functions of temporary water storage and ground water recharge and will be maintained to allow them to function properly.

Implementation of mitigation measures **BIO-4** through **BIO-7** will occur in accordance with the mitigation plan to be prepared for the Project as part of the permit package for impacts to federal and state waters. Implementation of these mitigation measures in addition to the construction of Project basins, and on-site avoidance of riparian/riverine habitat will result in equivalent or superior preservation of the functions and values of riparian/riverine resources impacted by the proposed Project.

Thus, with implementation of mitigation, direct impacts to riparian/riverine habitat are less than significant.

<u>Direct Impacts to Other Sensitive Habitats</u>

The least Bell's vireo (LBV), southwestern willow flycatcher (WIFL), and western yellow-billed cuckoo (YBCU) are found in southern willow scrub, cottonwood forest, mule fat scrub, sycamore alluvial woodland, and arroyo willow riparian forest habitats that typically feature dense cover. The Project site includes 0.08 acre of southern willow scrub that lacks understory. Thus, this habitat is not a significant stand and is not expected to support LBV, WIFL, or YBCU. No LBV, WIFL, or YBCU were heard or observed during the other surveys conducted on the property. Both the bald eagle (*Haliaeetus leucocephalus*) and peregrine falcon (Falco peregrinus) occur primarily in and adjacent to open water habitats, with the falcon possibly occurring in riparian areas. The peregrine falcon nests on large cliffs that are generally 200 to 300 feet in height. Habitat to support the bald eagle or peregrine falcon does not occur on the property.

There are three species of sensitive fairy shrimp that occur in western Riverside County: Riverside fairy shrimp (*Streptocephalus woottoni*), Santa Rosa Plateau fairy shrimp (*Linderiella santarosae*), and vernal pool fairy shrimp (*Branchinecta lynchi*). The property was surveyed for habitat, such as vernal pools or ephemeral ponds, which could support fairy shrimp. Indicators of potential fairy shrimp habitat that

were searched include basins, ruts, cracked mud, algal mats, and drift lines. Clay soils typically associated with vernal pools are not present on site. No vernal pool or vernal pool indicator species was observed on site. The non-native grassland, Rumex dominated, may occasionally hold water following heavy rains, but the water does not remain for a duration long enough to support fairy shrimp.

The Santa Ana sucker (*Catastomus santaanae*) is the only fish shown in the list of MSHCP Riparian/Riverine species. This species generally lives is small shallow streams less than seven meters wide with various current strengths. They require permanent streams with a preferred gravel bottom. They prefer cool, clear water but can tolerate turbid waters. The property was searched for streams with potential to support this species. The drainage feature on site is not suitable for this species. Thus, species is not expected to occur on the Project site.

The MSHCP has three amphibians in the list of Riparian/Riverine species: arroyo toad (*Anaxyrus californicus*), mountain yellow-legged frog (*Rana muscosa*), and the California red-legged frog (*Rana aurora draytonii*). The property was searched for habitat with potential to support these three species. The search focused on the riparian area (proposed for avoidance) along with walking transects throughout the remainder of the property. Habitat for these species does not occur on the Project site. The drainage feature is not suitable for sensitive amphibians known to occur within the MSHCP planning area. None of the MSHCP sensitive amphibian species are expected to occur on the Project site.

Thus, direct impacts to other sensitive habitats are less than significant.

Indirect Impacts to Sensitive and Riparian Habitats

Stormwater runoff from the site, under both construction and post-construction development conditions, could impact downstream sensitive habitats on- and off-site if such runoff carries pollutants (e.g., sediment, hydrocarbons, chemicals, pesticides/herbicides, fertilizers) affecting water quality in these areas. However, such impacts will be avoided through pre-construction compliance with National Pollutant Discharge Elimination System (NPDES) regulations, which require the construction contractor and the Project applicant to prepare and implement a SWPPP and a Water Quality Management Plan, respectively. The Water Quality Management Plan will include BMPs designed to collect, detain/retain, infiltrate/evapotranspirate, treat, and discharge runoff on-site before discharging into the City storm drain system. For post-construction conditions, stormwater detention/retention features will be included in the Project design to mitigate stormwater runoff impacts associated with the increase in impervious surfaces on the Project site. To the maximum extent practical, stormwater quality treatment will be provided via infiltration treatment methods including wells, basins, high-efficiency planter boxes, and surface planting areas.

Project landscaping in developed areas near the above-mentioned sensitive riparian habitats could result in potential significant impacts to these habitats if planted with non-native plant species that could invade these habitats. In addition, night lighting associated with the Project along this interface could result in potential significant impacts to nocturnal wildlife that may use these habitats by increasing prey predation rates.

Vegetation clearance/grubbing, ground disturbance (e.g., grading, earth moving, excavation, use of heavy equipment), and construction activities could result in potential significant indirect impacts (e.g.,

construction-related dust, runoff, accidental intrusions outside the work limits) to the above-mentioned sensitive riparian habitats, which are intended to be avoided. However, implementation of the mitigation measures **BIO-8** through **BIO-10** would reduce these potential indirect impacts to riparian/riverine resources and potential edge effects to less than significant.

Therefore, with implementation of mitigation measure **BIO-4** through **BIO-10** impacts are less than significant level.

c) **Less Than Significant Impact With Mitigation Incorporated.** A Jurisdictional Delineation was prepared (HELIX-C) to identify the jurisdictional impacts to waters of the state. According to the General Biological Resources Assessment, while the Project will avoid 0.16 acres of riparian/riverine habitat, the Project will result in impacts to a total of 0.022 acres of U.S. Army Corps of Engineers (USACE)/Regional Water Quality Control Board (RWQCB) jurisdictional waters along a total of 287 linear feet comprised of 0.002 acres of streambed, and 0.02 acres of sheetflow. The Project will also result in impacts to a total of 0.06 acres of California Department of Fish and Wildlife (CDFW) jurisdictional area, consisting of 0.02 acres of southern willow scrub, 0.004 acres of eucalyptus woodland, 0.02 acres of developed rip-rap, and 0.02 acres of sheet flow.

As implementation of the proposed Project may potentially result in the loss of federal and state jurisdictional waters, the Project will be required to comply with all federal and state regulatory requirements. With implementation of mitigation measure **BIO-11** the Project will require a permit from USACE under Section 404 of the CWA, a Section 1602 Streambed Alteration Agreement from CDFW, and a Section 401 Water Quality Certification from the Regional Water Quality Control Board (RWQCB) to reduce impacts to federal and state jurisdictional waters. Obtaining these permits will result in mitigation that is expected to be similar to what the DBESP offered for mitigation, as described herein for mitigation measures **BIO-4** through **BIO-7**, but the USACE, CDFW and RWQCB would make the final determination as to the mitigation they require pursuant to their statutory authority. Based on the existing acreage of potential USACE, it is anticipated the Project will qualify for coverage under a Nationwide Permit. Implementation of mitigation measures **BIO-12** through **BIO-14** will further ensure that potential impacts to jurisdictional waters will remain less than significant during Project construction. Therefore, with implementation of mitigation impacts are less than significant with mitigation.

d) **Less Than Significant Impact.** The Project site consists of non-native grassland with some southern willow scrub, coast live oak woodland, Riversidean sage scrub (including disturbed), eucalyptus woodland, and developed rip-rap. The site is boarded by a mix of rural residential and undeveloped land with a major road and commercial development located nearby to the northwest. No wildlife movement or crossing occurs on the Project site, and the Project area does not provide topographic or vegetative features that function as a wildlife movement corridor, habitat linkage, or nursery site. Thus, the proposed Project does not substantially interfere 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. Therefore, impacts are less than significant.

e) **Less Than Significant Impact.** None of the resources and policies identified in Chapter 5 of the Wildomar General Plan (Multi-Purpose Open Space Element) occur on the Project site, particularly those resources that could otherwise be applicable to the site as described in Policies OS 9.3 and OS 9.4. The site does support a single small area of coast live oak woodland vegetation community with the presence of coast live oak with an herbaceous understory. However, this is located in the existing

outfall area located in the southwestern corner of the Project site which will remain undisturbed. Thus, the Project will not conflict with any local policies or ordinances protecting biological resources. Therefore, impacts are less than significant.

f) **Less Than Significant Impact With Mitigation Incorporated.** The Project site is located within the Elsinore Area Plan of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Planning Area. The MSHCP is a comprehensive multi-jurisdictional effort that includes western Riverside County and multiple cities, including the study area. The City of Wildomar is a permittee (i.e., signatory). Rather than address sensitive species on an individual basis, the MSHCP focuses on the conservation of 146 species, proposing a reserve system of approximately 500,000 acres and a mechanism to fund and implement the reserve system. Most importantly, the MSHCP allows participating entities to issue take permits for listed species so that individual applicants need not seek their own permits from the Unites States Fish and Wildlife Service (USFWS) and/or California Department of Fish and Wildlife (CDFW). The MSHCP was adopted on June 17, 2003 by the Riverside County Board of Supervisors. The Incidental Take Permit was issued by both the USFWS and CDFW on June 22, 2004.

The MSHCP consists of a Criteria Area that assists in facilitating the process by which individual properties are evaluated for inclusion and subsequent conservation. In addition to Criteria Area requirements, the MSHCP requires consistency with Sections 6.1.2 (Protection of Species within Riparian/Riverine Areas and Vernal Pools), 6.1.3 (Protection of Narrow Endemic Plant Species), 6.1.4 (Urban Wildlands Interface), 6.3.2 (Additional Survey Needs and Procedures), Appendix C (Standard Best Management Practices), and 7.5.3 (Construction Guidelines). The MSHCP serves as a comprehensive, multi-jurisdictional Habitat Conservation Plan (HCP), pursuant to Section (a)(1)(B) of the Endangered Species Act (ESA), as well as the Natural Communities Conservation Plan (NCCP) under the State NCCP Act of 2001.

The MSHCP establishes "Criteria Area" boundaries in order to facilitate the process by which properties are evaluated for inclusion in the MSHCP Conservation. The Criteria Area is an area significantly larger than what may be needed for inclusion in the MSHCP Conservation Area, within which property will be evaluated using MSHCP Conservation Criteria. The Criteria Area is an analytical tool which assists in determining which properties to evaluate for acquisition and conservation under the MSHCP. The MSHCP consistency analysis is discussed below.

Consistency with MSHCP Section 6.1.1

Pursuant to the provisions of the MSHCP, all discretionary development projects within the Criteria Area are to be reviewed for compliance with the "Property Owner Initiated Habitat Evaluation and Acquisition Negotiation Strategy" (HANS) process or equivalent process. The HANS process "ensures that an early determination will be made of what properties are needed for the MSHCP Conservation Area, that the owners of property needed for the MSHCP Conservation Area are compensated, and that owners of land not needed for the MSHCP Conservation Area shall receive Take Authorization of Covered Species Adequately Conserved through the Permits issues to the County and Cities pursuant to the MSHCP." The Project site is not located within a MSHCP Criteria Cell or located in lands that are designated as Public/Quasi-Public (PQP) per the MSHCP. Thus, the proposed Project is not subject to MSHCP Reserve Assembly consideration described in MSHCP Section 3.0 or the HANS process described in MSHCP Section 6.1.1 and will not be required to contribute land to the Reserve Area. Thus, the Project will not be inconsistent with the policies set forth in MSHCP Section 6.1.1.

Consistency with MSHCP Section 6.1.2

Volume I, Section 6.1.2 of the MSHCP requires that projects develop avoidance alternatives, if feasible, that would allow for full or partial avoidance of riparian/riverine areas. The Project site supports 0.22 acres of Riparian/Riverine areas. The habitat is comprised of 0.08 acres of southern willow scrub, 0.03 acres of coast live oak woodland, 0.07 acres of eucalyptus woodland, 0.02 acres of drainage pattern/sheet flow, and 0.02 acre of rip-rap streambed. As discussed above in Sub-Section 4.b above, no sensitive species were determined to occupy the Riparian/Riverine Areas and no vernal pools occur on the property and impacts to riparian/riverine habitats will be mitigated through implementation of mitigation measures **BIO-4** through **BIO-7**. Thus, the proposed Project will be consistent with polices set forth in MSHCP Section 6.1.2 with implementation of mitigation measure **BIO-4** through **BIO-7**.

Consistency with MSHCP Section 6.1.3

Volume I, Section 6.1.3 of the MSHCP requires that within identified Narrow Endemic Plant Species Survey Areas (NEPSSA), site-specific focused surveys for Narrow Endemic Plants Species will be required for all public and private projects where appropriate soils and habitat are present. The Project site is not located within the MSHCP Narrow Endemic Plant Species Survey Area (NEPSSA); therefore this MSHCP guideline does not apply to the Project. Thus, the Project will be consistent with the policies set forth in MSHCP Section 6.1.3.

Consistency with MSHCP Section 6.1.4

Section 6.1.4, *Guidelines Pertaining to the Urban/Wildlife Interface*, outlines the minimization of indirect effects associated with locating development in proximity to the MSHCP Conservation Area. To minimize these effects, guidelines in Section 6.1.4 of the MSHCP shall be implemented in conjunction with review of individual public and private development projects in proximity to the MSHCP Conservation Area and address the following: drainage, toxics, lighting, noise, invasive species, barriers, and grading/land development. The proposed Project is not located within an MSHCP Criteria Cell and is not adjacent to a MSHCP Conservation area but will reduce edge effects to the urban/wildland interface through incorporation of mitigation measure **BIO-10**.

The southwestern portion of the site contains 0.16 acres riparian/riverine habitat that will remain undisturbed and be avoided. The Project will reduce edge effects to this area by placing a fence around the area to be dedicated for conservation under the control of the property owners associates, Rivers and Lands Conservancy, Western Riverside County Regional Conversation Authority (RCA), or other appropriate entity through implementation of mitigation measure **BIO-4**. The Project will also reduce edge effects to this area through implementation of mitigation measure **BIO-8** thru **BIO-10** to implement Urban Wildlife Interface Guideline measures to reduce potential impacts to the avoided riparian/riverine habitat. Thus, the Project will not be inconsistent with the policies set forth in MSHCP Section 6.1.4.

Consistency with MSHCP Section 6.3.2

The MSHCP also requires additional surveys for certain species if the Project is located within criteria areas shown on Figure 6-2 (Criteria Area Species Survey Area), Figure 6-3 (Amphibian Species Survey Areas with Critical Area), Figure 6-4 (Burrowing Owl Survey Areas with Criteria Area) and Figure 6-5 (Mammal Species Survey Areas with Criteria Area) of the MSHCP. The Habitat Assessment determined the Project site has low potential for burrowing owl habitat. The focused burrowing owl surveys conducted in 2009 and 2016 as discussed in subsection 4.a above had negative results.

Implementation of mitigation measure **BIO-1**, requiring preconstruction surveys for nesting birds, will further ensure consistency with this MSHCP section.

The MSHCP requires least Bell's vireo (LBV) surveys to be conducted on project sites that include riparian habitat with potential to support the species. As discussed in subsection 4.b above, the Project site does not support riparian habitat with potential to support LBV and no LBV were detected onsite. Hence LBV focused surveys are not required.

Hence, with implementation of mitigation measures **BIO-1,** impacts are less than significant. Thus, the proposed Project is consistent with MSHCP Section 6.3.2 and no additional surveys are required.

Consistency with MSHCP Section 6.4

MSHCP Section 6.4 required fuel management where development is proposed adjacent to MSHCP Conservation area. The proposed Project is not located adjacent to any MSHCP Conservation areas. Regardless, a fuel modification zone is included within the Project impact limits and will not extend into undeveloped land adjacent to the Project that may have a potential to support sensitive species. Thus, the proposed Project is consistent with MSHCP Section 6.4.

Consistency with MSHCP Section 7.5.2

MSHCP Section 7.5.2 provides guidelines for wildlife crossings where there is either known wildlife movement, and/or in portions of the MSHCP Conservation Area that are assembled to provide for wildlife movement. The Project area does not have a wildlife crossing and does not provide topographic or vegetative features that function as a wildlife movement corridor or habitat linkage. Thus, MSHCP Section 7.5.2 does not apply to the Project.

MSHCP Appendix C and Section 7.5.3

The MSHCP lists standard best management practices and guidelines to be implemented during project construction that will minimize potential impacts to sensitive habitats in the vicinity of a project. The guidelines relate to water pollution and erosion control, equipment storage, fueling, and staging, dust control, exotic plant control and timing of construction. The Permittee is required to implement measures from Appendix C and Section 7.5.3 for projects. Thus, the proposed Project will be compliant with Appendix C and Section 7.5.3 of the MSHCP.

The proposed Project is consistent with all applicable sections of the MSHCP. Implementation of mitigation measures **BIO-1** through **BIO-10,** ensure consistency with the MSHCP. Thus, the proposed Project will not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, impacts are less than significant with mitigation.

STANDARD CONDITIONS AND REQUIREMENTS

1. As required by Section 3.42.070 of the Wildomar Municipal Code, the Project applicant is required to submit fees to the City in accordance with the requirements of the Western Riverside County Multiple Species Habitat Conservation Plan Mitigation Fee.

2. As required by Section 3.43.070 of the Wildomar Municipal Code, the Project applicant is required to submit fees to the City in accordance with the requirements of the Stephens' Kangaroo Rat Habitat Conservation Plan Mitigation Fee Area.

3. Prior to the issuance of grading permits, the Project will obtain any required permits under Section 404, Section 402 and Section 401 of the Clean Water Act (33 U.S.C.1341, 1342, 1344) related to impacts and discharges in jurisdictional waters of the United States, including any required corresponding state permits or authorizations under the California Water Code and Title 27, CCR Section 20005 et seq.

4. Prior to the issuance of grading permits, the Project will obtain any required permits from the California Department of Fish & Wildlife for any activity that may adversely affect any river, stream, channel or lake as set forth in Cal. Fish & Game Code, Section 1602 et seq.

MITIGATION MEASURES

BIO-1 Within 30 days prior to initiating ground-disturbance activities, the Project applicant shall retain a qualified biologist to complete a pre-construction take avoidance survey in accordance with the MSHCP. If the take avoidance survey is negative and burrowing owls (BUOWs) are confirmed to be absent, then ground-disturbing activities shall be allowed to commence, and no further mitigation shall be required.

If the survey is positive and BUOWs are confirmed to be present, the Project applicant shall consult with the CDFW and prepare and implement a project-specific BUOW mitigation plan. The plan shall be reviewed and approved by the CDFW. To avoid take, any impacted individuals shall be relocated outside of the impact area by a qualified biologist using passive or active methodologies approved by CDFW. The Project applicant shall further mitigate BUOW-occupied habitat in accordance with the MSHCP.

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

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

BIO-2 Vegetation clearing/grubbing, ground disturbance (e.g., grading, earth moving, excavation, use of heavy equipment), and construction activities that may directly (e.g., grading) or indirectly (e.g., noise) affect protected nesting avian species shall be timed to avoid the typical avian nesting season (February 15 to August 31 for songbirds; January 15 to August 31 for raptors). If such activities are scheduled to occur during the nesting season, a qualified biologist shall conduct a preconstruction survey for nesting raptors and other protected avian species within 500 feet of proposed disturbance activities. The preconstruction survey shall be conducted no more than seven (7) days prior to the start of vegetation clearing/grubbing. As determined necessary by the biologist, surveys for nesting birds may be required to continue during grading/construction to address the potential for new arrivals and unique species' breeding seasons. The necessity and timing of these continued surveys shall be determined by the biologist in coordination with the Project applicant, the City, the CDFW, and the USFWS, as needed.

If raptors or other protected avian nests are identified during the above surveys, the qualified biologist shall notify the Project applicant, the City, the CDFW, and the USFWS, and an appropriate no-disturbance buffer shall be imposed (to be determined by the biologist) within which no vegetation clearing/grubbing, ground disturbance, and construction activities shall take place (generally 500 feet in all directions for raptors; other avian species may have species-specific requirements) until the young have fledged and are no longer reliant upon the nest or parental care for survival, as determined by the biologist.

Timing/Implementation: *No more than seven days prior to any vegetation removal or ground-disturbing activities*

Enforcement/Monitoring: *City of Wildomar Planning Department*

BIO-3 The following construction-related best management practices (BMPs) shall be implemented during vegetation clearing/grubbing, ground disturbance (e.g., grading, earth moving, excavation, use of heavy equipment), and construction activities to avoid impacts to potentially occurring special-status and/or sensitive wildlife species:

- Prior to vegetation clearing/grubbing, a biological monitor shall conduct a pre-construction meeting with the construction crew to identify appropriate access route(s) in and out of the construction area and review of Project boundaries.
- Prior to vegetation clearing/grubbing, a biological monitor shall inspect the limits of protective fencing along the work limits adjacent to on/off-site habitats to remain.
- Following construction, a qualified biologist shall ensure temporarily disturbed vegetated areas are returned to pre-Project contours using a local native plant hydroseed mix.

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

Enforcement/Monitoring: *City of Wildomar Planning Department*

BIO-4 To meet the criteria of a biologically equivalent or superior alternative, the applicant shall implement the following measures:

- Acquisition of a total of 0.11 acres in lieu fee credits from Riverside-Corona Resource Conservation District In-Lieu Fee Program or Riverpark Bank (or other approved mitigation bank) to offset impacts to riparian/riverine resources at a 3:1 ratio for southern willow scrub (0.06 acres), a ratio of 2:1 for eucalyptus vegetated streambed (0.01 acres), and a 2:1 ratio for sheet flow (0.04 acres).
- Off-set impacts to riprap stream bed (0.02 acres) through on-site replacement of the rip/rap at a 1:1 ratio.
- Avoidance of the 0.16 acres of riparian/riverine habitat and associated buffer through installation of a protective barrier that shall consist of a fence with signage, and/or other appropriate mechanisms in accordance with the MSHCP to limit unauthorized access, with specific barrier(s) to be used incorporated into the final Project plans/landscaping documents.
- Placement of the 0.16 acres of riparian/riverine habitat and associated buffer into a restrictive covenant to stay with the land in perpetuity to be approved and signed for the protection of the lot prior to the start of grading.
- Compliance monitoring of the 0.16 acres of riparian /riverine habitat and associated buffer shall be conducted by Urban Corps who shall conduct annual trash removal and compliance monitoring. Urban Corps shall provide an annual compliance monitoring letter, memo, or similar mechanism to meet the requirements of California Department of Fish and Wildlife, United States Fish and Wildlife, and the City of Wildomar, along with MSHCP compliance. Funding for compliance monitoring shall be the sole responsibility of the owner to be named in the restrictive covenant to be approved and signed for protection of the lot prior to the start of grading.

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

Enforcement/Monitoring: *City of Wildomar Planning Department*

BIO-5 During Construction, the applicant shall remove the eucalyptus trees present in and adjacent to the streambed. The trees shall be cut and removed from the site, with the roots treated and left in place to protect the streambank.

BIO-6 The Project shall avoid 0.016 acres of riparian/riverine habitat in the southwestern corner of the site. Any fuel modification associated with the Project shall not occur within the riparian/riverine habitat area in the southwest corner of the Project site.

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

Enforcement/Monitoring: *City of Wildomar Planning Department*

BIO-7 No manufactured slopes associated with the Project shall extend into the avoided riparian/riverine habitat area located in the southwestern corner of the site.

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

Enforcement/Monitoring: *City of Wildomar Planning Department*

BIO-8 During construction the applicant shall implement the following measures to minimize indirect impacts to riparian/riverine resources:

- Use of standard Best Management Practices (BMPs) shall be used during construction.
- Construction-related equipment shall be stored in upland areas, outside of drainages:
  - Use of Source Control BMPS shall include: landscape planning, roof runoff controls, trash storage areas, use of alternative building materials, and education of future tenants;
  - Use of Treatment control BMPs shall include the use of detention basins, vegetated swales (bio-swales), and drain inlets; and
  - Water quality BMPs shall be implemented throughout the Project to capture and treat contaminants.

BIO-9 No clearing and grubbing outside of the avian breeding season (generally February 1 to August 31) shall be conducted unless a qualified biologist demonstrates that all nesting is complete through completion of a Nesting Brid Clearance Survey which shall be submitted to the County Environmental Programs Department for review and approval.

BIO-10 The following measures shall be implemented to reduce the edge effects into the riparian and sensitive habitats that are intended to be preserved on-site:

- BMPs will be implemented to maintain water quality, all runoff will be treated prior to existing the site to reduce pollutants of concern, and there will be no increase in water flow from the Project site.
- The Project shall not drain into any MSHCP Conservation Area.
- The Project shall not discharge toxics into any MSHCP Conservation Area.
- No plants included on the California Exotic Pest Plan Council's list of invasive species or in Table 6-2 of the MSHCP will be used in any Project landscape anywhere on the site and only native species will be planted.

- Night lighting will be selectively placed and directed/shielded away from sensitive habitat.

Timing/Implementation: *Prior to/during any vegetation removal or ground-disturbing activities and outdoor lighting during construction and Project operations*

Enforcement/Monitoring: *City of Wildomar Planning Department*

BIO-11 Impacts to federal jurisdictional features shall require a CWA Section 404 Permit from the USACE and a CWA Section 401 Water Quality Certification from the RWQCB. Impacts to state jurisdictional features shall require a Streambed Alteration Agreement from the CDFW. Prior to the issuance of any grading permit for permanent impacts in the areas designated as jurisdictional features, the Project applicant shall obtain all regulatory permits from the USACE, RWQCB, and CDFW.

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

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

BIO-12 The Project shall be kept clean of debris and all food-related trash items shall be enclosed in sealed containers and regularly removed from site.

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

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

BIO-13 During construction, employees shall strictly limit their activities, vehicles, equipment and construction material to the Project site, staging areas, and designated routes of travel.

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

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

BIO-14 During construction, Project impact limits shall be fenced with orange snow screen and exclusion fencing shall be maintained until the completion of construction activities.

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

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

5. Cultural Resources

Issues, would the Project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?			✓	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?		✓		
c) Disturb any human remains, including those interred outside of formal cemeteries?		✓		
d) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k); or a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1.		✓		

BACKGROUND

This section summarizes the methods and findings of a Cultural Resources Assessment prepared by Helix Planning and Environmental (HELIX-D) included in **Appendix 5.0A**, as well as the tribal consultation process (per AB 52) included in **Appendix 5.0C**.

DISCUSSION

a) **Less Than Significant Impact**. As provided in the Cultural Resources Assessment (HELIX-D), while historic topographic maps show roadways and buildings in the vicinity by 1901, none are within or adjacent to the Project site. A structure first appeared on the southeastern corner of the Project site in a 1978 aerial however, it appears to have been demolished by 1994 as it no longer appears on aerial photography. As no buildings or structures currently exist on the property there are no resources considered a historical resource pursuant to CEQA Section 15064.5. Therefore, impacts are less than significant.

b) **Less Than Significant Impact With Mitigation Incorporated**. As provided in the Cultural Resources Assessment (HELIX-D), the records search conducted at the Eastern Information Center identified that 75 cultural resource studies have been conducted within the search radius and nine cultural sites have been recorded within a one mile radius of the Project site. However, results of the records search at

the Eastern Information Center and pedestrian survey did not reveal the existence of any known archaeological resources on the proposed Project site. Implementation of mitigation measure **CUL-1** through **CUL-6** will ensure impacts to unknown archaeological resources are reduced to less than significant. Therefore, impacts are less than significant with mitigation incorporated.

c) **Less Than Significant Impact With Mitigation Incorporated.** No human remains were identified by Helix during the pedestrian survey and none have been recorded on the Project site or within a half-mile radius. Based on these results, the overall sensitivity of the Project site with respect to buried human remains appears to be low. Thus, the Project would not disturb any known human remains, including those interred outside of formal cemeteries. However, in the unlikely event that human remains are unearthed during ground-disturbing activities, implementation of mitigation measure **CUL-5 and CUL-6** would reduce impacts to human remains to a less than significant level.

d) **Less Than Significant Impact With Mitigation Incorporated.** On November 30, 2016, the City of Wildomar notified local tribal governments in writing of the proposed Project pursuant to AB 52 and public resources code (PRC) section 21080.3.1 pertaining to tribal cultural resources consultation (see **Appendix 5.0C**). Three responses were received: (1) Pechanga Band of Luiseno Indians, (2) Soboba Band of Luiseno Indians, and (3) Agua Caliente Band of Cahuilla Indians. Agua Caliente indicated the Project is not located within the Tribe's Traditional Use Area and deferred to other tribes in the area. No response has been received from the Rincon Band of Luiseno Indians.

Both the Pechanga and Soboba tribes requested consultation. The City subsequently worked with the tribes with the common goal of identifying, avoiding, and protecting any tribal cultural resources (per the provisions and requirements of PRC 21080.3.2, 21082.3, and 21084.3). Discussions took place between the City and the two tribes via conference calls in January and February 2017.

The Pechanga and Soboba tribes did not identify any known tribal cultural resources, as defined by PRC 21074, that would be impacted by the Project. The Pechanga tribe expressed concern surrounding the adjacent drainage feature as it appears it may be a confluence of two streams which is often associated with burial sites. However, the Project as currently proposed will avoid this drainage feature. As such, the consultation with Pechanga resulted in the crafting and refinement of what now constitutes agreed upon mitigation measures **CUL-1** through **CUL-6** listed at the end of this section regarding construction monitoring and procedures for potential discovery of unknown resources which will mitigate any unforeseen impacts. The City as the lead agency has deemed these same mitigation measures appropriate and adequate to satisfy any potential impacts related to Soboba. With implementation of these measures, potential impacts to tribal cultural resources would be less than significant.

STANDARD CONDITIONS AND REQUIREMENTS

None required.

MITIGATION MEASURES

CUL-1 To address the possibility that historical, archaeological, and/or tribal cultural resources (collectively referred to as "cultural resources" in these mitigation measures) may be encountered during grading or construction, a qualified professional archaeologist shall monitor all construction activities that could potentially impact cultural resources (e.g., grading, excavation, and/or trenching). The Pechanga and Soboba Tribes may assign individuals to monitor all grading, excavation and groundbreaking activities as well, as per **CUL-3** below, and the Tribal monitors shall be allowed on site during any construction activities that could potentially impact cultural resources. However, monitoring may be discontinued as soon the qualified professional and the Tribe(s) are satisfied that construction will not disturb cultural resources.

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

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

CUL-2 Prior the issuance of any grading permit, the Project archaeologist shall file a pre-grading report with the City to document the proposed methodology for grading activity observation which will be determined in consultation with the Tribe(s) that intend to assign Tribal monitor(s) pursuant to **CUL-1**, above. The archaeologist and the Tribal monitor(s) will have the authority to temporarily halt and redirect grading activities in order to evaluate the significance of any cultural resources discovered on the Project site.

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

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

CUL-3 Prior to the issuance of any grading permit, the Project applicant shall contact the Pechanga and Soboba Tribes with notification of the proposed grading and shall enter into individual Tribal Cultural Resources Treatment and Monitoring Agreements with each Tribe that determines its tribal cultural resources may be present on the site. The agreement(s) shall include, but not be limited to, outlining provisions and requirements for addressing the handling of tribal cultural resources; Project grading and development scheduling; terms of compensation for the Tribal monitors; treatment and final disposition of any tribal cultural resources, including but not limited to 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(s) shall not conflict with any of these mitigation measures or with State law. A copy of the signed agreement(s) shall be provided to the Planning Director and Building Official prior to issuance of the first grading permit.

Timing/Implementation: *Prior to any ground-disturbing activity*

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

CUL-4 If during grading or construction activities, cultural resources are discovered on the Project site, work shall be halted immediately within 50 feet of the discovery and the resources shall be evaluated by a qualified archaeologist and the Tribal monitor(s). Any cultural resources that are discovered shall be evaluated and a final report prepared by the qualified archaeologist. The report shall include a list of the resources discovered, documentation of each site/locality, interpretation of the resources

identified, a determination of whether the resources are historical resources, unique or non-unique archeological resources and/or tribal cultural resources, and the method of preservation and/or recovery for identified resources. The archaeologist shall take into account the significance of a resource to the appropriate Tribe in making the determination that a resource is or is not a tribal cultural resource. If the archaeologist determines the cultural resources to be either historic resources or unique archaeological resources, but not tribal cultural 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. If the qualified archeologist determines the cultural resources to be tribal cultural resources, mitigation shall be consistent with the Tribal Cultural Resources Treatment and Monitoring Agreement required by mitigation measure **CUL-3** and Public Resources Code Section 21084.3. For all other cultural resources discovered on the Project site, the Project archaeologist shall assess the significance of such resources based on the provisions of CEQA with respect to archaeological resources and all significant cultural resources shall be curated according to the current professional repository standards. The collections and associated records shall be transferred, including title, to a curation facility, that meets the standards set forth in 36 CFR Part 79 for federal repositories. If the Project applicant, Project archaeologist, and Tribe cannot agree on the significance of, avoidance of, or mitigation for such resources, then the Project applicant and the Tribe shall agree on an independent qualified archeologist who shall make the determination based on the information submitted by the Tribe, the religious beliefs, customs, and practices of the Tribe, and the provisions of the California Environmental Quality Act regarding tribal cultural resources. The decision of the independent qualified archeologist may be challenged by the City, Project applicant or the Tribe through any appropriate legal means including, but not limited to, a temporary restraining order or preliminary injunction.

Timing/Implementation: *During grading or construction activities*

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

CUL-5 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 twenty-four (24) hours. Subsequently, the Native American Heritage Commission shall identify the most likely descendant and notify them of discovery. 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 and the Agreement required under **CUL-2**, above.

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

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

CUL-6 If during ground disturbance activities unique cultural resources are discovered, that were not assessed by the archaeological report(s) and/or environmental assessment conducted prior to Project approval, the following procedures shall be followed. Unique cultural resources are defined, for this condition, as being multiple artifacts in close association with each other, but may include fewer artifacts if the area of the find is determined to be of significance due to its sacred or cultural importance. (1) All ground disturbance activities within 100 feet of the discovered cultural resources shall be halted until a meeting is convened between the developer, the archaeologist, the appropriate Native American tribal representative(s) and the planning director to discuss the significance of the find. (2) At the meeting, the significance of the discoveries shall be discussed and after consultation with the tribal representative(s) and the archaeologist, a decision shall be made, with the concurrence of the planning director, as to the appropriate mitigation (documentation, recovery, avoidance, etc.) for the cultural resources. (3) Grading or further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate mitigation.

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

A Preliminary Geotechnical Investigation was conducted for the Project site by Construction Testing and Engineering, Inc. dated May 21, 2009 (CTE) included in **Appendix 6.0A**. Subsequently, a Geotechnical Update Report was conducted for the Project site by CTE South, October 10, 2016 (CTE South) which can be found in **Appendix 6.0B**. Furthermore, a Paleontological Resources Memorandum prepared by Helix Planning and Environmental, Inc. dated December 19, 2016 (HELIX-E) was prepared for the proposed Project and can be found in **Appendix 5.0B**.

The preliminary geotechnical investigation update was prepared since the original preliminary geotechnical investigation was prepared in 2009, approximately 7 years ago. The purpose of the update was to provide alternative recommendations and seismic updates, if appropriate for construction. Therefore, other than the seismic design and remedial grading and excavations provided in the preliminary geotechnical investigation update provided by CTE-South, the analysis contained in the 2009 by CTE preliminary geotechnical investigation will be utilized in the sections below.

Local Geology

The Project site is located at the northwest corner of Clinton Keith Road and Stable Lanes Road. The terrain is gently to moderately sloping and drains south-southwest into a natural drainage which traverses southwesterly through the southwest corner of the site.

Geomorphically, the Project site is situated within the western limits of the Perris structural block. The Perris structural block lies within the Peninsular Ranges Geomorphic Province and is a relatively stable, rectangular area located between the Elsinore and San Jacinto fault zones. These faults are major components of the San Andreas Fault System. The Perris block consists of phyllite, schist, and gneiss of Mesozoic- to possible Paleozoic-age meta-sedimentary rocks intruded by plutonic rocks of the Cretaceous-age Peninsular Ranges batholith. Tertiary-age sediments, Miocene-age volcanics, and Quaternary-age sediments unconformably cap the older Mesozoic-age rocks in this portion of the Perris Block.

The Project site subsurface materials consist of Holocene and Late Pleistocene-age alluvial deposits and Pleistocene and Late Pliocene-age formational material identified as an unnamed sandstone of the Wildomar Area. The site also contains a localized area of undocumented artificial fill approximately 1.5 feet in thickness in the southeast portion of the site.

a.i) **Less Than Significant Impact**. 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 2016). 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 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 MMI Scale, values range from I to XII. While an earthquake has only one magnitude, it can have various intensities, which decrease with distance from the epicenter (CGS 2016).

As reflected on **Figure 11, Faults and Fault Zones**, the proposed Project site is not located within an Alquist-Priolo Earthquake Fault Zone and no known active faults traverse the site (CTE; **Appendix 6.0A**). The nearest active fault is the Wildomar fault (a segment of the Elsinore fault zone), located approximately 1,050 feet southwest of the site. However, a portion of the site (west-southwest section) is located in a Riverside County Fault Zone (CTE; **Appendix 6.0A**).

All development in the City is required to comply with California Building Code (CBC) requirements that 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 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. Additionally, the City of Wildomar codifies the Alquist-Priolo Earthquake Fault Zoning Act (Public Resources Code Section 2621 et seq.) in Wildomar Municipal Code Section 15.75.010. All new development and redevelopment would be required to comply with the requirements of the Alquist-Priolo Fault Zoning Act. The proposed Project would be built in accordance with the CBC and engineered to avoid or withstand surface rupture or other seismic hazards. As such, impacts are considered less than significant.

a.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 fault identified as the Wildomar Fault Zone or other fault zones in the region. The Project site has been and will continue to be exposed to the potential for strong seismic ground shaking and associated hazards.

All new development is required to comply with the requirements of the California Building Code, 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 is for development of a commercial center and does not include structures for human occupancy. Based on potential for seismic activity, mitigation measure **GEO-1** is required to reduce any impacts to less than significant levels. Implementation of mitigation measure **GEO-1** 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.

a.iii) **Less Than Significant Impact with Mitigation Incorporated.** Liquefaction 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. Based on the presence of dense to very dense and/or cohesive (plastic) subsurface materials, the potential for liquefaction of site soils is low.

Depth to groundwater is another important element in an area's susceptibility to liquefaction. Groundwater less than 30 feet below the ground surface results in high to very high susceptibility to liquefaction, while greater depths to groundwater result in lower susceptibility. Groundwater was encountered at depths ranging between approximately 10 and 15.5 feet below ground surface in borings B-4, B-6, and B-7 utilized in the original Geotechnical Investigation. Due to the presence of shallow groundwater and liquefiable soils, a quantitative liquefaction analysis was performed. The computer program LiquefyPro was utilized for the analysis. A historic high groundwater depth of 10 feet was assumed. A peak ground acceleration of 0.916g and earthquake magnitude of 6.8 was utilized for the analysis. Total settlement at the site due to post-earthquake settlement of granular soils and liquefaction was estimated to be 0.79 inches. Differential settlement resulting from soil liquefaction is estimated to be approximately 0.40 to 0.52 inches over a horizontal distance of 40 feet or more. These settlements should be anticipated in the event of a major magnitude earthquake in the immediate vicinity of the site and should be incorporated into the design of the Project, as necessary. The potential for liquefaction of site soils at the design earthquake is considered low. The most significant effect of the potential soil liquefaction is expected to be ground settlement due to volumetric strain within the liquefiable soil zones. However, implementation of development requirements specific to soils conditions found on the Project site as detailed in mitigation measure **GEO-2** is required to reduce impacts. Adherence to the structural design requirements of the CBC would further reduce impacts. As such, impacts associated with seismically induced settlement are considered less than significant with implementation of mitigation measure **GEO-2**. As such, impacts associated with liquefaction are considered less than significant.

a.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, because of the relatively level terrain of the site and surrounding properties, the site is not at risk for landslide, collapse, or rockfall hazards. Therefore, no impacts are anticipated.

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. 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 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. Best management practices include silt fences, jute bales or rolls, and other measures that slow stormwater and allow sediment to settle and remain on site, or in areas where it can be easily collected. 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. More detail regarding the SWPPP can be found in subsection 9, Hydrology and Water Quality.

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 and used 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 during construction are considered less than significant after compliance with required erosion and runoff control measures approved as part of the approval of a grading plan. For a discussion of erosion and runoff impact post-construction, see subsection 9, Hydrology and Water Quality. Therefore, impacts are less than significant.

c) **Less Than Significant Impact with Mitigation Incorporated**. See Issues a.iii) and a.iv). As discussed in Issue a.iv), the Project site is not at risk for landslide, collapse, or rockfall. In addition, compliance with the requirements of the CBC ensures a more rigorous seismic design and construction to provide an acceptable risk to the public and better seismic resistance, thereby reducing impacts associated with unstable soils. Implementation of these practices, in addition to implementation of mitigation measure **GEO-2** would ensure that proposed structures are located on stable soils and geologic units and would

not be susceptible to on-site or off-site landslide, settlement, lateral spreading, subsidence, liquefaction, collapse, or ground failure. Therefore, impacts would be less than significant with mitigation.

d) **Less Than Significant Impact**. Expansive soils contain significant amounts of clay particles that swell considerably when wetted and shrink when dried. Foundations constructed on these soils are subjected to large uplifting forces caused by the swelling. Without proper measures taken, heaving and cracking of both building foundations and slabs-on-grade could result. Primary soil types found on-site have high to moderate compressibility characteristics. Soil samples found the expansion indexes were 41 and 11 which indicate low to very low potential for expansion. The Project would be required to comply with the design standards in found in Chapter 18, Soils and Foundation, of the CBC, which includes requirements for development consistent with the conditions found on the Project site and are based on a very low expansion potential for the supporting material. 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. Therefore, impacts would be less than significant.

e) **No Impact**. The Project does not propose the use or construction of septic tanks or an 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. According to Riverside County, the Project site is mapped as a "High Sensitive" area for paleontological sensitivity (County of Riverside 2016). Due to the high paleontological potential found on the Project site, 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. Compliance with mitigation measure **GEO-3** will reduce impacts on paleontological resources to less than significant. The site does not contain any unique geological features. Thus, with implementation of mitigation, impacts would be less than significant.

STANDARD CONDITIONS AND REQUIREMENTS

1. The Project shall comply with the California Building Code.
2. The Project shall comply with Chapter 13.12, Stormwater Drainage System Protection of the Wildomar Municipal Code.
3. National Pollutant Discharge Elimination System (NPDES) Stormwater General Construction Permit.
4. SCAQMD Rules 403 & 1166.
5. SWPPP as part of the grading permit submittal package.

MITIGATION MEASURES

GEO-1 The Project applicant shall incorporate the recommendations of the Preliminary Geotechnical investigation dated May 21, 2009, prepared by Construction Testing and Engineering, Inc. (**Appendix 6.0A**) and the Geotechnical Update Report dated October 10, 2016, prepared by CTE South (**Appendix 6.0B**) as amended by the final geotechnical investigation that is prepared after the grading for the Project is complete, which amendment shall be approved by the Building Official and Public Works Director and incorporated into the Project plans for the proposed Project. The Building Official and Public Works Director shall confirm that 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, and seismic settlement, to ensure that all structures built on site are protected from damage and safety hazards associated with ground failure such as lateral spreading, subsidence, liquefaction, and collapse, 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 and after initial grading subject to approval of a final geotechnical investigation*

Enforcement/Monitoring: *City of Wildomar Planning Department and Building and Safety Department*

GEO-2 To prevent the potential for damage associated with ground settlement potential resulting from a seismic event, the Project applicant shall incorporate the remedial grading and excavations and seismic design criteria recommendations of the Geotechnical Update Report dated October 10, 2016, prepared by CTE South (**Appendix 6.0B**).

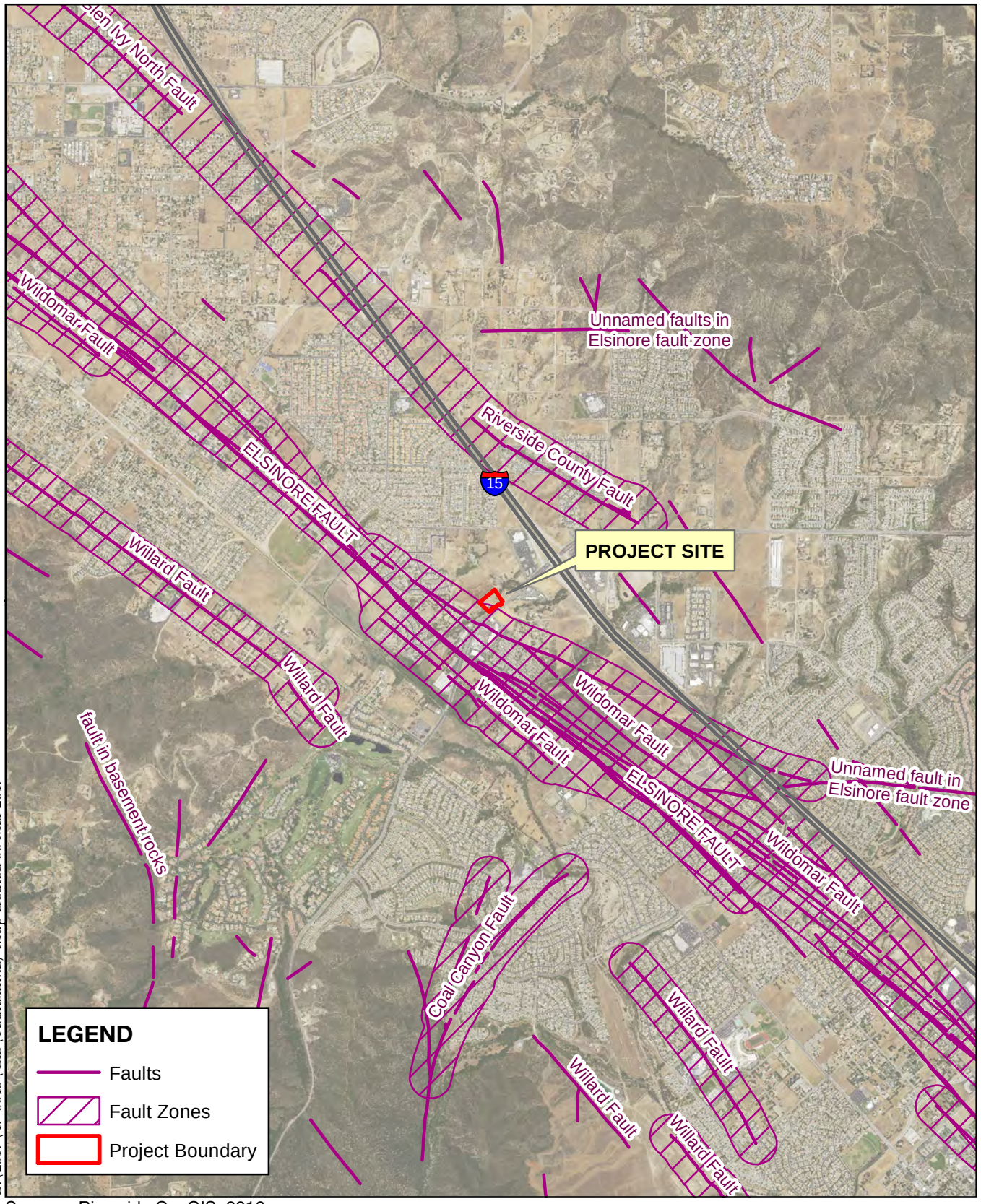
Timing/Implementation: *Reviewed as part of the construction plans, and verified prior to occupancy*

Enforcement/Monitoring: *City of Wildomar Planning Department and Building and Safety Department*

GEO-3 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*



G:\2017\17-0015\GIS\Faults.mxd; Map created 06 Mar 2017

Sources: Riverside Co. GIS, 2016;
USDA NAIP, 2014.

0 2,000 4,000 6,000 8,000 Feet

Figure 11 - Faults and Fault Zones

Wildomar Crossing Retail Center

ALBERT A. WEBB ASSOCIATES

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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?			✓	

BACKGROUND

This section summarizes the methods and findings of a Greenhouse Gas Analysis prepared by Urban Crossroads (URBAN-B). This report is included in its entirety as **Appendix 7.0.** The analysis was prepared to determine the impact on greenhouse gas from the proposed Project.

There is scientific consensus that the contribution of greenhouse gas (GHG) emissions into the atmosphere is resulting in the change of the global climate. The global average temperature is expected to increase relative to the 1986–2005 period by 0.3 to 4.8 degrees Celsius (°C) (0.5–8.6 degrees Fahrenheit [°F]) by the end of the twenty-first century (2081–2100), depending on future GHG emission scenarios (IPCC). According to the California Natural Resources Agency (CNRA), temperatures in California are projected to increase 2.7°F above 2000 averages by 2050 and, depending on emission levels, 4.1–8.6°F by 2100. Physical conditions beyond average temperatures could be indirectly affected by the accumulation of GHG emissions. For example, changes in weather patterns resulting from increases in global average temperature are expected to result in a decreased volume of precipitation falling as snow in California and an overall reduction in snowpack in the Sierra Nevada. The Global Warming Solutions Act, also known as Assembly Bill (AB) 32, is a legal mandate requiring that statewide GHG emissions be reduced to 1990 levels by 2020.

Construction and operation of the proposed Project 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 Project construction, GHGs would be emitted through the operation of construction equipment, trucks, 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 discussion below: (i) area source emissions; (ii) energy source emissions; (iii) mobile source emissions; (iv) solid waste; and (v) water supply, treatment, and distribution.

i. Area sources include 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 landscaping.

ii. 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.

iii. GHG emissions will also result from mobile sources associated with the Project. These mobile source emissions will result from the typical daily operation of motor vehicle trips generated by the Project. Project mobile source emissions are dependent on overall daily vehicle trip generation. Based on the Project study area of the Traffic Impact Analysis presented in **Appendix 11.0**, the majority of Project vehicular trips will be coming from residential communities located within a one-way range of one to three miles. In April 2002, the San Diego Association of Governments (SANDAG) published the (*Not So) Brief Guide of Vehicular Traffic Generation Rates* (SANDAG Guide), which provides trip generation rates and trip lengths for specific land uses. The SANDAG Guide provides five distinct commercial/retail land use trip rate and trip lengths based on the size and volume of the land use: Super Regional Shopping Center, Regional Shopping Center, Community Shopping Center, Neighborhood Shopping Center, and Commercial Shops. The SANDAG Guide defines the Neighborhood Shopping Center as "less than 15 acres, less than 125,000 sf, with usually grocery and drugstore, cleaners, beauty & barber shop, and fast food services." The proposed Project consists of approximately 25,904 sf of commercial/retail use on approximately 3.6 acres, which is consistent with the SANDAG Guide's Neighborhood Shopping Center land use. The SANDAG Guide recommends a 3.6 mile trip length for developments consistent with the Neighborhood Shopping Center land use. Thus, a 3.6 mile trip length was utilized for the purpose of this analysis.

iv. 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.

v. 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.

DISCUSSION

a) **Less Than Significant Impact.** 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 recommended a bright-line, numeric threshold of 3,000 metric tons of carbon dioxide equivalent (CO_2e) as a threshold for all land uses. This threshold was developed as part of the SCAQMD GHG CEQA Significance Threshold Working Group. The working group was formed to assist the SCAQMD's efforts to develop a GHG significance threshold consistent with the GHG reduction goals of AB 32, which as previously described is the legal mandate requiring that statewide GHG emissions be reduced to 1990 levels by 2020. The GHG Significance Threshold Working Group comprises a wide variety of stakeholders including the State Office of Planning and Research (OPR), CARB, the Attorney General's Office, a variety of city and county planning departments in the South Coast Air Basin, various utilities such as sanitation and power companies throughout the South Coast Air Basin, industry groups, and environmental and professional organizations. This threshold was developed to be consistent with

CEQA requirements for developing significance thresholds, is supported by substantial evidence, and provides guidance to CEQA practitioners with regard to determining whether GHG emissions from a proposed Project are significant. Therefore, for the purposes of this evaluation and in the absence of any other adopted significance thresholds, a threshold of 3,000 metric tons of CO_2e per year is used to assess the significance of greenhouse gases (both construction and operational GHG emissions). Emissions resulting from implementation of the proposed Project have been quantified and the quantified emissions are compared with the SCAQMD GHG threshold. The anticipated GHG emissions during Project construction and operation are shown in **Table 7-1, Total Project Greenhouse Gas Emissions (Annual)**.

Table 7-1
Total Project Greenhouse Gas Emissions (Annual)

Emissions Source	**Emissions (Metric tons per year)**			
	CO_2	**CH_4**	**N_2O**	**Total CO_2e**
Annual construction-related emissions amortized over 30 years	5.8	1.24E-03	--	5.83
Area	4.27E-03	1.00E-05	0.00E+00	4.57E-03
Energy	220.94	9.30E-03	3.24E-03	222.14
Mobile	2,057.48	2.00E-02	0	2,062.36
Waste	28.66	1.69	0.00	70.99
Water Usage	14.00	0.11	2.80E-03	17.65
Total	**2,378.97**			
SCAQMD Threshold	3,000			
Significant?	**NO**			

Source: URBAN-B, Table 3-1. See Appendix 7.0 for modeling details.

Per this table, GHG emissions projected to result from both construction (amortized over 30 years) and operation of the proposed Project would not exceed the SCAQMD GHG threshold of 3,000 metric tons of CO_2e per year. Therefore, the impact is less than significant.

b) **Less Than Significant Impact**. As previously stated, AB 32 is the legal mandate requiring that statewide GHG emissions be reduced to 1990 levels by 2020. The Project is below the SCAQMD GHG threshold and no aspect of the Project would conflict with or inhibit the implementation of AB 32.

Two Executive Orders, California Executive Order S-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 S-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. As a result of Executive Orders B-30-15 and S-03-05, several new laws were adopted to establish post-2020 GHG reduction goals including statewide carbon pricing and report; this legislation went into effect January 1, 2017. The City will implement the Climate Action Plan (CAP), as discussed below, in a manner that is consistent with these programs.

The City of Wildomar is a participating agency of the Western Riverside Council of Government's (WRCOG) Climate Action Plan (CAP). The WRCOG 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. The CAP recommends GHG emissions targets that are consistent to the reduction targets of the State of California and presents a number of strategies that will make it possible for the City to meet the recommended targets. Projects that demonstrate consistency with the strategies, actions, and emission reduction targets contained in the CAP would have a less than significant impact on climate change. The Project will be compliant with the goals and objectives set forth in the WRCOG's CAP.

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 CAP.

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. 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 existing and projected GHG inventory contained in the CAP. Both the existing and the 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. The Project is consistent with the General Plan. Since it is a non-residential project, the Project will not exceed the population densities assumed in the GHG inventory contained in the CAP. The Project will result in approximately 2,378.97 MTCO2e per year (See **Table 7-1**, above); the proposed Project would not exceed the

SCAQMD/City's screening threshold of 3,000 MTCO2e per year. Therefore, this impact is less than significant.

STANDARD CONDITIONS AND REQUIREMENTS

1. The Project will comply with the goals and objectives in the WRCOG CAP.

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 Update (ESA) was prepared for the Project site by EEI Geotechnical and Environmental Solutions (**Appendix 8.0**). 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) **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 development that does not 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 Project construction or operation, 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.

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 the proposed Project would be less than significant.

b) **Less Than Significant Impact with Mitigation Incorporated**. According to the ESA, the Proposed Project site is currently vacant land, with the exception of two observed drainage features (described below). Groundcover at the site is consistent with native soils, and is diced or lined showing evidence of weed abatement. Topography at the site ranges from slight to semi-moderate and generally slopes to the south. Surface water drainage across the site is generally to the south-southwest. A drainage feature was observed along the east-central property boundary along Stable Lanes Road. The feature consists of a large concrete storm drain corridor, which enters the Project site from the northeast, through a culvert which flows beneath Stable Lanes Road. The drain corridor outpours in a southwesterly direction onto riprap placed at the mouth (west side) of the corridor. The southwest portion of the Project site contains a drainage gully which is lined with mature vegetation. Near the south side of the gully, EEI observed three large corrugated metal storm drain conduits which outpour from beneath Clinton Keith Road into the drainage gully which appears to drain in a southwesterly direction. Apart from the two aforementioned storm drainage features no other structural development was observed on the Project site. Near the drainage gully on the southwestern portion of the property, illegally dumped debris was observed. A pile of large concrete debris was observed near the eastern extent of the gully. A discarded rectangular plywood platform, roughly four by eight feet in size, was observed on the northern side of the gully. A discarded laundry machine was observed within the gully, partially covered with the native trees that exist in and around the gully. Minor wind-blown debris which was scattered intermittently along the southern property boundary at Clinton Keith Road. An overhead electrical power line mounted on wooden poles, run parallel to the Project site's southern boundary along Clinton Keith Road was also observed. No evidence of contamination,

distressed vegetation, petroleum-hydrocarbon surface staining, waste drums/containers USTs, ASTs, or improper waste storage/handling was noted during the site reconnaissance.

Based on the information reviewed, from at least 1938 through the mid 1960's, the Project site appeared to be occupied by an area of orchards at the eastern portion which extended onto the adjacent property to the north, a traversing creek, and an area of plowed agricultural field at the southwest portion which extended onto the adjacent property to the west and south. By 1967, the on and offsite orchards no longer appeared maintained. In 1978 and 1985, the southeastern portion of the property was occupied by a mobile home and structures/vehicles also occupied the southwestern portion. Both areas were surrounded by mature vegetation and were accessed by driveways off of Clinton Keith Road. The remaining portions of the Project site appeared as open fields and natural vegetation along the centrally traversing creek bed. In 1989, the Project site appeared almost entirely cleared of vegetation and as undeveloped land. The creek bed was less apparent traversing through the property and mature vegetation could be seen at the southwest corner and eastern margin. The Project site has remained in this configuration through the present time. Site vicinity appeared with mainly residential development on large lots and plowed fields from at least 1938. In the 1990's development of larger residential subdivisions began in the site vicinity. And by 2005, commercial and retail developments were located to the southwest and to the east on the south and north sides of Clinton Keith Road.

Due to past and present use of the property for agricultural purposes, asbestos-containing utility pipes may potentially exist beneath the Project site. Any suspect asbestos-containing piping that will be impacted by future grading activities will be required to be evaluated, and properly removed or controlled by a registered and licensed asbestos contractor before any work begins through implementation of mitigation measure **HAZ-1**. Therefore, impacts are less than significant with mitigation.

c) **Less Than Significant Impact**. The only schools located within one quarter mile of the Project site is Sycamore Academy located southwest of the Project site. All requests for development or a change in occupancy must be circulated to the Lake Elsinore Unified School District (LEUSD) for review and comment. The Project must comply with all applicable local, state, and federal regulations during Project construction and operation. Additionally, the Project is a commercial development and is not anticipated to emit hazardous emissions or handle hazardous or acutely hazardous material within one-quarter mile of a school. Therefore, impacts would be less than significant.

d) **Less Than Significant Impact**. The California Hazardous Waste and Substances Site List (also known as the Cortese List) is a planning document used by state and local agencies and by private developers to comply with CEQA requirements in providing information about the location of hazardous materials sites. California Government Code Section 65962.5 requires the California Environmental Protection Agency to annually update the Cortese List. The California Department of Toxic Substances Control (DTSC) is responsible for preparing a portion of the information that comprises the Cortese List. Other state and local government agencies are required to provide additional hazardous material release information that is part of the complete list. The EnviroStor database constitutes the DTSC's component of Cortese List data by identifying state response sites, federal Superfund sites, school cleanup sites, and voluntary cleanup sites. The EnviroStor database identifies sites that have known

contamination or sites for which further investigation is warranted. It also identifies facilities that are authorized to treat, store, dispose, or transfer hazardous waste. Based on the Phase I ESA and an inquiry through the EnviroStor database, the Project site is not listed on the Cortese List and no hazardous materials sites were identified within a quarter mile of the proposed Project site.

However, ESA reviewed electronic database listings for possible hazardous waste generating establishments and sites with known environmental concerns within the vicinity of the Project site. Facilities were identified by county, state, or federal agencies that generate, store, or dispose of hazardous materials. The majority of information in this section was obtained from EDR®, an environmental information/database retrieval service. The Project site is not listed on any of the databases reviewed as having environmental concerns. Two listings were reported within a one-quarter mile radius of the subject property: (1) Rite Aid No. 6481 located at 32450 Clinton Keith Road, 0.21 miles southwest; and (2) Stater Bros. Market located at 36010 Hidden Springs, 0.22 miles northeast. Generator permits are not generally considered cause for environmental concern, unless the facility has a dual listing, or a reported release. Stater Bros. is dual listed under the LUST database. However, based on the absence of a reported release and location (i.e. farther than one-eighth mile from the subject property), these sites are not considered an environmental concern.

Leaking underground storage tanks (LUST) are a significant source of petroleum impacts to groundwater and can also result in the following potential threats to health and safety (SWRCB 2016):

- Exposure from impacts to soil and/or groundwater
- Contamination of drinking water aquifers
- Contamination of public or private drinking water wells
- Inhalation of vapors

The ESA identified two additional LUST listings reported within a one-quarter mile radius of the Project site. Operating permits are not generally considered cause for environmental concern, unless the facility has a dual listing, or a reported release. Neither of the listings, 7-Eleven #33595 located at 32060 Clinton Keith Road, 0.12 miles northeast; and ARCO AM/PM located at 36228 Hidden Springs, 0.18 miles northeast, are dual listed under the LUST database. Based on the absence of a reported release and location (i.e. farther than one-eighth mile from the subject property), these sites are not considered an environmental concern.

There is one reported site on the Local Lists of Landfill and Hazardous Waste/Contaminated Sites. The site, Replanet, LLC is located at 23893 Clinton Keith Road, approximately 0.46 miles northeast, and is a recycle center which is not considered an environmental concern.

Other Ascertainable Records were also reviewed (Drycleaners) identifying Palm Cleaners located at 36004 Hidden Springs Road, 0.22 miles northeast. This is listed as a dry-cleaning facility in operation since 2005. However, as previously mentioned, operating permits are not generally considered cause for environmental concern, unless the facility has a dual listing, or a reported release. The site is not dual listed under the LUST database and there have been no reported releases. Thus, this site is not considered an environmental concern.

Given that the Project site is not located on the Cortese List and given that none of the sites in the Project site's vicinity are considered an environmental concern, a less than significant impact would occur.

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

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 4 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 Wildomar General Plan Figure 2, Skylark Airfield Area of Influence, the proposed Project site is outside of the area of influence (City of Wildomar 2008). Therefore, there would be no impacts.

g) **Less Than Significant Impact**. Access to the Project site is available via Clinton Keith Road and Stable Lanes Road. 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 Project 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 with Mitigation Incorporated**. 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- to 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. Local responsibility area 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 Very High Fire Hazard Severity Zones to use ignition-resistant construction methods and materials. These codes include provisions to improve the ignition resistance of buildings, especially from firebrands.

The Project site is located in a very high fire hazard zone. 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). In addition, 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. Implementation of mitigation measures **HAZ-2** and **HAZ-3** would further ensure impacts are less than significant. Therefore, impacts are less than significant with mitigation.

STANDARD CONDITIONS AND REQUIREMENTS

1. The Project will be required to comply with Wildomar Municipal Code Section 13.20.220 that regulates water well abandonment procedures for any private wells located within the property boundaries.

2. Any septic system removal must comply with Riverside County Environmental Health requirements that require removal of most of the system and filling the tank with sand.

3. Prior to issuance of any building permit, the Project applicant shall pay the required development impact fees pursuant to Wildomar Municipal Code Section 3.44.080 and in effect at the time of building permit issuance.

MITIGATION MEASURES

HAZ-1 During ground disturbing activities, any pipes encountered shall be evaluated for asbestos by a registered and licensed asbestos contractor and, if asbestos is found, the registered and licensed asbestos contractor shall specify the proper removal or asbestos control before ground disturbing activities resume.

Timing/Implementation: *During grading or construction activities*

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

HAZ-2 Prior to the issuance of building permits, the Applicant shall demonstrate to the satisfaction of the Building Official and County Fire Chief, compliance with all applicable state and local building standards, including those for materials and construction methods intended to mitigate wildfire exposure as described in the 2016 California Building Code (or most recent edition); specifically Chapter 7A, California Referenced Standards Code Chapter 12-7A, and California Fire Code Chapter 49.

Timing/Implementation: *Prior to issuance of building permits*

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

HAZ-3 Prior to the issuance of a certificate of occupancy, the Applicant shall demonstrate to the satisfaction of the Building Official and County Fire Chief, compliance with the vegetation management requirements prescribed in California Fire Code Section 4906, including California Government Code Section 51182.

Timing/Implementation: *Prior to occupancy*

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

9. Hydrology and Water Quality

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

BACKGROUND

This section summarizes the methods and findings of a Preliminary Hydrology Report (SWS-A) and Preliminary Water Quality Management Plan (SWS-B) prepared for the proposed Project by SWS Engineering, Inc. The reports are included in their entirety in **Appendix 9.0A**, and **9.0B**, respectively.

The Project proposes four biofiltration basins on the site. Each basin is a separate drainage management area (DMA). These basins will be used to treat the impermeable area runoff of the Project site and will provide storm water treatment and hydromodification controls for the Project site.

DISCUSSION

a, e, f) **Less Than Significant Impact.** City of Wildomar Municipal Code Section 13.12.050, Regulatory Consistency, 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 Preliminary Water Quality Management Plan (WQMP) for this Project is included in **Appendix 9.0B** of this IS/MND. The MS4 permit imposes 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 in 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.

The Project site currently drains from north to south. The site slopes at an approximate grade of one percent with approximately three feet of vertical fall across the site. A "run-on" condition occurs where drainage basins to the north of the Project site collect and run on to the site by way of an existing water pipe along Stable Lanes Road. Onsite water runs from the north corner and sheet flows across bare dirt with sparse grass to a natural channel that drains offsite. Both onsite runoff and offsite run on combine onsite and drain to this natural channel located in the southwest corner of the site.

<u>Construction</u>

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 the site and into the storm drainage system. Pollutants of concern include bacterial indicators, metals, nutrients, pesticides, toxic organic compounds, sediments, trash/debris, and oil and grease. The Project site does not contain any known

legacy pollutants or hazardous substances above applicable regulatory standards (see subsection 8, Hazards and Hazardous Materials).

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 include 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 (BMPs) 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. Although dewatering is not anticipated, 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

A Preliminary Hydrology Report (**Appendix 9.0A**) was prepared to determine the pre-and post-development runoff. This analysis was conducted utilizing the Riverside County Rational Method. **Table 9-1, Peak Flow Rates: 100-Year Storm Event** depicts a summary of the results for proposed flow rates for the 100-year storm event.

Table 9-1
Peak Flow Rates: 100-Year Storm Event

Location	Volume (ac)			Flows (cfs)		
	Pre-Development	Post-Development	+/-	Pre-Development	Post-Development	+ / -
Offsite	35	35	0	99.4	99.4	
On-site	4.02	4.02	0	9.3	12.4	+2.9
Total	**39.02**	**39.02**	**0**	**108.7**	**111.8**	**+2.9**

Source: SWS-A, Table 1 – Pre and Post-Development Areas and Flows (Appendix 9.0A)

As reflected in **Table 9-1** above, development of the site will only slightly increase runoff. On-site flows resulting from the Project and associated improvements will discharge into bioretention basins (**Appendix 9.0A**) for treatment before entering the existing natural channel (outfall area) in the southwest corner of the property and draining off-site as in the pre-development condition.

Run-on to the site, from the properties to the east, will be conveyed through the site in a public storm drain system that will connect to an existing public storm drain pipe in Stable Lanes Road. This public line will discharge directly to the existing open channel area at the southwest corner of the site. This public line will be independent of the private on-site system.

The existing 72-inch pipes that run under Clinton Keith and discharge into the open channel area at the southwest corner of the site will be slightly modified to move the point of discharge slightly east.

As stated above, while the Project site will increase impervious surface areas, flows will increase only slightly (by 2.9 cfs) in the developed condition. To reduce flow rates to predeveloped conditions, an

underground detention system will be utilized in order to detain runoff and meter the release of the storm water to the pre-development flow rates.

SWS Engineering Inc. (2016b) prepared a preliminary Water Quality Management Plan for the proposed Project (see **Appendix 9.0B**). A final WQMP, subject to approval by Wildomar City Staff, 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 9-2**, **Receiving Waters for Urban Runoff from the Proposed Project** which also identifies the designated beneficial uses associated with each of the receiving waters.

Table 9-2
Receiving Waters for Urban Runoff from the Proposed Project

Receiving Waters	EPA-Approved 303(d) List Impairments	Designated Beneficial Uses
Murrieta Creek	Chlorpyrifos, Copper, Iron, Manganese, Nitrogens, Phosphorous, Toxicity	AGR, GWR, IND, MUN, PROC, REC1, REC2, WARM, WILD
Santa Margarita Upper	Phosphorous, Toxicity	AGR, COLD, IND, MUN, PROC, RARE, REC1, REC2, WARM, WILD
Santa Margarita Lower	Enterococcus, Fecal Coliform, Phosphorus, Total Nitrogen	AGR, COLD, IND, MUN, PROC, RARE, REC1, REC2, WARM, WILD
Santa Margarita Lagoon	Eutropic	EST, MAR, MIGR, RARE, REC1, REC2, WILD
Pacific Ocean		AQUA, BIOL, COMM, IND, MAR, MIGR, NAV, RARE, REC1, REC2, SHELL, SPWN, WILD

Source: SWS-B, Table A.1 (Appendix 9.0B)

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

- Agricultural Supply (AGR) – Includes uses of water for farming, horticulture, or ranching including, but not limited to, irrigation, stock watering, or support of vegetation for range grazing.
- Aquaculture (AQUA) - Includes the uses of water for aquaculture or mariculture operations including, but not limited to, propagation, cultivation, maintenance, or harvesting of aquatic plants and animals for human consumption or bait purposes.
- Preservation of Biological Habitats of Special Significance (BIOL) – Includes uses of water that support designated areas or habitats, such as established refuges, parks, sanctuaries, ecological reserves, or Areas of Special Biological Significance (ASBS), where the preservation or enhancement of natural resources requires special protection.
- Cold Freshwater Habitat (COLD) – Includes uses of water that support cold water ecosystems including, but not limited to, preservation or enhancement of aquatic habitats, vegetation, fish or wildlife, including invertebrates.
- 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.
- Ground Water Recharge (GWR) – Includes uses of water for natural or artificial recharge of ground water for purposes of future extraction, maintenance of water quality, or halting of saltwater intrusion into freshwater aquifers.

- 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.
- 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).
- Migration of Aquatic Organisms (MIGR) – Includes uses of water that support habitats necessary for migration, acclimatization between fresh and salt water, or other temporary activities by aquatic organisms, such as anadromous fish.
- Municipal and Domestic Supply (MUN) – Includes uses of water for community, military, or individual water supply systems including, but not limited to, drinking water supply.
- Navigation (NAV) – Includes uses of water for shipping, travel, or other transportation by private, military, or commercial vessels.
- Industrial Process Supply (PROC) – Includes uses of water for industrial activities that depend primarily on water quality.
- 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.
- 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. Shellfish Harvesting (SHELL) – Includes uses of water that support habitats suitable for the collection of filter-feeding shellfish (e.g., clams, oysters and mussels) for human consumption, commercial, or sport purposes
- 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.
- Warm Freshwater Habitat (WARM) – Includes uses of water that support warm water ecosystems including, but not limited to, preservation or enhancement of aquatic habitats, vegetation, fish or wildlife, including invertebrates.
- 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.

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

- Downspouts to landscaped areas
- Runoff directed to runoff areas
- Covered trash enclosures
- Runoff directed to bioretention basins
- Parking lot sweeping
- Weekly landscape maintenance
- Weekly trash pickup

Implementation of best management practices identified in the preliminary WQMP and compliance with existing state and local regulations would protect water quality, would not violate any waste discharge requirements, would not substantially degrade water quality, and would ensure compliance with applicable water quality standards. Furthermore, with the SWPPP, best management practices, compliance with the Construction General Permit and Statewide General Permit, and the Project's design features of the bio-retention basins, biofiltration basins, and underground detention systems, the proposed Project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Therefore, impacts are less than significant.

b) **Less Than Significant Impact**. The Project site 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 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 the creek 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 approximately 3.6 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 as discussed in further detail in Section 16.d, below, no adverse impacts to groundwater resources are 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. A will-serve letter was received on December 12, 2016 which confirms EVMWD's current water supply 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 the biofiltration basins to be directed to storm drains. 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 the biofiltration basins which lead to the existing outfall area located in the southwestern portion of the site. The addition of impervious surfaces to the Project site would increase flow rates, potentially increasing erosion. However, runoff is proposed to be routed through the subsurface storm drainage into onsite biofiltration basins and treated and held there before being released and routed to the existing outfall area, which conveys flows to an existing 72-inch CMP and ultimately to 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 substantially alter the existing drainage pattern in a manner that would result in substantial erosion or siltation on- or off-site site or that would result in flooding on- or off-site. Thus, 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 impact would occur.

j) **No Impact**. The Project site is not located in an area that is subject to seiches, mudflows, or tsunamis. As a result, no impact would occur.

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 9.0B**).

2. The Project will comply with City of Wildomar Municipal Code Section 13.12.050, Regulatory Consistency, and obtain a Municipal Separate Storm Sewer System (MS4) Permit from the San Diego Regional Water Quality Control Board.

3. The Project shall obtain any required regulatory permits from the USACE, RWQCB, and CDFW for drainage, runoff and water quality affecting any river or stream.

4. The Project applicant shall develop a SWPPP and shall comply, as applicable, with the Construction General Permit and Statewide General Permit.

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 is consistent with the existing and proposed General Plan land use designations and developed uses. The Project site is located in an urbanized area characterized by a mix of land uses. The surrounding area includes both residential and commercial retail uses. The area surrounding the Project is either currently developed with commercial and residential uses, or is planned for these types of uses. Land to the northeast of the proposed Project is currently vacant; southeast is developed with commercial uses, southwest is vacant and developed with commercial uses; and northwest is some vacant and a single-family residential community. The City of Wildomar General Plan land use designation for the Project site is Commercial Retail (CR), which allows development of commercial uses. Zoning for the Project is Rural Residential (R-R). The General Plan land use designations of the properties surrounding and immediately adjacent to the Project site are CR to the northeast, Commercial Retail (CR) to the southeast, Commercial Retail (CR) to the southwest, and Low Density Residential (LDR) to the northwest (**Figure 6)**. Based on this information, Project would not disrupt or divide the physical arrangement of an established community. No impacts would occur.

b) **Less Than Significant Impact.** As described previously, the Project site zoned Rural Residential (RR), which allows the development of single-family residences with a minimum lot area of ½ acre. However, the General Plan indicates that the parcel has a land use designation of Commercial Retail (CR). A Zone Change is required, to make the zoning consistent with the General Plan. The proposed Project will include a Change of Zone from Rural Residential (RR) to General Commercial (C-1/C-P). Upon approval, the proposed Project's land use and zoning designation will be consistent with one another and compatible to the surrounding land uses.

Furthermore, the Project does not conflict with any General Plan policies aimed at mitigating environmental effects, including: Land Use (LU) Policies – 1.3, 1.6, 2.1, 3.1, 4.1, 5.1,5.3, 6.1, 6.3, 6.4, 8.1, 8.2, 9.1, 23.6 23.7, 23.9, 32.1; Circulation (C) Policies – 1.4, 1.5. 1.6, 1.7, 2.1, 2.2, 2.3, 2.4, 2.5, 3.2, 3.3, 3.5, 3.6, 3.9, 3.10,3.11, 3.13, 3.15, 3.16, 3.17, 3.18, 3.20, 3.24, 3.25, 3.28, 4.1, 4.2, 4.4, 4.7, 4.9, 4.10, 5.2, 5.3, 6.1, 6.2, 6.3, 6.7, 8.5, 11.1, 21.4,25.2; Open Space (OS) Policies – 2.2, 2.3, 3.3, , 5.5, 6.1, 6.2, 9.3, 16.1, 16.2, 17.1, 18.1, 19.2, 19.8, 19.9, 19.10; Air Quality (AQ) Policies – 1.1, 1.2, 1.3, 1.4, 2.2,

2.3, 12.3; Safety (S) Policies – 2.2-2.7, 3.1-3.7; or Noise (N) Policies – 1.1, 1.4, 1.6, 4.1, 4.2, 4.3, 4.8, 12.1, 12.2, 12.3, 12.4.

Therefore, any impacts would be less than significant.

c) **Less Than Significant Impact.** The City of Wildomar participates in the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP). As discussed in Subsection 4, Biological Resources, the Project would be required to comply with the provisions contained in the MSHCP. The MSHCP establishes areas of sensitivity considered Criteria Areas or Cells. Projects outside of these areas can proceed consistent with the provisions of CEQA and are subject to payment of an MSHCP Mitigation Fee. 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, consistent with Wildomar Municipal Code Section 3.42.090, the Project applicant will be required to pay the standard impact mitigation fee. Pursuant to Wildomar Municipal Code Section 3.43.070, the Project applicant shall also pay the fees for the Stephens' Kangaroo Rat Habitat Conservation Plan Mitigation Fee Area. 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. Wildomar Municipal Code Section 3.44.060 requires the Project applicant to pay Transportation Uniform Mitigation Fees, either when a certificate of occupancy is issued for the development Project or upon final inspection (whichever comes first).

3. Wildomar Municipal Code Section 3.44.060 requires that the applicant pay appropriate development impact fees prior to the issuance of a certificate of occupancy for the development Project.

4. As required by Section 3.43.070 of the Wildomar Municipal Code, the Project applicant is required to submit fees to the City in accordance with the requirements of the Stephens' Kangaroo Rat Habitat Conservation Plan Mitigation Fee Area.

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 site 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. Therefore, there would be no impacts.

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. Therefore, there would be no impacts.

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?				✓

BACKGROUND

This section summarizes the methods and findings of a noise impact analysis prepared by Urban Crossroads (URBAN-C). The analysis was prepared to determine the noise exposure and the necessary noise mitigation measures for the proposed Project. This report is included in its entirety in **Appendix 10.0**.

The Project site is currently bounded by properties: (1) to the northeast, which are vacant and currently zoned R-R but designated for Commercial Office use under the General Plan; (2) to the northwest , which are vacant currently zoned R-1 and designated Medium Density Residential under the General Plan as well as an existing single family residential community; (3) to the southeast, which is developed with commercial uses; and (4) to the southwest which is currently vacant with CR zoning and designated for General Commercial uses under the General Plan and developed with existing commercial uses.

Construction noise represents a short-term increase on the ambient noise levels. Construction-related noise impacts are expected to create temporary and intermittent high-level noise conditions at receivers surrounding the Project site.

The on-site Project-related operational noise sources are expected to include: roof-top air conditioning units, parking lot vehicle movements, a drive-thru speakerphone, and loading dock activities.

Sensitive Receivers

Sensitive receivers are generally defined as locations where people reside or where the presence of unwanted sound could otherwise adversely affect the use of the land. Noise-sensitive land uses are generally considered to include: schools, hospitals, single- family dwellings, mobile home parks, churches, libraries, and recreation areas. Moderately noise- sensitive land uses typically include: multi-family dwellings, hotels, motels, dormitories, out-patient clinics, cemeteries, golf courses, country clubs, athletic/tennis clubs, and equestrian clubs. Land uses that are considered relatively insensitive to noise include business, commercial, and professional developments. Land uses that are typically not affected by noise include: industrial, manufacturing, utilities, agriculture, natural open space, undeveloped land, parking lots, warehousing, liquid and solid waste facilities, salvage yards, and transit terminals.

To assess the potential for long-term operational and short-term construction noise impacts, the following six receiver locations as shown on **Figure 12, Sensitive Receiver Locations**, were identified as representative locations for focused analysis. Sensitive receivers in the vicinity of the Project site include the existing single-family residential homes located at receiver locations R1 to R6. The closest sensitive receiver is represented by location R1 at a distance of approximately 38 feet northeast of the Project site boundary. Other sensitive land uses in the Project study area that are located at greater distances than those identified in this noise study will experience lower noise levels due to the additional attenuation from distance and the shielding of intervening structures.

- R1 – Located approximately 38 feet northwest of the Project site, R1 represents the existing residential homes on Onyx Way. A 24-hour noise level measurement was taken near this location, L1, to describe the existing ambient noise environment.
- R2 – Represents existing residential home located approximately 43 feet northwest of the Project site on Onyx Way.
- R3 – Represents the existing single-family residential homes located roughly 48 feet northwest of the Project site on Onyx Way.
- R4 – Represents the existing single-family residential homes located roughly 405 feet southwest of the Project site on Windsong Lane.
- R5 – Represents the single-family residential homes southeast of the Project site at a distance of roughly 662 feet on Via Del Sol. A 24-hour noise level measurement was taken near this location, L3, to describe the existing ambient noise environment.
- R6 – Represents the existing single-family residential homes located approximately 711 feet southeast of the Project site on Via Del Sol.

Per Federal Transit Administration guidance, it is not necessary to collect measurements at each individual building or residence in order to describe the existing noise environment because each receiver measurement represents a group of buildings that share acoustical equivalence. In other words, the area represented by the receiver shares similar shielding, terrain, and geometric relationship to the reference noise source. Receivers represent a location of noise sensitive areas and are used to estimate the future noise level impacts. Collecting reference ambient noise level measurements at the nearby sensitive receiver locations allows for a comparison of the before and after Project noise levels and is necessary to assess the potential Project-related noise level contributions. (URBAN-D, p. 29). Thus, it is not necessary to collect 24-hour noise level measurements at each receiver location. Hence, 24-hour noise measurements were taken

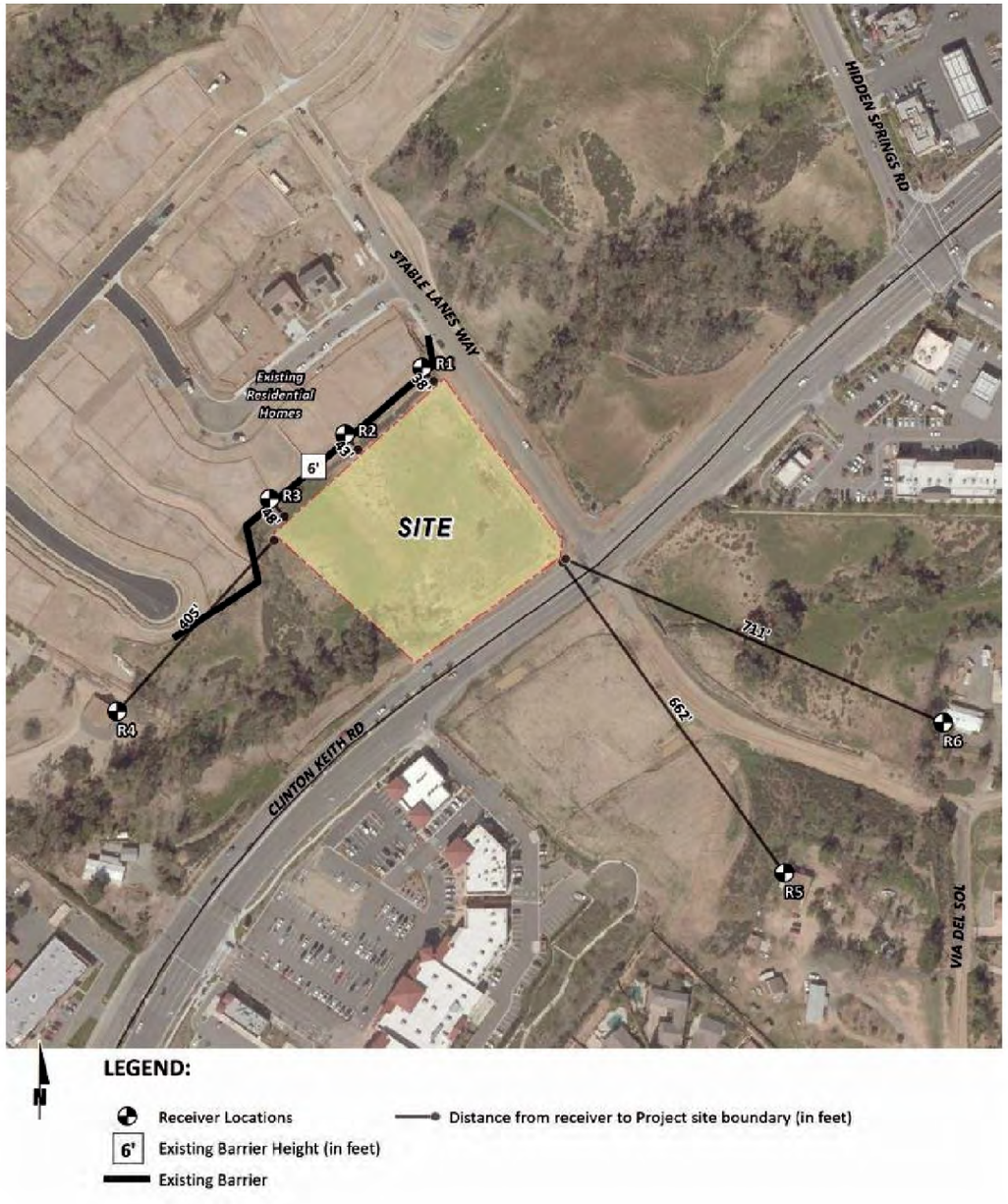
only at the receivers R1 and R5 as indicated above. The significance criteria for sensitive receivers is set forth in **Table 12-1, Significance Criteria Summary** below.

Non-Sensitive Receivers

The City of Wildomar has established the satisfactory noise levels of significance for non-noise-sensitive land uses in the Project study area. As indicated on Table N-1 of the City of Wildomar General Plan Noise Element, the exterior noise level criteria for "normally acceptable" non-noise-sensitive land use, such as an industrial land use, is 70 dBA CNEL. Noise levels greater than 70 dBA CNEL are considered "conditionally acceptable."

To determine if Project-related traffic noise level increases are significant at off-site non-noise sensitive land uses, a "readily perceptible" 5 dBA and "barely perceptible" 3 dBA criteria are used as discussed later in this analysis.

When the without Project noise levels at the non-noise-sensitive land uses are below the "normally acceptable" 70 dBA CNEL compatibility criteria, a "readily perceptible" 5 dBA or greater noise level increase is considered a significant impact. When the without Project noise levels are greater than the "normally acceptable" 70 dBA CNEL land use compatibility criteria, a "barely perceptible" 3 dBA or greater noise level increase is considered a significant impact since the noise level criteria is already exceeded. The noise level increases used to determine significant impacts for non-noise-sensitive land uses are generally consistent with the FICON noise level increase thresholds for noise-sensitive land uses but instead rely on the City of Wildomar General Plan Noise Element, Table N-1, 70 dBA CNEL exterior noise level criteria. The significance criteria for off-site non-sensitive receivers is set forth in **Table 12-1** below.



G:\2017\17-0015\GIS\NoiseReceivers.mxd; Map created 14 Aug 2017

Source: Urban Crossroads, March 2017

NOT TO SCALE

Figure 12 - Sensitive Receiver Locations

Wildomar Crossing Retail Center

ALBERT A. WEBB ASSOCIATES

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DISCUSSION

a, c, d) **Less Than Significant Impact With Mitigation Incorporated.** The City of Wildomar was incorporated as a City in October of 2008. Through the incorporation process, the City adopted the Riverside County General Plan Noise Element to control and abate environmental noise, and to protect the citizens of the City of Wildomar from excessive exposure to noise. The Noise Element specifies the maximum allowable exterior noise levels for new developments impacted by transportation noise sources such as arterial roads, freeways, airports and railroads. In addition, the Noise Element identifies several polices to minimize the impacts of excessive noise levels throughout the community, and establishes noise level requirements for all land uses. To protect City of Wildomar residents from excessive noise, the Noise Element contains the following seven policies:

N 1.1 Protect noise-sensitive land uses from high levels of noise by restricting noise-producing land uses from these areas. If the noise-producing land use cannot be relocated, then noise buffers such as setbacks, landscaping, or block walls shall be used.

N 1.3 Consider residential use as noise-sensitive and discourage this use in areas in excess of 65 CNEL.

N 1.5 Prevent and mitigate the adverse impacts of excessive noise exposure on the residents, employees, visitors, and noise-sensitive uses of Riverside County.

N 1.7 Require proposed land uses, affected by unacceptable high noise levels, to have an acoustical specialist prepare a study of the noise problems and recommend structural and site design features that will adequately mitigate the noise problem.

N 12.1 Minimize the impacts of construction noise on adjacent uses within acceptable standards.

N 12.2 Ensure that construction activities are regulated to establish hours of operation in order to prevent and/or mitigate the generation of excessive or adverse impacts on surrounding areas.

N 12.3 Condition subdivision approval adjacent to developed/occupied noise-sensitive land uses (see policy N1.3) by requiring the developer to submit a construction-related noise mitigation plan to the City for review and approval prior to issuance of a grading permit. The plan must depict the location of construction equipment and how the noise from this equipment will be mitigated during construction of this project, through the use of such methods as:

- *i. Temporary noise attenuation fences;*
- *ii. Preferential location and equipment; and*
- *iii. Use of current noise suppression technology and equipment*

The City of Wildomar General Plan does not set standards for temporary noise impacts like construction. Chapter 9.48 of the Wildomar Municipal Code includes noise standards in addition to the standards contained in the General Plan, but Municipal Code Section 9.48.010 specifically states that the noise standards contained in that chapter are not thresholds of significance for the purposes of CEQA review. The General Plan EIR identifies construction noise as a potentially significant impact resulting in noise levels approaching 91dBA L_{max} at off-site locations 50 feet from the Project boundary. In accordance with the City's Noise Ordinance, the General Plan EIR states

that, “compliance with the County’s noise ordinance construction hours would be required to reduce construction-related noise impacts to a less than significant level.” To minimize impacts of construction noise, the Noise Element identifies policies N12.1, N12.2, and N12.3 as reflected above.

In addition, Section 9.48.020 of the City’s Noise Ordinance indicates that noise sources associated with private construction projects located within one-quarter of a mile from an inhabited dwelling, are permitted between the hours of 6:00 a.m. and 6::00 p.m. during the months of June through September, and between the hours of 7:00 a.m. and 6:00 p.m. during the months of October through May. The City of Wildomar has not identified or adopted any specific construction noise standards to assess the direct Project construction noise level impacts.

To determine a threshold for construction noise, worker noise safety standards of other agencies were reviewed. The rationale is that if a maximum construction noise level is generally safe for construction workers who are exposed to the noise all day, the noise level should be also be safe for adjacent residents who are typically farther from the noise source and exposed only briefly during the day. Noise standards from Caltrans, the American National Standards Institute (ANSI), the American Conference of Governmental Industrial Hygienists (ACGIH), the Federal Railroad Administration (FRA), and the California Department of Industrial Relations (DIR) were reviewed. Their limits are as follows:

- Caltrans Standard Specifications Section 14-8
  - Do not exceed 86 dBA L_{max} at 50 feet from the job site activities from 9 p.m. to 6 a.m.
- The American National Standards Institute
  - A10.46-2007, Hearing Loss Prevention in Construction and Demolition Workers. Applies to all construction and demolition workers with potential noise exposures (continuous, intermittent, and impulse) of 85 dBA and above.
- The American Conference of Governmental Industrial Hygienists
  - The ACGIH has established exposure guidelines for occupational exposure to noise in its Threshold Limit Values (TLVs) (85 dBA PEL with a 3 dBA exchange rate).
- Federal Railroad Administration
  - 49 CFR 227, Occupational Noise Exposure for Railroad Operating Employees. Requires railroads to conduct noise monitoring and implement a hearing conservation program for employees whose exposure to cab noise equals or exceeds an 8-hour time-weighted-average of 85 dBA. This final rule became effective February 26, 2007.
- California Department of Industrial Relations
  - Employers shall make hearing protectors available to all employees exposed to an 8-hour time-weighted average of 85 decibels or greater at no cost to the employees. Hearing protectors shall be replaced as necessary. The DIR also establishes time-based exposure limits to different noise levels; however, their table starts at the 90 dBA level.

The policies and guidelines above suggest 85 dBA is a reasonable threshold of noise exposure for construction workers. It should be noted that this threshold is based on worker protection, which assumes continuous exposure for the worker. Construction activities would be intermittent and

temporary, and it is unlikely that a noise-sensitive receptor would be exposed to construction-related noise levels above 85 dBA continuously for the length of the Project's construction. For purposes of this EIR, the City has determined that exposure of noise-sensitive receptors to construction noise levels above 85 dBA (1 hour Leq) would result in a potentially significant impact.

The City of Wildomar Noise Ordinance included in the Municipal Code (Chapter 9.48) also establishes the maximum permissible noise level that may intrude into a neighbor's property. The Noise Ordinance (Section 9.48.040) establishes the exterior noise level criteria for residential properties affected by stationary noise sources. For residential properties, the exterior noise level shall not exceed 55 dBA during daytime hours (7:00 a.m. to 10:00 p.m.) and shall not exceed 45 dBA during the nighttime hours (10:00 p.m. to 7:00 a.m.). However, it is important to recognize that the City of Wildomar Municipal Code noise level standards incorrectly identify maximum noise level (Lmax) standards that should instead reflect the average (Leq) noise levels. This inaccuracy was originally adopted in the Municipal Code by the County of Riverside and subsequently adopted by the City of Wildomar at the time of incorporation. Based on discussions with the County of Riverside Office of Industrial Hygiene, the Municipal Code stationary source noise level standards should reflect the average Leq noise levels. Therefore, exterior noise levels for residential land uses located in the City of Wildomar near the Project site, may not exceed 55 dBA Leq during the daytime hours (7:00 a.m. to 10:00 p.m.), and may not exceed 45 dBA Leq during the nighttime hours (10:00 p.m. to 7:00 a.m.).

The following analysis will focus on construction, operational, and traffic noise impacts utilizing the significance criteria summarized in **Table 12-1** below.

Table 12-1
Significance Criteria Summary

Analysis	Land Use	Source	Condition(s)	Significance Criteria	
				Daytime	Nighttime
Construction Noise & Vibration	Noise-Sensitive	Wildomar	Permitted hours between 6:00 a.m. and 6:00 p.m. during the months of June through September, and between the hours of 7:00 a.m. and 6:00 p.m. during the months of October through May.		
		All	Noise Level Threshold	85 dBA Leq	n/a
			Vibration Level Threshold	80 VdB	n/a
Operational Noise	Noise-Sensitive	Wildomar	Exterior Noise Level Standard	55 dBA Leq	45 dBA Leq
		All	If ambient is < 60 dBA	≥ 5 dBA CNEL Project Increase	
			If ambient is 60 – 65 dBA	≥ 3 dBA CNEL Project Increase	
			If ambient is > 65 dBA	≥ 1.5 dBA CNEL Project Increase	
Off-Site Traffic Noise	Noise-Sensitive	All	If ambient is <60 dBA CNEL	≥ 5 dBA CNEL Project Increase	
			If ambient is 60 – 65 dBA CNEL	≥ 3 dBA CNEL Project Increase	
			If ambient is > 65 dBA CNEL	≥ 1.5 dBA CNEL Project Increase	
	Non-Noise Sensitive		If ambient is <70 dBA CNEL	≥ 5 dBA CNEL Project Increase	
			If ambient is > 70 dBA CNEL	≥ 3 dBA CNEL Project Increase	

Source: URBAN-C, Table 4-2 (Appendix 10.0)

Construction Noise

Noise generated by the Project construction equipment will include a combination of trucks, power tools, concrete mixers and portable generators that when combined can reach high levels. The number and mix of construction equipment is expected to occur in the following stages:

- Site Preparation
- Grading
- Building Construction
- Paving
- Architectural Coating

The highest construction noise levels will occur when construction activities take place at the closest point from the center of Project construction activity to each of the nearby receiver locations.

To evaluate whether the Project will generate a substantial periodic increase in short-term noise levels at off-site sensitive receiver locations, a construction-related noise level threshold is adopted from the *Criteria for Recommended Standard: Occupational Noise Exposure* prepared by the NIOSH. For the purposes of this analysis, the NIOSH construction noise level threshold of 85 dBA Leq is used as an acceptable threshold for construction noise at the nearby sensitive receiver locations. Since this construction-related noise level threshold represents the energy average of the noise source over a given time period, they are expressed as Leq noise levels. Therefore, the noise level threshold of 85 dBA Leq over a

period of eight hours or more is used to evaluate the potential Project-related construction noise level impacts at the nearby sensitive receiver locations.

Table 12-2
Unmitigated Construction Equipment Noise Level Summary

Receiver Location[1]	Construction Phase Hourly Noise Level (dBA Leq)					
	Site Preparation	Grading	Building Construction	Paving	Architectural Coating	Peak Activity[2]
R1	73.0	73.0	61.9	65.3	61.2	73.0
R2	72.8	72.8	61.7	65.2	61.0	72.8
R3	71.2	71.2	60.1	63.6	59.4	71.2
R4	60.7	60.7	49.6	53.0	48.9	60.7
R5	55.8	55.8	44.7	48.1	44.0	55.8
R6	56.5	56.5	45.4	48.9	44.7	56.5

Source: URBAN-C, Table 10-7 (Appendix 10.0)
Notes
1. Noise receiver locations are shown on Exhibit 10-A of URBAN-C (Appendix 10.0).
2. Estimated construction noise levels during peak operating conditions.

As shown in **Table 12-2, Unmitigated Construction Equipment Noise Level Summary**, the unmitigated construction noise levels are expected to range from 55.8 to 73.0 dBA Leq at the receiver locations in the City of Wildomar.

Table 12-3, Unmitigated Construction Equipment Noise Level Threshold Summary, shows the peak construction noise levels at the potentially impacted receiver locations are expected to approach 73.0 dBA Leq which will satisfy the 85 dBA Leq significance thresholds during temporary Project construction activities.

Table 12-3
Unmitigated Construction Equipment Noise Level Threshold Summary

Receiver Location	Construction Phase Hourly Noise Level (dBA Leq)		
	Peak Activity[2]	Threshold[3]	Threshold Exceeded?[4]
R1	73.0	85	No
R2	72.8	85	No
R3	71.2	85	No
R4	60.7	85	No
R5	55.8	85	No
R6	56.5	85	No

Source: URBAN-C, Table 10-8 (Appendix 10.0)
Notes
1. Noise receiver locations are shown on Exhibit 10-A of URBAN-C (Appendix 10.0).
2. Estimated construction noise levels during peak operating conditions, as shown on Table 10.7 of URBAN-C (Appendix 10.0).
3. Construction noise level threshold as shown on Table 4-2 of URBAN-C (Appendix 10.0).
4. Do the estimated Project construction noise levels exceed the construction noise level thresholds?

Thus, as reflected in **Table 12-3**, the noise impact due to Project construction noise levels is considered a less than significant impact at all nearby sensitive receiver locations.

Compliance with standard conditions and requirements will ensure that the Project will be conducted during the time of day when most residents are at work. These standard conditions and requirements have been included as mitigation measures **NOI-1** and **NOI-2,** which would reduce impacts related to temporary and intermittent construction noise peaks to less than significant levels.

Operational Noise

The on-site Project-related operational noise sources are expected to include: roof-top air conditioning units, parking lot vehicle movements, a drive-thru speakerphone, and loading dock activities. To estimate the Project operational noise impacts, reference noise level measurements were collected from similar types of activities to represent the noise levels expected with the development of the proposed Project. It is important to note that the projected noise levels assume the worst-case noise environment with the roof-top air conditioning units, parking lot vehicle movements, a drive-thru speakerphone, and loading dock activities all operating simultaneously. In reality, these noise level impacts will vary throughout the day. For a focused discussion on the background on reference noise level measurements, see **Appendix 10.0**. **Table 12-4, Project Daytime Operational Noise Levels** and **Table 12-5, Project Nighttime Operational Noise Levels** show the peak daytime and nighttime operational noise levels, respectively.

Table 12-4
Project Daytime Operational Noise Levels

Receiver Location[1]	Noise Level by Individual Noise Source(s)[2]				Combined Operational Noise Levels (dBA Leq)[3]
	Rooftop Air Conditioning Units	Parking Lot Vehicle Movements	Drive-Thru Speakerphone	Loading Dock Activity	
R1	46.1	31.7	28.1	42.8	47.9
R2	41.0	35.2	29.8	49.2	50.0
R3	43.0	31.4	28.1	51.2	51.9
R4	36.3	30.6	30.2	28.2	38.5
R5	31.9	27.9	27.7	37.9	39.5
R6	31.2	27.4	26.4	37.0	38.6

Source: URBAN-C, Table 9-2 (Appendix 10.0)
Notes

1. See Exhibit 9-A of URBAN-C (Appendix 10.0) for noise receive and noise source locations.
2. Reference noise sources as shown on Table 9-1 of URBAN-C (Appendix 10.0).
3. Operational noise level calculations are provided in Appendix 9.1 of UBRAN-C (Appendix 10.0).

Table 12-5
Project Nighttime Operational Noise Levels

Receiver Location[1]	Noise Level by Individual Noise Source(s)[2]				Combined Operational Noise Levels (dBA Leq)[3]
	Rooftop Air Conditioning Units	Parking Lot Vehicle Movements	Drive-Thru Speakerphone	Loading Dock Activity	
R1	44.7	31.7	28.1	See Note 4	45.0
R2	39.6	35.2	29.8	See Note 4	41.3
R3	41.6	31.4	28.1	See Note 4	42.2
R4	34.9	30.6	30.2	See Note 4	37.2
R5	30.5	27.9	27.7	See Note 4	33.7
R6	29.8	27.4	26.4	See Note 4	32.9

Source: URBAN-C, Table 9-3 (Appendix 10.0)
Notes

1. See Exhibit 9-A of URBAN-C (Appendix 10.0) for noise receive and noise source locations.
2. Reference noise sources as shown on Table 9-1 of URBAN-C (Appendix 10.0).
3. Operational noise level calculations are provided in Appendix 9.1 of UBRAN-C (Appendix 10.0).
4. Based on information from the Project team, the Major A building with loading docks will only operate between 10:00 a.m. and 10:00 p.m. and will not operate during the more sensitive nighttime hours.

Table 12-4 indicates that the hourly noise levels associated with the roof-top air conditioning units, parking lot vehicle movements, a drive-thru speakerphone, and loading dock activities are expected to range from 38.5 to 51.9 dBA Leq during the daytime hours.

Table 12-5 indicates operational noise levels will range from 32.9 to 45.0 dBA Leq during the nighttime hours at the sensitive off-site receiver locations. The operational noise level calculations include the attenuation provided by the recommended 5-foot high parapet walls for roof-top air conditioning units on the Major A and Pad 3 buildings within the Project site, which is required in mitigation measure **NOI-3**.

To demonstrate compliance with local noise regulations, the Project-only operational noise levels are evaluated against the City of Wildomar exterior noise level standards as reflected in **Table 12-6, Project Daytime and Nighttime Operational Noise Levels**.

Table 12-6
Project Daytime and Nighttime Operational Noise Levels

Receive Location[1]	Noise Level at Receiver Locations (dBA Leq)2		Noise Level Standards (dBA Leq)3		Threshold Exceedance?[4]	
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime
R1	47.9	45.0	55	45	No	No
R2	50.0	41.3	55	45	No	No
R3	51.9	42.2	55	45	No	No
R4	38.5	37.2	55	45	No	No
R5	39.5	33.7	55	45	No	No
R6	38.6	32.9	55	45	No	No

Source: URBAN-C, Table 9-4 (Appendix 10.0)
Notes

1. See Exhibit 9-A of URBAN-C (Appendix 10.0) for noise receive and noise source locations.
2. Project operational noise levels are reflected on Tables 12-3 and 12-4
3. City of Wildomar Municipal Code noise standards
4. Do the estimated Project stationary source noise levels exceed the noise standards on the affected land uses? "Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

As reflected in **Table 12-6,** operational noise levels associated with the proposed Project will satisfy the 55 dBA Leq daytime and 45 dBA Leq nighttime noise level standards at the nearby sensitive residential receivers in the City of Wildomar if the recommended 5-foot high parapet walls surrounding the roof mounted air conditioning units are constructed. With incorporation of mitigation measure **NOI-3**, the Project will satisfy the noise level standards of the City of Wildomar so Project-related operational noise level impacts will be less than significant.

Project Operational Contribution

To describe the existing noise environment, hourly noise levels were measured during typical weekday conditions over a 24-hour period. By collecting individual hourly noise level measurements, it is possible to describe the daytime and nighttime hourly noise levels and calculate the 24-hour CNEL. For a focused discussion on the methodology, refer to section 5.0 of **Appendix 10.0**. The long-term noise level measurements were positioned as close to the nearest sensitive receiver locations as possible to assess the existing ambient hourly noise levels surrounding the Project site as depicted in **Figure 13, Noise Measurement Locations.** To describe the existing noise environment, it is not necessary to collect measurements at each individual building or residence, because each receiver measurement represents a group of buildings that share acoustical equivalence. In other words, the area represented by the receiver shares similar shielding, terrain, and geometric relationship to the reference noise source. Receivers represent a location of noise sensitive areas and are used to estimate the future noise level impacts. Collecting reference ambient noise level measurements at the nearby sensitive receiver locations allows for a comparison of the before and after Project noise levels and is necessary to assess the potential Project-related noise level contributions.

The more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will typically be judged. With this in mind, the Federal Interagency Committee on Noise (FICON) developed guidance to be used for the assessment of project generated increases in noise levels that take into account the ambient noise level. The FICON recommendations are based on studies that relate aircraft noise levels to the percentage of persons highly annoyed by aircraft

noise. Although the FICON recommendations were specifically developed to assess aircraft noise impacts, these recommendations are often used in environmental noise impact assessments involving the use of cumulative noise exposure metrics, such as the average-daily noise level (i.e., CNEL).

For the purpose of this analysis, FICON identifies a "readily perceptible" *(*5 dBA or greater project-related noise level increase) as a significant impact when the noise criteria for a given land use is exceeded. In areas where the without project noise levels range from 60 to 65 dBA, a "barely perceptible" (3 dBA noise level increase), appears to be appropriate for most people. When the without project noise levels already exceeds 65 dBA, any increase in community noise louder than 1.5 dBA or greater is considered a significant impact if the noise criteria for a given land use is exceeded, since it likely contributes to an existing noise exposure exceedance. Significance criteria is summarized in **Table 12-1,** above.

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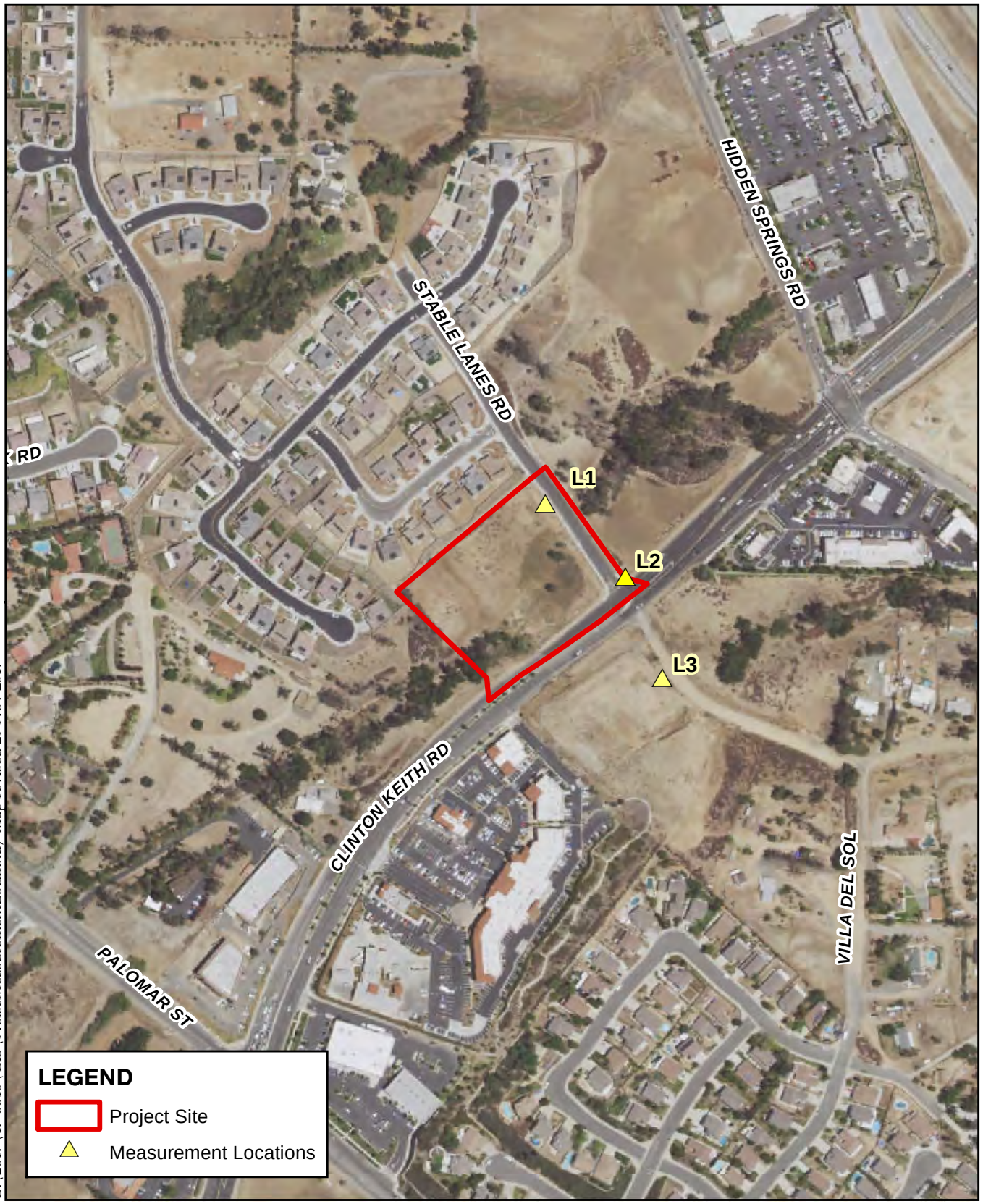

G:\2017\17-0015\GIS\NoiseMeasurementLoc.mxd; Map revised 29 Nov 2017

Sources: Urban Crossroads, March 2017;
USDA NAIP, 2016.

0 400 800 Feet

Figure 13 - Noise Measurement Locations

Wildomar Crossing Retail Center

ALBERT A. WEBB ASSOCIATES

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Project operational noise levels were combined with the existing ambient noise level measurements for off-site receiver locations potentially impacted by the proposed Project. Table **12-7, Daytime Operational Noise Level Contributions** and **Table 12-8, Nighttime Operational Noise Level Contributions,** reflect the daytime and nighttime operational noise level contributions, respectively.

Table 12-7
Daytime Operational Noise Level Contributions

Receiver Location	Total Project Operational Noise Level	Measurement Location	Reference Ambient Noise Levels[1]	Combined Project and Ambient[2]	Project Contribution[3]	Threshold Exceeded?[4]
R1	47.9	L1	57.1	57.6	0.5	No
R2	50.0	L1	57.1	57.9	0.8	No
R3	51.9	L1	57.1	58.2	1.1	No
R4	38.5	L2	62.5	62.5	0.0	No
R5	39.5	L3	53.8	54.0	0.2	No
R6	38.6	L3	53.8	53.9	0.1	No

Source: URBAN-C, Table 9-5 (Appendix 10.0)

Notes

1. See Table 5-1 of URBAN-C (Appendix 10.0).
2. Represents the combined ambient conditions plus the Project activities.
3. Significance criteria as described in Table 12-6, above.

Table 12-8
Nighttime Operational Noise Level Contributions

Receiver Location	Total Project Operational Noise Level	Measurement Location	Reference Ambient Noise Levels[1]	Combined Project and Ambient[2]	Project Contribution[3]	Threshold Exceeded?[4]
R1	45.0	L1	53.7	54.2	0.5	No
R2	41.3	L1	53.7	53.9	0.2	No
R3	42.2	L1	53.7	54.0	0.3	No
R4	37.2	L2	58.2	58.2	0.0	No
R5	33.7	L3	55.3	55.3	0.0	No
R6	32.9	L3	55.3	55.3	0.0	No

Source: URBAN-C, Table 9-6 (Appendix 10.0)

Notes

1. See Table 5-1 of URBAN-C (Appendix 10.0).
2. Represents the combined ambient conditions plus the Project activities.
3. Significance criteria as described in Table 12-6, above.

Table 12-7 and **Table 12-8** above reflect no contribution for the L2 measurement location. Noise levels are added logarithmically. In this case, the Project-only level of 38.5 dBA L_{eq} is not high enough to increase the ambient to the one-tenth degree shown here. This is the same for all locations where a 0.0 increase is shown and is simply the result of noise math as shown in the equation provided in Section 9.6.

The Project will contribute an operational noise level increase of 1.1 dBA Leq during the daytime hours and 0.5 dBA Leq during the nighttime hours. Since the Project-related operational noise level contributions of up to 1.1 dBA Leq will satisfy the significance criteria as reflected in **Table 12-1** above, the increases at the sensitive receiver locations will be less than significant. Thus, Project operational stationary-source noise would not result in a substantial temporary/periodic or permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project so impacts would be less than significant.

Traffic Noise

To assess the off-site transportation CNEL noise level impacts associated with development of the proposed Project, noise contours were developed based on the Project-Specific Traffic Impact Analysis (**Appendix 11.0**). Noise contour boundaries represent the equal levels of noise exposure and are measured in CNEL from the center of the roadway. Noise contours were developed for the following traffic scenarios:

- Existing Without / With Project: This scenario refers to the existing present-day noise conditions, without and with the proposed Project.
- Cumulative (Opening Year 2018) Without / With Project: This scenario refers to the background noise conditions at future Year 2018 without and with the proposed Project plus ambient growth. This scenario corresponds to 2018 conditions, and includes all cumulative projects identified in the Traffic Impact Analysis.

To quantify the Project's traffic noise impacts on the surrounding areas, the changes in traffic noise levels on six roadway segments surrounding the Project were calculated based on the changes in the average daily traffic volumes and based on the noise impact significance criteria described in **Table 12-1**, above.

Both the noise-sensitive and non-noise-sensitive significance criteria are applied to the Project related off-site traffic noise level increases based on the land uses adjacent to the study area roadway segments. Noise contours were used to assess the Project's incremental traffic-related noise impacts at land uses adjacent to roadways conveying Project traffic. The noise contours represent the distance to noise levels of a constant value and are measured from the center of the roadway for the 70, 65, and 60 dBA noise levels. The noise contours do not take into account the effect of any existing noise barriers or topography that may attenuate ambient noise levels.

Existing Traffic Noise Condition

In addition, because the noise contours reflect modeling of vehicular noise on area roadways, they appropriately do not reflect noise contributions from the surrounding stationary noise sources within the Project study area. **Table 12-9, Existing Traffic Noise Without Project Conditions Noise Contours, Table 12-10, Existing Traffic Noise With Project Conditions Noise Contours,** and **Table 12-11, Existing Off-Site Project-Related Traffic Noise Impacts,** present a summary of the exterior traffic noise levels, without barrier attenuation, for the nine study area roadway segments analyzed from the Without Project and With Project conditions in Existing conditions.

Table 12-9
Existing Traffic Noise Without Project Conditions Noise Contours

ID	Road	Segment	Adjacent Land Use	CNEL at Nearest Adjacent Land Use (dBA)	Distance to Contour from Centerline (Feet)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Palomar St.	n/o Clinton Keith Rd.	Residential	70.1	65	141	303
2	Palomar St.	s/o Clinton Keith Rd.	Residential	68.9	RW	116	246
3	Stable Lanes Rd.	n/o Driveway 2	Residential	52.2	RW	RW	RW
4	Clinton Keith Rd.	w/o Driveway 1	Commercial	69.5	RW	118	253
5	Clinton Keith Rd.	e/o Driveway 1	Commercial	69.5	RW	118	253
6	Clinton Keith Rd.	e/o Stable Lanes Rd.	Commercial	69.8	RW	123	265
7	Clinton Keith Rd.	w/o Hidden Springs Rd.	Commercial	69.8	RW	123	265
8	Clinton Keith Rd.	e/o Hidden Springs Rd.	Commercial	70.6	65	140	301
9	Clinton Keith Rd.	e/o I-15 Fwy.	Commercial	70.8	67	144	311

Source: URBAN-C, Table 7-1 (Appendix 10.0)

Table 12-10
Existing Traffic Noise With Project Conditions Noise Contours

ID	Road	Segment	Adjacent Land Use	CNEL at Nearest Adjacent Land Use (dBA)	Distance to Contour from Centerline (Feet)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Palomar St.	n/o Clinton Keith Rd.	Residential	70.2	66	142	307
2	Palomar St.	s/o Clinton Keith Rd.	Residential	68.9	RW	117	252
3	Stable Lanes Rd.	n/o Driveway 2	Residential	54.5	RW	RW	RW
4	Clinton Keith Rd.	w/o Driveway 1	Commercial	69.6	RW	120	259
5	Clinton Keith Rd.	e/o Driveway 1	Commercial	69.6	RW	120	259
6	Clinton Keith Rd.	e/o Stable Lanes Rd.	Commercial	70.0	59	127	273
7	Clinton Keith Rd.	w/o Hidden Springs Rd.	Commercial	70.0	59	127	273
8	Clinton Keith Rd.	e/o Hidden Springs Rd.	Commercial	70.8	66	143	307
9	Clinton Keith Rd.	e/o I-15 Fwy.	Commercial	70.9	67	145	313

Source: URBAN-C, Table 7-2 (Appendix 10.0)

Table 12-11
Existing Off-Site Project-Related Traffic Noise Impacts

ID	Road	Segment	Adjacent Land Use	CNEL at Nearest Adjacent Land Use (dBA)			Threshold Exceeded?	
				No Project	With Project	Project Addition	Noise-Sensitive	Non Noise-Sensitive
1	Palomar St.	n/o Clinton Keith Rd.	Residential	70.1	70.2	0.1	No	No
2	Palomar St.	s/o Clinton Keith Rd.	Residential	68.9	68.9	0.0	No	No
3	Stable Lanes Rd.	n/o Driveway 2	Residential	52.2	54.5	2.3	No	No
4	Clinton Keith Rd.	w/o Driveway 1	Commercial	69.5	69.6	0.1	No	No
5	Clinton Keith Rd.	e/o Driveway 1	Commercial	69.5	69.6	0.1	No	No
6	Clinton Keith Rd.	e/o Stable Lanes Rd.	Commercial	69.8	70.0	0.2	No	No
7	Clinton Keith Rd.	w/o Hidden Springs Rd.	Commercial	69.8	70.0	0.2	No	No
8	Clinton Keith Rd.	e/o Hidden Springs Rd.	Commercial	70.6	70.8	0.2	No	No
9	Clinton Keith Rd.	e/o I-15 Fwy	Commercial	70.8	70.9	0.1	No	No

Source: URBAN-C, Table 7-5 (Appendix 10.0)

As shown in **Table 12-11**, the Project will generate a noise level increase of up to 2.3 dBA CNEL on the study area roadway segments. Thus, based on the Significance Criteria in **Table 12-1**, the Project-related traffic noise level increases are considered less than significant under Existing conditions at the land uses adjacent to roadways conveying Project traffic.

Cumulative Condition

Table 12-12, Cumulative Traffic Noise Without Project Conditions Noise Contours, Table 12-13, Cumulative Traffic Noise With Project Conditions Noise Contours, and **Table 12-14, Cumulative Off-Site Project-Related Traffic Noise Impacts,** present a summary of the exterior traffic noise levels, without barrier attenuation, for the nine study area roadway segments analyzed from the Without Project and With Project conditions in the Cumulative (Opening Year 2018) conditions.

Table 12-12
Cumulative Traffic Noise Without Project Conditions Noise Contours

ID	Road	Segment	Adjacent Land Use	CNEL at Nearest Adjacent Land Use (dBA)	Distance to Contour from Centerline (Feet)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Palomar St.	n/o Clinton Keith Rd.	Residential	70.9	73	158	341
2	Palomar St.	s/o Clinton Keith Rd.	Residential	69.7	RW	132	284
3	Stable Lanes Rd.	n/o Driveway 2	Residential	56.3	RW	RW	RW
4	Clinton Keith Rd.	w/o Driveway 1	Commercial	70.8	67	144	310
5	Clinton Keith Rd.	e/o Driveway 1	Commercial	70.8	67	144	310
6	Clinton Keith Rd.	e/o Stable Lanes Rd.	Commercial	71.2	71	152	328
7	Clinton Keith Rd.	w/o Hidden Springs Rd.	Commercial	71.2	71	152	328
8	Clinton Keith Rd.	e/o Hidden Springs Rd.	Commercial	71.9	79	171	368
9	Clinton Keith Rd.	e/o I-15 Fwy	Commercial	72.5	87	187	403

Source: URBAN-C, Table 7-3 (Appendix 10.0)

Table 12-13
Cumulative Traffic Noise With Project Conditions Noise Contours

ID	Road	Segment	Adjacent Land Use	CNEL at Nearest Adjacent Land Use (dBA)	Distance to Contour from Centerline (Feet)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Palomar St.	n/o Clinton Keith Rd.	Residential	71.0	74	160	344
2	Palomar St.	s/o Clinton Keith Rd.	Residential	69.8	RW	133	287
3	Stable Lanes Rd.	n/o Driveway 2	Residential	57.1	RW	RW	RW
4	Clinton Keith Rd.	w/o Driveway 1	Commercial	70.9	68	146	315
5	Clinton Keith Rd.	e/o Driveway 1	Commercial	70.9	68	146	315
6	Clinton Keith Rd.	e/o Stable Lanes Rd.	Commercial	71.3	72	155	335
7	Clinton Keith Rd.	w/o Hidden Springs Rd.	Commercial	71.3	72	155	335
8	Clinton Keith Rd.	e/o Hidden Springs Rd.	Commercial	72.0	80	173	373
9	Clinton Keith Rd.	e/o I-15 Fwy	Commercial	72.5	87	188	404

Source: URBAN-C, Table 7-4 (Appendix 10.0)

Table 12-14
Cumulative Off-Site Project-Related Traffic Noise Impacts

ID	Road	Segment	Adjacent Land Use	CNEL at Nearest Adjacent Land Use (dBA)			Threshold Exceeded?	
				No Project	With Project	Project Addition	Noise-Sensitive	Non Noise-Sensitive
1	Palomar St.	n/o Clinton Keith Rd.	Residential	70.9	71.0	0.1	No	No
2	Palomar St.	s/o Clinton Keith Rd.	Residential	69.7	69.8	0.1	No	No
3	Stable Lanes Rd.	n/o Driveway 2	Residential	56.3	57.1	0.8	No	No
4	Clinton Keith Rd.	w/o Driveway 1	Commercial	70.8	70.9	0.1	No	No
5	Clinton Keith Rd.	e/o Driveway 1	Commercial	70.8	70.9	0.1	No	No
6	Clinton Keith Rd.	e/o Stable Lanes Rd.	Commercial	71.2	71.3	0.0	No	No
7	Clinton Keith Rd.	w/o Hidden Springs Rd.	Commercial	71.2	71.3	0.1	No	No
8	Clinton Keith Rd.	e/o Hidden Springs Rd.	Commercial	71.9	72.0	0.1	No	No
9	Clinton Keith Rd.	e/o I-15 Fwy.	Commercial	72.5	72.5	0.0	No	No

Source: URBAN-C, Table 7-6 (Appendix 10.0)

As shown in **Table 12-14**, the Project will generate a noise level increase of up to 0.8 dBA CNEL on the study area roadway segments. Thus, based on the Significance Criteria in **Table 12-1**, the Project-related traffic noise level increases are considered less than significant under Cumulative conditions at the land uses adjacent to roadways conveying Project traffic.

Thus, traffic related noise will have less than significant impacts.

Therefore, with implementation of mitigation measures **NOI-1** thru **NOI-3**, impacts related to 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, a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without

the Project, and substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project, will be less than significant.

b) **Less Than Significant Impact.** Increases in groundborne vibration levels attributable to the proposed Project would be primarily associated with short-term construction-related activities. Construction on the Project site would have the potential to result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used and the operations involved. The Wildomar General Plan does not set decibel standards for temporary construction noise impacts. To determine a threshold for construction-generated groundborne vibration, standards provided by the Federal Transit Administration (FTA) and the California Department of Transportation (Caltrans) are referenced. VdB is particle velocity in inches per second and measures the rumbling sound caused by the vibration of room surfaces. As reflected in **Table 12-1** above, 80 Vdb is the threshold for groundborne vibration.

Construction activities will require the use of equipment such as small and large bulldozer, jackhammer, and haul trucks. The use of major groundborne vibration–generating construction equipment, such as pile drivers, would not be needed for the Project. **Table 12-15, Construction Equipment Vibration Levels,** provides anticipated vibration levels.

Table 12-15
Construction Equipment Vibration Levels

Receiver	Distance to Construction Activity (Feet)	Receiver Vibration Levels (Vdb)					Threshold Exceeded?
		Small Bulldozer	Jackhammer	Loaded Trucks	Large Bulldozer	Peak Vibration	
R1	58	47.0	68.0	75.0	76.0	76.0	No
R2	59	46.8	67.8	74.8	75.8	75.8	No
R3	71	44.4	65.4	72.4	73.4	73.4	No
R4	425	21.1	42.1	49.1	50.1	50.1	No
R5	749	13.7	34.7	41.7	42.7	42.7	No
R6	685	14.9	35.9	42.9	43.9	43.9	No

Source: URBAN-C, Table 10-9 (Appendix 10.0)

Based on the FTA vibration standards, the proposed Project site will not include or require equipment, facilities, or activities that would result in a "barely perceptible" human response (annoyance) for infrequent events. Thus, the vibration impacts due to Project construction will be less than significant. Furthermore, vibration levels at the site of the closest sensitive receiver are unlikely to be sustained during the entire construction period. Rather, they will occur only during the times that heavy construction equipment is operating simultaneously adjacent to the Project site perimeter. Moreover, construction at the Project site will be restricted to daytime hours consistent with City requirements thereby eliminating potential vibration impacts during the sensitive nighttime hours. Therefore, impacts are less than significant.

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

f) **No Impact**. Skylark Field is located approximately 4 miles northwest of the Project site in Lake Elsinore. Skylark Field is used primarily by skydiving aircraft. Given the type of aircraft that routinely use the airfield and the airfield's limited use, there would be no impacts.

STANDARD CONDITIONS AND REQUIREMENTS

None.

MITIGATION MEASURES

NOI-1 Construction Noise Impacts. The following shall apply during the construction phase of the Project:

1. Prior to approval of grading plans and/or issuance of building permits, plans shall include a note indicating that noise-generating Project construction activities shall only occur between the hours of 6:00 a.m. and 6:00 p.m. during the months of June through September, and between the hours of 7:00 a.m. and 6:00 p.m. during the months of October through May (City of Wildomar Municipal Code, Section 9.48.020 (I)). The Project construction supervisor shall ensure compliance with the note and the City shall conduct periodic inspection at its discretion.

2. During all Project site construction, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the Project site.

3. The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receivers nearest the Project site (i.e., to the center) during all Project construction.

4. The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment (between the hours of 6:00 a.m. and 6:00 p.m. during the months of June through September, and between the hours of 7:00 a.m. and 6:00 p.m. during the months of October through May). The contractor shall design delivery routes to minimize the exposure of sensitive land uses or residential dwellings to delivery truck-related noise.

Timing/Implementation: During all Project site construction

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

NOI-2 A construction noise mitigation plan shall be prepared and submitted to the City Staff for review and approval prior to start of construction. The plan shall identify the location of construction equipment and activity, proximity to identified noise receptors, and demonstrate either a minimum 10 dBA reduction in noise levels off-site, or that noise levels would not exceed 85 dBA at any time when measured at the nearest property line of noise receptors. Methods to mitigate construction noise in the plan may include (but shall not be limited to):

- Install temporary noise control barriers, or equally effective noise protection measures. The noise barriers shall be maintained and any damage promptly repaired. Noise control barriers and associated elements shall be completely removed and the site appropriately restored upon the conclusion of the construction activity.

- During all Project site construction, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise-sensitive receivers nearest the Project site.
- The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receivers nearest the Project site during all Project construction.

Timing/Implementation: *During all Project site construction*

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

NOI-3 Exterior Noise Levels. Construct the recommended minimum 5-foot high screening barriers at the Major A and Pad 3 buildings within the Project site as per Noise Impact Analysis prepared by Urban Crossroads dated November 16, 2017(**Appendix 10.0**). The screening barriers shall provide a weight of at least 4 pounds per square foot of face area with no decorative cutouts or line-of-sight openings between shielded areas and the equipment, or a minimum transmission loss of 20 dBA (per the Federal Highway Administration noise barrier guidelines).

Timing/Implementation: *Plan check and construction*

Enforcement/Monitoring: *City of Wildomar Planning Department*

13. Population and Housing

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

DISCUSSION

a-c) **No Impact.** The Project site is currently vacant. The proposed Project will develop 3.6 acres of commercial retail development to serve the existing community. These community serving commercial retail uses would serve the existing population and would not induce substantial population growth directly or indirectly through the extension of infrastructure. As no housing units or people will be displaced, the construction of replacement housing is not required. Therefore, no impacts are anticipated.

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. Wildomar Fire Station 61 is located at 32637 Gruwell Street, approximately 2 miles southwest of the Project site (RCFD), and would respond to calls for service from the proposed Project. In addition to Fire Station 61, several other Riverside County and Murrieta Fire Department fire stations in the surrounding area would be able to provide fire protection services to the Project site if needed. The 2014 RCFD annual report concluded that there were a total of 2,804 incidents in 2014 in Wildomar.

A standard condition of approval for the proposed Project includes compliance with the requirements of the Riverside County Fire Department and the payment of standard development impact fees pursuant to Wildomar Municipal Code Section 3.44.080 (MC), which include a fee for fire service impacts. The City also requires new development to annex into CFD 2013-1, which includes a special tax to fund police and fire services to new development. This CFD funds both police and fire protection services through Special Tax B. However, Special Tax B is only assessed on residential development. Since no residential is proposed, the Project will not contribute to any special taxes that are used to fund police and fire protection services. Regardless, the proposed Project is not expected to result in activities that create unusual fire protection needs or significant impacts. Therefore, impacts would be considered 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 2 Town Square, Murrieta, CA 92562, approximately 4 miles south 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), as discussed in subsection 13 - Population and Housing, the Project will not induce population growth and thus 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, which include a fee for police service impacts, pursuant to Wildomar Municipal Code Section 3.44.080. The City also requires new development to annex into CFD 2013-1, which includes a special tax to fund police and fire services to new development. 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 would not substantially increase the City's population, as discussed in subsection 13 - Population and Housing, above. Currently, the City provides a Notice of Impact Mitigation Requirement to an applicant for a building permit, who then works with the school district to determine the precise amount of the fee. Once the fee has been paid in full (pursuant to Wildomar Municipal Code Section 15.80.170), the LEUSD prepares a certificate that 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 proposed Project does not include residential development which may have a direct impact to park facilities, so will not generate substantial impacts to parks. According to Chapter 3.18 (Save Wildomar Community Parks Funding Measure) of the City's Municipal Code (MC), there is imposed a tax on all parcels in the City for the privilege of using community park and community park related facilities, programs and services and the availability of such facilities, programs and services. The maximum tax rate imposed hereby shall not exceed $28.00 per parcel per year. The Project will be required to pay into this tax. Thus, implementation of the proposed Project will not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for parks. Therefore, no impacts are anticipated.

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

A standard condition of approval for the proposed Project includes the payment of standard development impact fees pursuant to Wildomar Municipal Code Section 3.44.080. The proposed Project is not expected to result in activities that create unusual demands on local government services. Therefore, impacts would be considered 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.

2. Prior to issuance of any building permit, the Project applicant shall pay the required school district fees pursuant to Wildomar Municipal Code Section 15.80.170 and in effect at the time of building permit issuance.

3. The Project will be required to comply with Wildomar Municipal Code Section 13.20.220 that regulates water well abandonment procedures for any private wells located within the property boundaries.

4. The Project shall annex into CFD 2013-1, which includes a special tax to fund police and fire services to new development.

5. The Project shall pay the park tax pursuant to Wildomar Municipal Code Chapter 3.18.

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 does not include development of recreational facilities. The proposed Project does not include residential development which may have a direct impact to park facilities, so will not generate substantial impacts to parks or other recreational facilities. According to Chapter 3.18 (Save Wildomar Community Parks Funding Measure) of the City's Municipal Code, there is imposed a tax on all parcels in the City for the privilege of using community park and community park related facilities, programs and services and the availability of such facilities, programs and services. The maximum tax rate imposed hereby shall not exceed $28.00 per parcel per year. The Project will be required to pay into this tax. Therefore, implementation of the proposed Project will not include the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated and will not require the construction or expansion of recreational facilities. Therefore, there would be no impacts.

STANDARD CONDITIONS AND REQUIREMENTS

1. The Project shall pay the park tax pursuant to Wildomar Municipal Code Chapter 3.18.

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?			✓	

BACKGROUND

A Traffic Impact Analysis (TIA) was prepared for the proposed Project by Urban Crossroads (URBAN-D) is available in **Appendix 11.0**. The Traffic Impact Analysis was prepared in accordance with the County of Riverside Transportation Department Traffic Impact Analysis Preparation Guide (April 2008) and consultation with City of Wildomar staff.

SIGNIFICANCE THRESHOLD

Based on the TIA, 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 (LOS) 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 in its traffic study guidelines. However, to determine whether the addition of Project traffic to the State Highway System freeway segments would result in a deficiency, the following will be utilized:

- The traffic study finds that the LOS of a segment will degrade from D or better to E or F.
- The traffic study finds that the Project will exacerbate an already deficient condition by contributing 50 or more peak hour trips. A segment that is operating at or near capacity is deemed to be deficient.

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.

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

Internal Capture

Internal capture is a percentage reduction that can be applied to the trip generation estimates for individual land uses to account for trips internal to the site. In other words, trips may be made between individual retail uses on-site and can be made either by walking or using internal roadways without using external streets. It has been assumed that approximately 10 percent of Project trips would remain within the Project boundary. As the trip generation for the site was conservatively estimated based on individual land uses as opposed to the overall ITE Shopping Center rate, an internal capture reduction of 10 percent was applied to recognize the interactions that would occur between the complimentary land uses. For example, patrons of the retail may visit the fast food restaurant without leaving the site and are therefore considered as vehicle trips that are internal to the site. As shown on Table 7.1 of the *ITE*

Trip Generation Handbook, the internal capture percentage between retail-to-retail land uses is approximately 29 percent during the weekday mid-day peak hour and approximately 20% during the weekday PM peak hour. As such, a 10 percent internal capture reduction has been utilized in an effort to estimate a conservative trip generation for the proposed Project. (URBAN-D, p. 1.1-2)

Pass-by Trips

Pass-by trips are defined as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the generator. These types of trips are many times associated with retail uses. As the Project is proposed to include retail use, pass-by percentages have been obtained and applied from Tables F.9, F.31, and F.32 of the ITE Trip Generation Handbook, 3rd Edition, August 2014 and utilized to determine Project estimated trip generation. (URBAN-D, p. 1.1-2).

Trip Generation

Trip generation rates used to estimate Project traffic and a summary of the Project's trip generation are shown in **Table 16-1, Project Trip Generation Rates**, below. Trips generated by the Project's proposed land uses were estimated based on trip generation rates collected by the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition, 2012. The Project is estimated to generate a net total of 2,377 trip-ends per day on a typical weekday with approximately 159 AM peak-hour trips, 146 PM peak-hour trips as reflected in Table **16-2, Project Trip Generation Summary**, below.

Table 16-1
Project Trip Generation Rates

Land Use[1]	ITE LU	Units[2]	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Project Trip Generation Rates									
Free-Standing Discount Store	815	TSF	0.72	0.34	1.06	2.49	2.49	4.98	57.24
Shopping Center	820	TSF	0.60	0.36	0.96	1.78	1.93	3.71	42.70
Auto Parts Sales	843	TSF	1.11	1.10	2.21	2.93	3.05	5.98	61.91
Fast Food without Drive-through	933	TSF	26.32	17.55	43.87	13.34	12.81	26.15	716.00
Fast Food with Drive-through	934	TSF	23.16	22.26	45.42	16.98	15.67	32.65	496.12

Source: URBAN-D, Table 4-1 (Appendix 11.0)

[1] Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 9th Edition (2012).

[2] TSF = Thousand Square Feet

Table 16-2
Project Trip Generation Summary

Land Use	Quantity	Units[2]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Free Standing Discount Store (Major)	10.000	TSF	7	3	11	25	25	50	572
Internal Capture (10%):			-1	0	-1	-2	-2	-5	-57
External Trips:			6	3	10	22	22	45	515
Pass-by Reduction: (17% PM/Daily)[3]:			0	0	0	-4	-4	-8	-88
Net External Trips:			*6*	*3*	*10*	*18*	*18*	*37*	*428*
Auto Parts Sales (Pad 1)	7.004	TSF	8	8	15	21	21	42	434
Internal Capture (10%):			-1	-1	-2	-2	-2	-4	-43
External Trips:			7	7	14	18	19	38	390
Pass-by Reduction: (43% PM/Daily)[3]:			0	0	0	-8	-8	-16	-168
Net External Trips:			*7*	*7*	*14*	*10*	*11*	*22*	*222*
Fast Food with Drive-through (Pad 2)	2.600	TSF	60	58	118	44	41	85	1,290
Internal Capture (10%):			-6	-6	-12	-4	-4	-9	-129
External Trips:			54	52	106	40	37	77	1,161
Pass-by Reduction: (49% AM/50% PM/Daily)[3]:			-26	-26	-52	-18	-18	-36	-581
Net External Trips:			*28*	*26*	*54*	*22*	*19*	*41*	*581*
Retail (Pad 3)	3.300	TSF	2	1	3	6	6	12	141
Internal Capture (10%):			0	0	0	-1	-1	-1	-14
External Trips:			2	1	3	5	6	11	127
Pass-by Reduction: (34% PM/Daily)[3]:			0	0	0	-2	-2	-4	-43
Net External Trips:			*2*	*1*	*3*	*3*	*4*	*7*	*84*
Fast Food without Drive-through (Pad 3)	3.300	TSF	87	58	145	44	42	86	2,363
Internal Capture (10%):			-9	-6	-14	-4	-4	-9	-236
External Trips:			78	52	130	40	38	78	2,127
Pass-by Reduction: (49% AM/50% PM/Daily)[3]:			-26	-26	-52	-19	-19	-38	-1063
Net External Trips:			*52*	*26*	*78*	*21*	*19*	*40*	*1063*
TOTAL NET TRIPS:			**95**	**63**	***159***	**74**	**71**	***146***	***2,377***

Source: URBAN-D, Table 4-1 (Appendix 11.0)

[1] Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 9th Edition (2012).

[2]TSF = Thousand Square Feet

[3] Pass-by reduction percentages are from the ITE Trip Generation Handbook (3rd Edition, 2014): Tables F.3, F.9, F.11, F.31, and F.32.

Project Trip Distribution

The Project trip distribution was developed based on anticipated travel patterns to and from the Project site. There are no potential traffic impacts anticipated to local residential streets, as Project-related traffic is anticipated to primarily utilize the city's arterials (e.g., no cut-through traffic).

Project Trip Assignment

The assignment of traffic from the Project area to the adjoining roadway system is based on the Project trip generation, trip distribution, and the arterial highway and local street system improvements that would be in place by the time of initial occupancy of the Project.

Modal Split

The traffic-reducing potential of public transit, walking, or bicycling 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 capacity analysis provides a summary of the analysis results for Existing (2016), Existing plus Project, and Opening Year Cumulative (2018).

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 developments for opening year traffic conditions provided by City of Wildomar Department of Transportation staff and are included as Table 4-2 in the TIA (**Appendix 11.0**).

The General Plan buildout traffic conditions analyses can be used 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 level of service identified in the City of Wildomar General Plan. If the funded and approved improvements can provide the target LOS, the Project's payment into TUMF, DIF or other fair share contribution programs 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.

Freeway Mainline Analysis
The Project will contribute less than 50 peak hour trips to the freeway mainline. As such, per City of Wildomar Traffic Study Guidelines and Caltrans Traffic Study Guidelines, analysis of the freeway mainline is not required.

DISCUSSION

a) **Less Than Significant Impact.**

The TIA evaluated the following study scenarios consistent with the City of Wildomar requirements for evaluation of potential traffic impacts:

- Year 2016 Existing Conditions (E)
- Year 2016 Existing Plus Project Conditions (E+P)
- Year 2018 Cumulative Conditions without Project (E+C)
- Year 2018 Cumulative Conditions with Project (E+P+C)

An Intersection peak hour Level of Service (LOS) analysis was conducted at the following seven (7) study locations, selected by City of Wildomar staff, including the Project driveways:

Intersection No.	Intersection
1	Palomar Street / Clinton Keith Road
2	Driveway 1 / Clinton Keith Road (Future Intersection)
3	Stable Lanes Road / Driveway 2 (Future Intersection)
4	Stable Lanes Road / Clinton Keith Road
5	Hidden Springs Road / Clinton Keith Road
6	I-15 Southbound Ramps / Clinton Keith Road
7	I-15 Northbound Ramps / Clinton Keith Road

(E)

Currently, all of the study area intersections operate at an acceptable LOS, except for the following:

Intersection No.	Intersection
1	Palomar Street / Clinton Keith Road (AM Peak Hour Only)

(E+P)

The E+P scenario includes existing traffic volumes plus Project traffic. The E+P delay and levels of service for the study area roadway network are shown in **Table 16-3**, **Intersection Operations Analysis Summary for (E+P) Conditions (Unmitigated)**, below, which shows traffic operations of roadway facilities described using the term "level of service." LOS is a qualitative description of traffic flow based on several factors such as speed, travel time, delay, and freedom to maneuver. Six levels are typically defined ranging from LOS A, representing completely free-flow conditions, to LOS F, representing breakdown in flow resulting in stop-and-go conditions. LOS E represents operations at or near capacity, an unstable level where vehicles are operating with the minimum spacing for maintaining uniform flow.

The lane configurations and traffic controls assumed to be in place for E+P conditions are consistent with those shown previously on Exhibit 3-1 of the TIA, with the exception of the following:

- Project driveways and those facilities assumed to be constructed by the Project to provide site access are also assumed to be in place for E+P conditions only (e.g., intersection and roadway improvements along the Project's frontage and driveways).
- Modifications to the existing median at Stable Lanes Road and Clinton Keith Road to allow for full turning movements.

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Table 16-3
Intersection Operations Analysis Summary for (E+P) Conditions (Unmitigated)

#	Intersection	Traffic Control [2]	Existing (2016)				E+P				Change in Delay		Significant Impact?[4]
			Delay[1] (seconds)		LOS[3]		Delay[1] (seconds)		LOS[3]				
			AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
1	Palomar St/Clinton Keith Rd	TS	**62.4**	36.9	**E**	D	**67.3**	39.0	**E**	D	4.9	2.1	No
2	Driveway 1/ Clinton Keith Rd	**CSS**	Future Intersection				11.5	14.3	B	B	--	--	No
3	Stable Lanes Rd/Driveway 2	**CSS**	Future Intersection				9.0	9.0	A	A	--	--	No
4	Stable Lanes Rd/Clinton Keith Rd	CSS	13.0	13.0	B	B	**25.7**	**>100.0**	D	**F**	--	--	**Yes (PM Only)**
5	Hidden Springs Rd/Clinton Keith Rd	TS	18.4	18.3	B	B	18.5	18.8	B	B	0.1	0.5	No
6	I-15 SB Ramps/ Clinton Keith Rd	TS	24.8	23.7	C	C	26.1	23.7	C	C	1.3	0.0	No
7	I-15 NB Ramps/ Clinton Keith Rd	TS	21.4	21.3	C	C	21.9	21.6	C	C	0.5	0.3	No

Source: Urban-D, Table 5-1 (Appendix 11.0)
BOLD = LOS does not meet the applicable jurisdictional requirements (i.e. unacceptable LOS)
[1] Per the 2010 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control. For intersections with cross-street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.
[2] CSS = cross-street stop; **CSS** = improvement
[3] LOS = level of service
[4] Significant impact if change in delay exceeds 5.0 seconds for intersections at LOS E or LOS F under pre-Project conditions.

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As shown in **Table 16-3**, above, the following intersections are anticipated to operate at unacceptable LOS with the addition of Project traffic and modifications to allow for full turning movements:

Intersection No.	Intersection
1	Palomar Street / Clinton Keith Road (AM Peak Hour Only)
4	Stable Lanes Road / Clinton Keith Road (PM Peak Hour Only)

The intersection of Palomar Street/Clinton Keith Road is anticipated to continue to operate at an unacceptable LOS for E+P conditions. The addition of Project traffic and modifications to the intersection of Palomar Street/Clinton Keith Road are anticipated to increase the delay by less than 5.0 seconds from the existing condition. Thus, the impact is less than significant.

The addition of Project traffic and modifications to the intersection of Stable Lanes Road/Clinton Keith Road are anticipated to increase the delay by more than 5.0 seconds from the existing condition resulting in a potentially significant impact. However, through Project design features, a traffic signal will be installed at the intersection of Stable Lanes Road and Clinton Keith Road and modifications will be made to the existing median to allow for full turning movements at the intersection, reducing any E+P impact to less than significant (URBAN-D, Table 5-2, p. 48).

(E+C)

This scenario includes existing traffic volumes plus an ambient growth factor of 4.04 percent plus traffic from pending and approved but not yet constructed known development projects in the area. As reflected in **Table 16-4**, **Intersection Operations Analysis Summary for Cumulative Conditions (2018)** below, the following intersections are anticipated to operate at unacceptable LOS in the opening year (2018) cumulative scenario without Project traffic:

Intersection No.	Intersection
1	Palomar Street / Clinton Keith Road
4	Stable Lanes Road / Clinton Keith Road
5	Hidden Springs Road / Clinton Keith Road (PM Peak Hour Only)

(E+P+C)

This scenario includes existing traffic volumes plus an ambient growth factor of 4.04 percent plus traffic from pending and approved but not yet constructed known development projects in the area plus Project traffic. As reflected in **Table 16-4**, below, the following intersections are anticipated to operate at unacceptable LOS in the opening year (2018) cumulative scenario with Project traffic:

Intersection No.	Intersection
1	Palomar Street / Clinton Keith Road
4	Stable Lanes Road / Clinton Keith Road
5	Hidden Springs Road / Clinton Keith Road (PM Peak Hour Only)

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Table 16-4
Intersection Operations Analysis Summary for Cumulative Conditions (2018)

#	Intersection	Traffic Control [2]	2018 Without Project				2018 With Project				Change in Delay		Significant Impact?[4]
			Delay[1] (seconds)		LOS[3]		Delay[1] (seconds)		LOS[3]				
			AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
1	Palomar St/Clinton Keith Rd	TS	**118.7**	**140.9**	**F**	**F**	**121.0**	**141.1**	**F**	**F**	2.3	0.2	No
2	Driveway 1/ Clinton Keith Rd	**CSS**	Future Intersection				13.1	19.2	B	C	--	--	No
3	Stable Lanes Rd/Driveway 2	**CSS**	Future Intersection				9.1	9.3	A	A	--	--	No
4	Stable Lanes Rd/Clinton Keith Rd	CSS	**>100.0**	**>100.0**	**F**	**F**	**>100.0**	**>100.0**	**F**	**F**	--	--	**Yes**
5	Hidden Springs Rd/Clinton Keith Rd	TS	23.7	49.8	C	D	24.2	**54.3**	C	D	--	4.5	No
6	I-15 SB Ramps/ Clinton Keith Rd	TS	31.2	28.1	C	C	35.1	28.1	D	C	--	--	No
7	I-15 NB Ramps/ Clinton Keith Rd	TS	22.5	23.1	C	C	23.0	23.5	C	D	--	--	No

Source: Urban-D, Table 6-1 (Appendix 11.0)

BOLD = LOS does not meet the applicable jurisdictional requirements (i.e. unacceptable LOS)

[1] Per the 2010 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control. For intersections with cross-street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[2] CSS = cross-street stop; TS = Traffic Signal; **CSS** = improvement

[3] LOS = level of service

[4] Significant impact if change in delay exceeds 5.0 seconds for intersections at LOS E or LOS F under pre-Project conditions.

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The addition of Project traffic will continue to result in cumulative impacts to the intersections of Palomar Street/Clinton Keith Road and Hidden Springs Road/Clinton Keith Road. However, the addition of Project traffic is not anticipated to exceed the City's threshold of significance criteria at these intersections. The addition of Project traffic is anticipated to result in a significant cumulative impact at the intersection of Stable Lanes Road/Clinton Keith Road. However, Project design features (PDF) are necessary to accommodate site access. These PDF's include installation of a traffic signal will be installed at the intersection of Stable Lanes Road and Clinton Keith Road and modifications to the existing median to allow for full turning movements at the intersection. With implementation of these PDF's, impacts are less than significant. Further, 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 (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 development impact fees, or a fair share contribution as directed by City (UBRAN-D, p. 65). 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. Thus, the Project's impacts to cumulative traffic conditions will be less than significant.

Conclusion

Significant impacts are determined by comparing with and without Project scenarios for each traffic condition. All impacts under E+P and future cumulative scenarios as shown in **Table 16-2** and **Table 16-3** are found to be less than significant.

b) **Less Than Significant Impact**. Every county in California is required to develop a Congestion Management Program (CMP) that looks at the links between land use, transportation, and air quality. In its role as Riverside County's Congestion Management Agency, the Riverside County Transportation Commission (RCTC) prepares and periodically updates the county's CMP to meet federal Congestion Management System guidelines as well as state CMP legislation. The Southern California Association of Governments (SCAG) is required under federal planning regulations to determine that CMPs in the 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.

Table 16-5
Intersection Analysis Locations

#	Intersection	Jurisdiction	CMP?
1	Palomar St/Clinton Keith Rd	Wildomar	No
2	Driveway 1/ Clinton Keith Rd	Wildomar	No
3	Stable Lanes Rd/Driveway 2	Wildomar	No
4	Stable Lanes Rd/Clinton Keith Rd	Wildomar	No
5	Hidden Springs Rd/Clinton Keith Rd	Wildomar	No
6	I-15 SB Ramps/ Clinton Keith Rd	Wildomar	No
7	I-15 NB Ramps/ Clinton Keith Rd	Wildomar	No
1	Palomar St/Clinton Keith Rd	Wildomar	No

Source: Urban-D, Table 1-1 (Appendix 11.0)

The seven intersections listed in **Table 16-5, Intersection Analysis Locations,** above, were selected based on consultation with City of Wildomar staff. In general, the study area includes intersections where the Project is anticipated to contribute 50 or more peak-hour trips. The table indicates that the seven intersections will not be a part of the CMP. However, as identified in subsection 16.a above, the applicant is required to pay the Western Riverside County TUMF and Wildomar Development Impact Fees. Accordingly, the Project will not conflict with the RCTC Congestion Management Program 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 is 33 feet. The Project is not located within an Airport Land Use Plan. Thus, the location and height of the Project would not affect air traffic patterns or aircraft operations from any private or public airport. Therefore, no impacts will 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 will be reviewed 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. Thus, the Project will not introduce any hazardous design features. Access will be provided from Stable Lanes and Clinton Keith Road. Project access will be reviewed by City to ensure there is sufficient emergency access provided at the site as required by City of Wildomar Municipal Code 8.28 (Fire Code) for compliance with the California Fire Code. Thus, compliance with Wildomar Municipal Code Section 8.28 will ensure impacts related to emergency access are less than significant. Therefore, impacts are less than significant.

f) **Less Than Significant Impact.** The Riverside Transit Agency (RTA) provides transit service in the Project area. RTA Route 23 runs north on Hidden Springs Road along Clinton Keith Road to east of Interstate-15. Transit service is reviewed and updated by RTA to address ridership, budget and community demand needs. As a community serving commercial project, the proposed Project is not anticipate to substantially increase demand for transit services. The proposed Project will allow for a safe, bicycle and pedestrian friendly community through compliance with City of Wildomar adopted roadway standards which include sidewalk and travel way standards. There

are no components of the proposed Project that could reasonably be expected to detract from, or otherwise decrease the performance or safety of, existing policies and facilities for transit, bicycles, and pedestrians. Therefore, impacts are less than significant.

STANDARD CONDITIONS AND REQUIREMENTS

1. The Project shall pay the TUMF and adopted City Traffic Signal Development Impact Fee (Wildomar Municipal Code Section 3.44).

2. The Project shall comply with City of Wildomar Municipal Code Section 8.28.

3. Prior to the issuance of occupancy permits, the Project Applicant shall construct a traffic signal at the intersection of Stable Lanes Road and Clinton Keith Road and modify the existing median to allow for full turning movements at the intersection.

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, e) **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 38 lift stations and treated by the Regional Water Reclamation Facility (EVMWD SSMP, Figure 3-10).

To determine future demand for wastewater facilities, the EVMWD relies on recommended generation factors included in Table 4-8 of the 2016 Sewer System Master Plan Final Report (EVMWD SSMP). The recommended generation factors are determined according to land use designation. The generation factor for general commercial developed uses is 1,500 gallons per day per acre (EVMWD SSMP). Using this factor and allowing that the proposed Project will result in a total of 3.6 developed acres, the proposed Project may be expected to generate 5,400 gallons of wastewater per day (1,500 gpd x 3.6 developed acres).

Of the 38 lift stations operating in the Regional WWTP service area, wastewater produced by the proposed Project will likely be drawn by the McVicar Lift Station or the Washington Avenue lift

station located approximately 0.70 miles northwest of the Project site at 32575 McVicar Street and approximately 2 miles southwest of the Project site, respectively (EVMWD SSMP, Figure 3-1). The Washington Avenue Lift Station has a capacity of 2,099,520 gallons per day (gpd) and the McVicar Lift Station has a capacity of 1,670,400 gallons per day (gpd). Therefore, Project-generated wastewater would have a greater proportional impact on the McVicar Lift Station, if flows were to be directed toward this station. Considering the proposed Project's projected wastewater generation rate of 5,400 gpd, the proposed Project would represent less than a 1 percent increase in capacity at the McVicar Street Lift Station. The Project's projected wastewater would have an even lesser effect on the Washington Avenue Lift Station if flows were to be directed this direction; therefore, wastewater generated at the Project site would have a less than significant impact on the lift stations closest to the Project site.

The 2016 EVMWD Sewer System Master Plan includes detailed descriptions of all facilities operated by the Elsinore Valley Municipal Water District for the purpose of collecting and treating wastewater. The Master Plan was based on General Plan land use designations to estimate demand for service. The Wastewater Master Plan states that the facility's existing average flow and peak flow capacities are 8 million gallons per day (mgd) and 17.6 mgd, respectively (EVMWD SSMP, p. 2-13).

The Regional Water Reclamation Facility was constructed in 1986 with a capacity of 2.0 mgd. Between 2011 and 2014, the most recent period with available data, the facility is processing approximately 5.46 mgd, leaving an unused capacity of just over 2 mgd (EVMWD SSMP, Table 5-2). Considering the EVMWD's generation factor to determine that the proposed Project will result in a wastewater demand of 5,400 gallons per day, and the stated current treatment capacity of the Regional Water Reclamation Facility at 8 mgd, the proposed Project would result in an increase of less than 0.5 percent to the average wastewater flow at the facility. Because the proposed Project is consistent with the General Plan and the Sewer System Master Plan, and as the size of the Project would not exceed capacity at either the lift station or the treatment plant, impacts associated with wastewater are considered less than significant.

c) **Less Than Significant Impact**. The reader is referred to Section 9.d, Hydrology and Water Quality, above, for further discussion of the Project site's existing and proposed drainage. The Project will preserve most of the existing drainage patterns. Both on-site flows, as well as off-site flows that are conveyed to the site, will be routed to on-site biofiltration basins for treatment prior to discharge into the outfall area located in the southwest portion of the property. This outfall area will remain in its existing state with the exception of a storm drain culvert which will be constructed in the southern portion of the outfall area providing connection to the existing 72-inch CMP across Clinton Keith Road; which ultimately conveys flows to Murrieta Creek. While the Project site will increase impervious surface areas, flows will increase only slightly (by 2.9 cfs) in the developed condition. To reduce flow rates to predeveloped conditions, an underground detention system will be utilized to detain runoff and meter the release of the storm water to the pre-development flow rates. All proposed drainage improvements will 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 Project site is within the service boundary for the Elsinore Valley Municipal Water District, and development on the Project site will connect to existing EVMWD water service infrastructure. There is an existing 36-inch and 12-inch water line in Clinton Keith

Road, and an 8-inch water line in Stable Lanes Road. Connection to the EVMWD water supply would occur through two 8-inch lateral connections in Stable Lanes Road.

EVMWD utilizes groundwater from the Lake Elsinore and Coldwater Basins, local surface water from Canyon Lake Reservoir, and imported water supplies to ensure adequate water is available for consumers. Imported water is used to ensure that significant overdraft of local groundwater supplies does not occur and is purchased from the Metropolitan Water District through Western Municipal Water District (WMWD). This water is imported from the Temescal Valley Pipeline connection, the Auld Valley Pipeline EM-17 connection, Conjunctive Use Program, and the Coldwater Basin. (EVMWD, p. 6-1).

Water rights for the Elsinore Basin are not adjudicated (EVMWD, p. 6-6). For basins that have not been adjudicated, the Department of Water Resources (DWR) is to be notified as to whether a basin is overdrafted or is projected to become overdrafted. DWR Bulletin 118 is California's official collection on the occurrence and nature of groundwater statewide. Bulletin 118 defines the boundaries and describes the hydrologic characteristics of California's groundwater basins. Bulletin 118 also provides information on groundwater management and recommendations for the future. Bulletin 118 also provides Groundwater Sustainability Agencies with three critical pieces of information regarding groundwater basins: Critical Conditions of Overdraft, Basin Boundaries, and Basin Priority. (DWR)

DWR Bulletin 118 does not identify the Elsinore Basin to be in a state of overdraft. Water levels in the Elsinore Basin and Coldwater Basin were declining due to over pumping in the late 1990s and early 2000s. However, after the 2005 Groundwater Management Plan (GWMP) and an agreement with Corona, the Elsinore Basin and Coldwater Basin are well managed to limit withdrawals to the safe-yield of the basin. According to EVMWD's Elsinore Basin GWMP, approximately 99 percent of the groundwater produced by the basin is pumped by EVMWD. The 2005 GWMP estimated that the Elsinore Basin has significant storage capacity to support groundwater storage programs. Local pumpers with private wells account for less than one percent of basin production. (EVMWD, pp. 6-6 to 6-8).

The 2016 Comprehensive Annual Financial Report produced by the EVMWD states that the district produced 20,197 acre-feet of water in fiscal year 2016. The report further states that of the 20,197 acre-feet of water produced, a total of 19,291 acre-feet of water was consumed. For the past ten years, the EVMWD has produced between 34,016 acre-feet (fiscal year 2007) and 20,197 acre-feet (fiscal year 2016) of water annually, with average water production of approximately 25,974 acre-feet from fiscal years 2007 to 2016. During that same period, the lowest amount of water consumed by EVMWD customers was 19,291 acre-feet (fiscal year 2016) and the highest amount of consumed was 31,878 (fiscal year 2017) with average water consumption of approximately 25,408 acre-feet from fiscal years 2007 to 2016.

Future production requirements for EVMWD's service area were estimated based on population and employment projections as well as build out water demand projections based on General Plan land use classifications and water duty factors. A water duty is the average daily water use of a given land use type (in gallons per day per acre). Establishing water duty factors for EVMWD's service area requires consumption data within the system, locations of water meters, and existing and future land use designations. As the Project as proposed does not include a change to the General Plan land use, it was included in EVMWD's future water demand projections. (EVMWD-

WSMP, p. 3-17 to 3-24). **Table 17-1, Multiple Dry Years Water Supply and Demand Comparison**, below reflects a future projected multiple dry year scenario.

Table 17-1
Multiple Dry Years Water Supply and Demand Comparison

		2020	2025	2030	2035	2040
Year 1	Supply	42,782	51,126	51,701	59,591	59,921
	Demand	36,205	40,605	45,005	49,205	53,605
	Difference	6,577	10,521	6,696	10,486	6,316
Year 2	Supply	42,640	50,984	51,559	59,549	59,779
	Demand	36,205	40,605	45,005	49,205	53,605
	Difference	6,435	10,379	6,554	10,344	6,174
Year 3	Supply	41,640	49,984	50,559	69,549	58,779
	Demand	36,205	40,605	45,005	49,205	53,605
	Difference	5,435	9,379	5,554	9,344	5,174

Source: EVMWD UWMP, Table 7-8

As reflected in **Table 17-1**, EVMWD has sufficient supplies to meet its projected demand through 2040. As the proposed Project's land use was considered in EVMWD's future water demands, impacts are less than significant.

f) **Less Than Significant Impact.** Waste Management provides solid waste services to the Project site and hauls to the El Sobrante Landfill in Corona after being sorted at the Robert A. Nelson Transfer Station. The El Sobrante Landfill (CalRecycle Solid Waste Information System Number 33-AA-0217) is projected to reach full capacity of 184,930,000 tons in 2045. (CR-A). The landfill covers approximately 1,322 acres and receives approximately 16,054 tons of solid waste per day. The California Department of Resources Recycling and Recovery (CalRecycle) collects and maintains data that records the rate of solid waste disposal at the local, regional, and statewide levels. CalRecycle inputs this data into the Disposal Reporting System, which is used to determine per capita disposal rates as well as other solid waste disposal statistics. There is currently no regional reporting system in place for inland Southern California, so for this analysis the statewide per capita disposal rate is utilized.

Construction

The Project's estimated solid waste generation during construction is reflected below in **Table 17-2, Estimated Construction Project-Related Solid Waste Generation.**

Table 17-2
Estimated Construction Project-Related Solid Waste Generation

Proposed Land Use	Size (Square Feet)	Generation Factor (lbs/SF)[1]	Proposed Project Total (tons)[2]
Commercial	26,204	3.89	50.97
		TOTALCONSTRUCTION WASTE	**50.97**
Disposal Facility	**Disposal Capacity (tons/year)[3, 4]**		**Proposed Project Percent of Yearly Intake[5]**
El Sobrante Landfill	5,859,710		0.00
Robert A. Nelson Transfer Station	1,460,000		0.01
		TOTAL YEARLY INTAKE PERCENTAGE	**0.01**

Notes:
1. Source: USEPA, p. 2-4
2. 1 ton=0.0005 lbs
3. Daily Disposal capacity multiplied by 365 days per year.
4. Source: CR-A
5. (Total Construction Waste Generated/2 years of construction/Disposal Facility Capacity) x 100

As reflected **Table 17-2**, the proposed Project is anticipated to generate approximately 51 tons of construction related solid waste. Given the limited contribution of construction related solid waste anticipated to be generated by the Project over an estimated two-year construction period (approximately 0.01 percent of the annual landfill capacity), development of the Project would not substantially contribute to exceeding of the permitted capacity of the designated landfills from construction. Further, City Municipal Code 15.20.010 has adopted California Code of Regulation Title 24, Part 11 for California Green Building Standards Code (CGBSC), Title 24, Part 11 Section 5.408.1 which requires projects involving construction and demolition to recycle or salvage a minimum of 65 percent of nonhazardous construction and demolition waste generated on site (MC, CCR). Thus, impacts to the existing landfills during construction will be less than significant**.**

Operation

The Project's estimated solid waste generation during operation is reflected below in **Table 17-3, Estimated Operational Project-Related Solid Waste Generation.**

Table 17-3
Estimated Operational Project-Related Solid Waste Generation

Proposed Land Use	Total Number of Employees[1]	Disposal Factor (tons/employees)[2]	Proposed Project Total (tons/year)
Commercial	52	1.96	101.92
		TOTAL OPERATION WASTE	**101.92**
Disposal Facility	**Disposal Capacity (tons/year)[3,4]**		**Proposed Project Percent of Yearly Intake[5]**
El Sobrante Landfill	5,859,710		0.01
Robert A. Nelson Transfer Station	1,460,000		0.00
		TOTAL YEARLY INTAKE PERCENTAGE	**0.01**

Notes:
1. Source: COR APP-E
2. Source: CR-B
3. Daily Disposal capacity multiplied by 365 days per year.
4 Source: CR-A
5 (Proposed Project Total/Disposal Facility Capacity) x 100

As reflected above in **Table 17-3**, the proposed Project is anticipated to generate approximately 102 tons of solid waste per year during operation. Given the limited contribution of solid waste to be generated by the Project per year, the Project would not substantially contribute to the exceedance of the permitted capacity of the designated landfill. The El Sobrante Landfill has the capacity to accommodate the Project's operational related solid waste. The proposed Project is served by a transfer station and a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs. Thus, it is not anticipated additional landfill capacity is required to serve the Project. Further, the proposed Project is regulated by federal, state and local government and would be required to comply with all statutes and regulations related to solid waste. Therefore, impacts are 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, Solid Waste Collection and Disposal, 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

1. The Project shall comply with Wildomar Municipal Code Sections 15.20.010 and 8.104.

2. The Project must comply with the Solid Waste Reuse and Recycling Access Act of 1991.

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, above, with implementation of mitigation measures **BIO-1** through **BIO-8,** the proposed Project would have a less than significant impact on biological resources and would not conflict with the MSHCP. Furthermore, as discussed in subsection 5, Cultural Resources, with implementation of mitigation measures **CUL-1** through **CUL-6,** the proposed Project would have a less than significant impact on archaeological 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

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 Plot Plan 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 in the region. Since the proposed Project would not include a change to the existing General Plan 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-11**. 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 resources. However, mitigation measures **CUL-1** though **CUL-7** 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** and **GEO-2** would result in decreased exposure to the risks associated with seismic activity and **GEO-3** would reduce impacts on paleontological resources. Therefore, the proposed Project is anticipated to have no impact on cumulative geophysical conditions in the region.

Greenhouse Gas Emissions

The greenhouse gas analysis 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 Hydrology Report 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 proposed zoning for the site and, with implementation of mitigation measures **BIO-1** through **BIO-8**, 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, mitigation measure **NOI-1** would reduce construction noise impacts and mitigation measure **NOI-2** and **NOI-3** would reduce operational noise impacts to less than significant.

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

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

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. As shown in Table 16-3, the 2018 cumulative scenarios evaluated were found to be less than significant with implementation of mitigation. Additionally, 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 (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 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 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 General Plan 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 human beings, either directly or indirectly. While a number of the impacts were identified as having a potential to significantly impact human beings, with implementation of the identified mitigation measures and standard conditions and 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-8** 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** and **GEO-2** reduce impacts associated with faults and mitigation measure **GEO-3** will reduce impacts on paleontological resources; mitigation measures **NOI-1**, **NOI-2**, and **NOI-3** reduce construction and operational noise impacts; mitigation measures **TRANS-1** will reduce traffic impacts; and mitigation measures **HAZ-1** through **HAZ-3** will reduce hazards and hazardous materials impacts. All significant impacts are avoidable, and the City of Wildomar will ensure that mitigation measures imposed to protect human beings are implemented.

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