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- ☐ BY THE PLANNING COMMISSION
- ☒ BY THE CITY COUNCIL

FOR THE CITY OF WILDOMAR ON 09 / 08 / 2021

APPLICATION NOS. PA 20-0039

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WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT (PA 20-0039)

City of Wildomar

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ABBREVIATIONS AND ACRONYMS

AAQS	ambient air quality standards
AB	Assembly Bill
ACM	asbestos-containing materials
ADT	average daily traffic
amsl	above mean sea level
AQMP	air quality management plan
AST	aboveground storage tank
BAU	business as usual
bgs	below ground surface
BMP	best management practices
CAA	Clean Air Act
CAFE	corporate average fuel economy
CalARP	California Accidental Release Prevention Program
CalEMA	California Emergency Management Agency
Cal/EPA	California Environmental Protection Agency
CAL FIRE	California Department of Forestry and Fire Protection
CALGreen	California Green Building Standards Code
Cal/OSHA	California Occupational Safety and Health Administration
CalRecycle	California Department of Resources, Recycling, and Recovery
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Code
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDE	California Department of Education
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act
cfs	cubic feet per second
CGS	California Geologic Survey
CMP	congestion management program

Abbreviations and Acronyms

CNDDB	California Natural Diversity Database
CNEL	community noise equivalent level
CO	carbon monoxide
CO_2e	carbon dioxide equivalent
Corps	US Army Corps of Engineers
CSO	combined sewer overflows
CUPA	Certified Unified Program Agency
CWA	Clean Water Act
dB	decibel
dBA	A-weighted decibel
DPM	diesel particulate matter
DTSC	Department of Toxic Substances Control
EIR	environmental impact report
EPA	United States Environmental Protection Agency
EPCRA	Emergency Planning and Community Right-to-Know Act
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GHG	greenhouse gases
GWP	global warming potential
HCM	Highway Capacity Manual
HQTA	high quality transit area
HVAC	heating, ventilating, and air conditioning system
IPCC	Intergovernmental Panel on Climate Change
L_{dn}	day-night noise level
L_{eq}	equivalent continuous noise level
LBP	lead-based paint
LCFS	low-carbon fuel standard
LOS	level of service
LST	localized significance thresholds
M_W	moment magnitude
MCL	maximum contaminant level
MEP	maximum extent practicable

Abbreviations and Acronyms

mgd	million gallons per day
MMT	million metric tons
MPO	metropolitan planning organization
MT	metric ton
MWD	Metropolitan Water District of Southern California
NAHC	Native American Heritage Commission
NO_X	nitrogen oxides
NPDES	National Pollution Discharge Elimination System
O_3	ozone
OES	California Office of Emergency Services
PM	particulate matter
POTW	publicly owned treatment works
ppm	parts per million
PPV	peak particle velocity
RCRA	Resource Conservation and Recovery Act
REC	recognized environmental condition
RMP	risk management plan
RMS	root mean square
RPS	renewable portfolio standard
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SIP	state implementation plan
SLM	sound level meter
SoCAB	South Coast Air Basin
SO_X	sulfur oxides
SQMP	stormwater quality management plan
SRA	source receptor area [or state responsibility area]
SUSMP	standard urban stormwater mitigation plan
SWP	State Water Project
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board

Abbreviations and Acronyms

TAC	toxic air contaminants
TNM	transportation noise model
tpd	tons per day
TRI	toxic release inventory
TTCP	traditional tribal cultural places
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
UST	underground storage tank
UWMP	urban water management plan
V/C	volume-to-capacity ratio
VdB	velocity decibels
VHFHSZ	very high fire hazard severity zone
VMT	vehicle miles traveled
VOC	volatile organic compound
WQMP	water quality management plan
WSA	water supply assessment

1. Executive Summary

1.1 INTRODUCTION

This draft environmental impact report (DEIR) addresses the environmental effects associated with the implementation of the proposed Wildomar Trail Town Center Mixed-Use project. The California Environmental Quality Act (CEQA) requires that local government agencies consider the environmental consequences before taking action on projects over which they have discretionary approval authority. An environmental impact report (EIR) analyzes potential environmental consequences in order to inform the public and support informed decisions by local and state governmental agency decision makers.

This DEIR has been prepared pursuant to the requirements of CEQA and the City of Wildomar's CEQA procedures. The City of Wildomar, as the lead agency, has reviewed and revised all submitted drafts, technical studies, and reports as necessary to reflect its own independent judgment, including reliance on City technical personnel from other departments and review of all technical subconsultant reports.

Data for this DEIR derive from onsite field observations, discussions with affected agencies, analysis of adopted plans and policies, review of available studies, reports, data and similar literature, and specialized environmental assessments (aesthetics, air quality, biological resources, energy, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use, noise, population and housing, transportation, tribal cultural resources, utilities and service systems, and wildfire).

1.2 ENVIRONMENTAL PROCEDURES

This DEIR has been prepared pursuant to CEQA to assess the environmental effects associated with implementation of the proposed project, as well as anticipated future discretionary actions and approvals. CEQA established six main objectives for an EIR:

1. Disclose to decision makers and the public the significant environmental effects of proposed activities.
2. Identify ways to avoid or reduce environmental damage.
3. Prevent environmental damage by requiring implementation of feasible alternatives or mitigation measures.
4. Disclose to the public reasons for agency approval of projects with significant environmental effects.
5. Foster interagency coordination in the review of projects.
6. Enhance public participation in the planning process.

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An EIR is the most comprehensive form of environmental documentation in CEQA and the CEQA Guidelines; it is intended to provide an objective, factually supported analysis and full disclosure of the environmental consequences of a proposed project with the potential to result in significant, adverse environmental impacts.

An EIR is one of various decision-making tools used by a lead agency to consider the merits and disadvantages of a project that is subject to its discretionary authority. Before approving a proposed project, the lead agency must consider the information in the EIR; determine whether the EIR was prepared in accordance with CEQA and the CEQA Guidelines; determine that it reflects the independent judgment of the lead agency; adopt findings concerning the project's significant environmental impacts and alternatives; and adopt a statement of overriding considerations if significant impacts cannot be avoided.

1.3 PROJECT SUMMARY

In conjunction with the Wildomar Trail Town Center Mixed-Use Project, the City will initiate a General Plan Amendment (GPA) and Change of Zone of approximately 10 acres of the Prielipp-Yamas Property ("Prielipp-Yamas Property Rezone") to comply with the no-net-housing loss provisions of the Government Code. Collectively, the Wildomar Trail Town Center Mixed-Use Project and the Prielipp-Yamas Property Rezone are referred to herein as the "project" unless the context clearly indicates otherwise.

Wildomar Trail Town Center Mixed-Use Project

The proposed project would allow development of a mixed-use master plan on an approximately 25.8-acre site which would include 41,609 square feet of commercial retail, 72,000 square feet of professional office, and 152 townhome/condominium residential units, with full on-site/off-site improvements. The proposed retail area would include a market, restaurant, shops, gas station/mini-mart, and car wash.

Prielipp-Yamas Property Rezone

Because the proposed project would reduce the designated housing units for the project site as identified in Table HNA-25 of the 2013-2021 *City of Wildomar Housing Element*, and to comply with Government Code Section 65863(C)(1) (SB 166 No-Net-Housing Loss), the City will initiate a General Plan Amendment to change the existing land use designation of the Prielipp-Yamas Property from Business Park (BP) to Highest Density Residential (HHDR), and a Change of Zone from I-P (Industrial Park) to R-3 (General Residential), for approximately 10 acres of the 20-acre site on the northern portion of the property.

1.4 PROJECT LOCATION

Wildomar Trail Town Center Mixed-Use Project

The project site (Assessor Parcel Numbers [APNs]: 376-190-002 and 376-180-006) is within the City of Wildomar in western Riverside County, as shown in Figure 1-1, *Regional Location*. The project site is bound to the north by Wildomar Trail, a single-family residential neighborhood to the east and southeast, Cervera Road to the southwest, and Central Avenue to the west. Interstate 15 (I-15) is approximately 445 feet to the east of the site.

Prielipp-Yamas Property Rezone

The approximately 20-acre Prielipp-Yamas Property (APN 380-250-019) is located in the southeastern portion of the City, and is bound by Yamas Drive to the west and Prielipp Road to the south (see Figure 1-1).

Figure 1-2a, *Mixed-Use Site Aerial Photograph,* and Figure 1-2b, *Prielipp-Yamas Property Aerial Photograph,* show the satellite view of the sites.

1.4.1 EIR Format

Chapter 1. Executive Summary: Summarizes the background and description of the proposed project, the format of this EIR, project alternatives, any critical issues remaining to be resolved, and the potential environmental impacts and mitigation measures identified for the project.

Chapter 2. Introduction: Describes the purpose of this EIR, background on the project, the notice of preparation, the use of incorporation by reference, and Final EIR certification.

Chapter 3. Project Description: A detailed description of the project, including its objectives, its area and location, approvals anticipated to be required as part of the project, necessary environmental clearances, and the intended uses of this EIR.

Chapter 4. Environmental Setting: A description of the physical environmental conditions in the vicinity of the project as they existed at the time the notice of preparation was published, from local and regional perspectives. These provide the baseline physical conditions from which the lead agency determines the significance of the project's environmental impacts.

Chapter 5. Environmental Analysis: Each environmental topic is analyzed in a separate section that discusses: the thresholds used to determine if a significant impact would occur; the methodology to identify and evaluate the potential impacts of the project; the existing environmental setting; the potential adverse and beneficial effects of the project; the level of impact significance before mitigation; the mitigation measures for the proposed project; the level of significance after mitigation is incorporated; and the potential cumulative impacts of the proposed project and other existing, approved, and proposed development in the area.

Chapter 6. Unavoidable Impacts, Irreversible Changes, and Growth-Inducing Impacts: Describes the significant unavoidable adverse impacts and significant irreversible environmental changes associated with the project. Describes the ways in which the proposed project would cause increases in employment or population that could result in new physical or environmental impacts.

Chapter 7. Alternatives to the Proposed Project: Describes the alternatives and compares their impacts to the impacts of the proposed project. Alternatives include the No Project Alternative and a Reduced Intensity Alternative.

Chapter 8. Impacts Found Not to Be Significant: Briefly describes the potential impacts of the project that were determined not to be significant by the Initial Study and were therefore not discussed in detail in this EIR.

Chapter 9. Organizations Consulted and Qualifications of Preparers: Lists the people and organizations that were contacted during the preparation of this EIR, as well as the people who prepared this EIR for the proposed project.

Appendices: The appendices for this document (in PDF format on a CD attached to the front cover) comprise these supporting documents:

- Appendix 2-1: NOP and NOP Comments
- Appendix 2-2: Distribution List
- Appendix 5.2-1: Air Quality and Greenhouse Gas Analysis
- Appendix 5.2-2: Air Toxic and Criteria Pollutant Health Risk Assessment
- Appendix 5.3-1: MSHCP Consistency Analysis
- Appendix 5.3-2: Burrowing Owl Survey
- Appendix 5.3-3: Determination of Biologically Equivalent or Superior Preservation
- Appendix 5.3-4: Habitat Assessment and Focused Burrowing Owl Survey
- Appendix 5.6-1: Phase I ESA
- Appendix 5.7-1: Technical Drainage Study
- Appendix 5.7-2: Project Specific Water Quality Management Plan
- Appendix 5.9-1: Noise and Vibration Impact Analysis
- Appendix 5.11-1: Traffic Impact Study
- Appendix 5.11-2: Vehicle Miles Traveled Analysis
- Appendix 8-1: Cultural Resources Assessment
- Appendix 8-2: Geotechnical Investigation and Percolation Test Results

1.4.2 Type and Purpose of This DEIR

This DEIR has been prepared as a "Project EIR," defined by Section 15161 of the CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3) for the analysis of the proposed Wildomar Trail Town Center Mixed-Use project. This type of EIR examines the environmental impacts of a specific development project and should focus primarily on the changes in the environment that would result from the development project. The EIR shall examine all phases of the project including planning, construction, and operation.

Moreover, this DEIR analyzes the General Plan Amendment and Change of Zone for the Prielipp-Yamas Property programmatically, which is more conceptual than the analysis of a Project EIR, and provides general discussions of impacts, alternatives, and mitigation measures.

1.4.3 Impacts Considered Less Than Significant

Chapter 8 of this DEIR lists the following environmental topics that would not result in any significant impacts: Agriculture and Forestry Resources, Cultural Resources, Geology and Soils, Mineral Resources, Public Services, and Recreation. Therefore, these topics are not discussed in detail in Chapter 5 of this DEIR.

Figure 1-1 - Regional Location



Source: Nearmap, 2020

1. Executive Summary

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Figure 1-2a - Mixed-Use Site Aerial Photograph



Project Boundary

0 600
Scale (Feet)

Source: Nearmap, 2020

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Figure 1-2b - Prielipp-Yamas Property Aerial Photograph



Source: Nearmap, 2020

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1.4.4 Unavoidable Significant Adverse Impacts

If the City, as the lead agency, determines that unavoidable significant adverse impacts would result from the proposed project, the City must prepare a "Statement of Overriding Considerations" before it can approve the proposed project. A Statement of Overriding Considerations is a statement made by the decision-making body indicating that is has balanced the benefits of the proposed project against its unavoidable significant environmental effects and has determined that the benefits of the proposed project outweigh the adverse effects, and therefore, the adverse effects are considered acceptable.

1.5 ISSUES TO BE RESOLVED

Section 15123(b)(3) of the CEQA Guidelines requires that an EIR contain issues to be resolved, including the choice among alternatives and whether or how to mitigate significant impacts. With regard to the proposed project, the major issues to be resolved include decisions by the lead agency as to:

1. Whether this DEIR adequately describes the environmental impacts of the project.
2. Whether the benefits of the project override those environmental impacts which cannot be feasibly avoided or mitigated to a level of insignificance.
3. Whether the proposed land use changes are compatible with the character of the existing area.
4. Whether the identified goals, policies, or mitigation measures should be adopted or modified.
5. Whether there are other mitigation measures that should be applied to the project besides the Mitigation Measures identified in the DEIR.
6. Whether there are any alternatives to the project that would substantially lessen any of the significant impacts of the proposed project and achieve most of the basic project objectives.

1.6 AREAS OF CONTROVERSY

In accordance with Section 15123(b)(2) of the CEQA Guidelines, the EIR summary must identify areas of controversy known to the lead agency, including issues raised by agencies and the public. Prior to preparation of the DEIR, the Notice of Preparation (NOP) was distributed for comment from September 17, 2020 to October 16, 2020. A public scoping meeting was held by the City of Wildomar, via teleconference, on October 5, 2020. A total of six agencies/interested parties responded to the NOP. Table 2-1, *NOP Comment Letters Received,* summarizes the comments received during the NOP period.

1.7 SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Table 1-1, *Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Wildomar Trail Town Center Mixed-Use Project,* summarizes the conclusions of the environmental analysis

contained in this EIR. Impacts are identified as significant or less than significant, and mitigation measures are identified for all significant impacts. The level of significance after imposition of the mitigation measures is also presented.

Table 1-1 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Wildomar Trail Town Center Mixed-Use Project

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.1 AESTHETICS			
Impact 5.1-1: The proposed project would alter the visual appearance of the project site.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.1-2: The proposed project would not alter scenic resources within a state scenic highway.	No Impact	No mitigation measures are required.	No Impact
Impact 5.1-3: The proposed project would generate additional light and glare.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
5.2 AIR QUALITY			
Impact 5.2-1: Construction activities associated with the proposed project would not generate short-term emissions in exceedance of SCAQMD's threshold criteria.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.2-2: Long-term operation of the project would generate additional vehicle trips and associated emissions in exceedance of SCAQMD's threshold criteria.	Potentially Significant Impact	AQ-1 Construction Equipment. Prior to issuance of any grading permit, the applicant shall submit evidence to the City that all diesel-powered construction equipment greater than 90 horsepower shall be compliant with the United States Environmental Protection Agency and California Air Resources Board Tier 4 emissions standards. Only Tier 4 diesel-powered construction equipment greater than 90 horsepower shall be utilized throughout the construction of Phase 4 of the proposed project, if such equipment is readily available and cost effective at the time of construction of each phase of the proposed project. Additionally, the applicant shall provide evidence to the City at least once every two weeks that all construction equipment is tuned and maintained in accordance with the manufacturer's specifications. Equipment maintenance records and equipment design specification data sheets shall be kept on site during construction and subject to review by the City and the SCAQMD. This measure shall be implemented to the satisfaction of the City of	Less Than Significant Impact

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Table 1-1 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Wildomar Trail Town Center Mixed-Use Project

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures		Level of Significance After Mitigation
			Wildomar Planning Director of Planning Department. In the event that the City of Wildomar determines that Tier 4 construction equipment is infeasible pursuant to CEQA Guidelines Section 15364, the Project Applicant shall demonstrate through future study with written findings supported by substantial evidence that is reviewed and approved by the City of Wildomar before using other technologies/strategies. For purposes of this measure, "infeasible" means construction equipment is either not readily available or is not cost effective. Alternative applicable strategies may include, but would not be limited to, Tier 3 construction equipment, reduction in the number and/or horsepower rating of construction equipment, and/or limiting the number of daily construction haul truck trips to and from the project site.	
Impact 5.2-3: The proposed project could expose sensitive receptors to substantial pollutant concentrations.	Less Than Significant Impact	No mitigation measures are required.		Less Than Significant Impact
Impact 5.2-4: The proposed project is not consistent with the applicable air quality management plan.	Potentially Significant Impact	AQ-1	Construction Equipment. Prior to issuance of any grading permit, the applicant shall submit evidence to the City that all diesel-powered construction equipment greater than 90 horsepower shall be compliant with the United States Environmental Protection Agency and California Air Resources Board Tier 4 emissions standards. Only Tier 4 diesel-powered construction equipment greater than 90 horsepower shall be utilized throughout the construction of Phase 4 of the proposed project, if such equipment is readily available and cost effective at the time of construction of each phase of the proposed project. Additionally, the applicant shall provide evidence to the City at least once every two weeks that all construction equipment is tuned and maintained in accordance with the manufacturer's specifications. Equipment maintenance records and equipment design specification data sheets shall be kept on site	Less Than Significant Impact

Table 1-1 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Wildomar Trail Town Center Mixed-Use Project

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures		Level of Significance After Mitigation
			during construction and subject to review by the City and the SCAQMD. This measure shall be implemented to the satisfaction of the City of Wildomar Planning Director of Planning Department. In the event that the City of Wildomar determines that Tier 4 construction equipment is infeasible pursuant to CEQA Guidelines Section 15364, the Project Applicant shall demonstrate through future study with written findings supported by substantial evidence that is reviewed and approved by the City of Wildomar before using other technologies/strategies. For purposes of this measure, "infeasible" means construction equipment is either not readily available or is not cost effective. Alternative applicable strategies may include, but would not be limited to, Tier 3 construction equipment, reduction in the number and/or horsepower rating of construction equipment, and/or limiting the number of daily construction haul truck trips to and from the project site.	
5.3 BIOLOGICAL RESOURCES				
Impact 5.3-1: Development of the proposed project could impact the MSHCP-covered species.	Potentially Significant Impact	BIO-1	Prior to vegetation clearance and grading, the Project applicant shall retain a qualified biologist to conduct a pre-construction nesting bird survey in accordance with the following: ▪ The survey shall be conducted no more than three days prior to the initiation of clearance/construction work; ▪ If pre-construction surveys indicate that bird nests are not present or active inactive, or if potential habitat is unoccupied, no further mitigation is required;	Less Than Significant Impact

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Table 1-1 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Wildomar Trail Town Center Mixed-Use Project

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		▪ If active nests of birds are found during the surveys, a species-specific no disturbance buffer zone shall be established by a qualified biologist around active nests until a qualified biologist determines that all young have fledged (no longer reliant upon the nest).	
		BIO-2 The project applicant shall retain a qualified biologist to conduct a 30-day pre-construction survey for burrowing owl. The results of the survey would be submitted to the City prior to obtaining a grading permit. If burrowing owls are not detected during the pre-construction survey, no further mitigation is required. If burrowing owls are detected during the pre-construction survey, the project applicant shall implement relocation to safely relocate burrowing owl out of harm's way, in consultation with the CDFW. Notification to the CDFW shall occur if burrowing owls are found to be present onsite and the development of a conservation strategy in cooperation with the U.S. Fish and Service, the CDFW, and the Western Riverside County Regional Conservation Authority (RCA) shall be conducted.	
		BIO-3 In accordance with MSHCP provisions limiting the use of exotic and invasive plant species, the project's landscape plan shall exclude invasive species such as crimson fountain grass (*Pennisetum setaceaum),* pampas grass (*Cortaderia selloana),* giant reed (*Arundo donax)*, tree of heaven (*Ailanthus altissima)*, Eucalyptus, acacia groundcovers (*Acacia* sp.), and other ornamental landscape elements, in accordance with the *Invasive Plants List* referenced by the MSHCP.	

Table 1-1 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Wildomar Trail Town Center Mixed-Use Project

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures		Level of Significance After Mitigation
		BIO-4	The project applicant shall implement dust control and all other project-specific Storm Water Pollution Prevention Plan (SWPPP) measures during grading and construction.	
Impact 5.3-2: Development of the proposed project would result in the loss of riparian/riverine areas.	Potentially Significant Impact	BIO-5	The developer shall compensate impacts to riparian/riverine areas by providing a 2:1 ratio of offsite land within the Santa Margarita Watershed or an adjacent watershed to be acquired for the purpose of In-Perpetuity Preservation, or through the purchase of mitigation credits at an established off-site Mitigation Bank or In-lieu Fee Program. Purchase of mitigation credits shall occur prior to any impacts. Mitigation proposed on land acquired for the purpose of in-perpetuity mitigation that is not part of an agency-approved mitigation bank or in-lieu fee program shall include the preservation, creation, restoration, and/or enhancement of similar habitat within the Santa Margarita Watershed or an adjacent watershed pursuant to a Habitat Mitigation and Monitoring Plan (HMMP) to be approved by the Lead and Responsible agencies. The HMMP shall be prepared prior to any impacts and it shall provide details as to the implementation of mitigation, maintenance, future monitoring, and management. The goal of the mitigation shall be to preserve, create, restore, and/or enhance similar habitat with equal or greater function and value than the affected habitat.	Less Than Significant Impact
Impact 5.3-3: The proposed project would impact approximately 0.72 acre of jurisdictional waters as a result of project implementation.	Potentially Significant Impact	BIO-5	The developer shall compensate impacts to riparian/riverine areas by providing a 2:1 ratio of offsite land within the Santa Margarita Watershed or an adjacent watershed to be acquired for the purpose of In-Perpetuity Preservation, or through the purchase of mitigation credits at an established off-site Mitigation Bank or In-lieu Fee Program. Purchase of mitigation credits shall occur prior to any impacts. Mitigation proposed on land acquired for the purpose of in-perpetuity mitigation that is not part of an agency-approved mitigation bank or in-lieu fee program shall include the preservation, creation, restoration, and/or	Less Than Significant Impact

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Table 1-1 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Wildomar Trail Town Center Mixed-Use Project

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		enhancement of similar habitat within the Santa Margarita Watershed or an adjacent watershed pursuant to a Habitat Mitigation and Monitoring Plan (HMMP) to be approved by the Lead and Responsible agencies. The HMMP shall be prepared prior to any impacts and it shall provide details as to the implementation of mitigation, maintenance, future monitoring, and management. The goal of the mitigation shall be to preserve, create, restore, and/or enhance similar habitat with equal or greater function and value than the affected habitat.	
Impact 5.3-4: The proposed project would not affect wildlife movement within the City.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.3-5: The proposed project would require compliance with the MSHCP.	Potentially Significant Impact	BIO-2 The project applicant shall retain a qualified biologist to conduct a 30-day pre-construction survey for burrowing owl. The results of the survey would be submitted to the City prior to obtaining a grading permit. If burrowing owls are not detected during the pre-construction survey, no further mitigation is required. If burrowing owls are detected during the pre-construction survey, the project applicant shall implement relocation to safely relocate burrowing owl out of harm's way, in consultation with the CDFW. Notification to the CDFW shall occur if burrowing owls are found to be present onsite and the development of a conservation strategy in cooperation with the U.S. Fish and Service, the CDFW, and the Western Riverside County Regional Conservation Authority (RCA) shall be conducted.	Less Than Significant Impact

Table 1-1 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Wildomar Trail Town Center Mixed-Use Project

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures		Level of Significance After Mitigation
5.4 ENERGY				
Impact 5.4-1 Project construction and operation would not result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources.	Less Than Significant Impact	No mitigation measures are required.		Less Than Significant Impact
Impact 5.4-2 The proposed project would not conflict with or obstruct a state or local plan for renewable energy efficiency.	Less Than Significant Impact	No mitigation measures are required.		Less Than Significant Impact
5.5 GREENHOUSE GAS EMISSIONS				
Impact 5.5-1: Implementation of the project would generate a substantial increase in the magnitude of GHG emissions.	Potentially Significant Impact	AQ-1	Construction Equipment. Prior to issuance of any grading permit, the applicant shall submit evidence to the City that all diesel-powered construction equipment greater than 90 horsepower shall be compliant with the United States Environmental Protection Agency and California Air Resources Board Tier 4 emissions standards. Only Tier 4 diesel-powered construction equipment greater than 90 horsepower shall be utilized throughout the construction of Phase 4 of the proposed project, if such equipment is readily available and cost effective at the time of construction of each phase of the proposed project. Additionally, the applicant shall provide evidence to the City at least once every two weeks that all construction equipment is tuned and maintained in accordance with the manufacturer's specifications. Equipment maintenance records and equipment design specification data sheets shall be kept on site during construction and subject to review by the City and the SCAQMD. This measure shall be implemented to the satisfaction of the City of Wildomar Planning Director of Planning Department. In the event that the City of Wildomar determines that Tier 4 construction equipment is infeasible pursuant to CEQA Guidelines Section 15364, the Project Applicant shall demonstrate through future study with written findings	Significant and unavoidable

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Table 1-1 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Wildomar Trail Town Center Mixed-Use Project

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		supported by substantial evidence that is reviewed and approved by the City of Wildomar before using other technologies/strategies. For purposes of this measure, "infeasible" means construction equipment is either not readily available or is not cost effective. Alternative applicable strategies may include, but would not be limited to, Tier 3 construction equipment, reduction in the number and/or horsepower rating of construction equipment, and/or limiting the number of daily construction haul truck trips to and from the project site.	
		GHG-1 Transportation Demand Management (TDM) Program. The Applicant/Developer shall develop a TDM Program for on-site residents and workers with the goal of reducing project-related vehicle miles traveled (VMT). The TDM Program must be submitted to the City for approval, prior to implementation. As the TDM strategies are occupant-dependent, the following strategies could be implemented: i. Prior to the issuance of a building permit for any of the project's buildings, the Applicant/Developer shall provide evidence to the satisfaction of the Director of the City of Wildomar Planning Department, or designee, that a bicycle rack or a secured bicycle storage area shall be installed within 50 feet of each proposed building. ii. Prior to the issuance of a certificate of occupancy for the apartment building, the Apartment Building Manager shall provide evidence to the Director of the City of Wildomar Planning Department, or designee, that bike route maps, local transit route maps and schedules, and other transportation information, such as the existing carpooling program sponsored by the Riverside County Transportation Commission (RCTC), are displayed in a prominent area accessible to residents and employees.	

Table 1-1 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Wildomar Trail Town Center Mixed-Use Project

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures		Level of Significance After Mitigation
			iii. Prior to the issuance of a building permit, the Applicant/Developer shall provide evidence of creating a pedestrian network that connects the uses on the project site to Wildomar Trail and to nearby destinations.	
Impact 5.5-2: Implementation of the project would conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.	Potentially Significant Impact	AQ-1	Construction Equipment. Prior to issuance of any grading permit, the applicant shall submit evidence to the City that all diesel-powered construction equipment greater than 90 horsepower shall be compliant with the United States Environmental Protection Agency and California Air Resources Board Tier 4 emissions standards. Only Tier 4 diesel-powered construction equipment greater than 90 horsepower shall be utilized throughout the construction of Phase 4 of the proposed project, if such equipment is readily available and cost effective at the time of construction of each phase of the proposed project. Additionally, the applicant shall provide evidence to the City at least once every two weeks that all construction equipment is tuned and maintained in accordance with the manufacturer's specifications. Equipment maintenance records and equipment design specification data sheets shall be kept on site during construction and subject to review by the City and the SCAQMD. This measure shall be implemented to the satisfaction of the City of Wildomar Planning Director of Planning Department. In the event that the City of Wildomar determines that Tier 4 construction equipment is infeasible pursuant to CEQA Guidelines Section 15364, the Project Applicant shall demonstrate through future study with written findings supported by substantial evidence that is reviewed and approved by the City of Wildomar before using other technologies/strategies. For purposes of this measure, "infeasible" means construction equipment is either not readily available or is not cost effective. Alternative applicable strategies may include, but would not be limited to, Tier 3 construction equipment, reduction in the number and/or horsepower rating of construction	Significant and unavoidable

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Table 1-1 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Wildomar Trail Town Center Mixed-Use Project

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		equipment, and/or limiting the number of daily construction haul truck trips to and from the project site. GHG-1 Transportation Demand Management (TDM) Program. The Applicant/Developer shall develop a TDM Program for on-site residents and workers with the goal of reducing project-related vehicle miles traveled (VMT). The TDM Program must be submitted to the City for approval, prior to implementation. As the TDM strategies are occupant-dependent, the following strategies could be implemented: i. Prior to the issuance of a building permit for any of the project's buildings, the Applicant/Developer shall provide evidence to the satisfaction of the Director of the City of Wildomar Planning Department, or designee, that a bicycle rack or a secured bicycle storage area shall be installed within 50 feet of each proposed building. ii. Prior to the issuance of a certificate of occupancy for the apartment building, the Apartment Building Manager shall provide evidence to the Director of the City of Wildomar Planning Department, or designee, that bike route maps, local transit route maps and schedules, and other transportation information, such as the existing carpooling program sponsored by the Riverside County Transportation Commission (RCTC), are displayed in a prominent area accessible to residents and employees. iii. Prior to the issuance of a building permit, the Applicant/Developer shall provide evidence of creating a pedestrian network that connects the uses on the project site to Wildomar Trail and to nearby destinations.	

Table 1-1 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Wildomar Trail Town Center Mixed-Use Project

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.6 HAZARDS AND HAZARDOUS MATERIALS			
Impact 5.6-1: Project construction and operations of the proposed project could involve the transport, use, and/or disposal of hazardous materials; however, compliance with existing local, state, and federal regulations would ensure impacts are minimized.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.6-2: The project site is not on a list of hazardous materials sites.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.6-3: The project site is not located in the vicinity of an airport or within the jurisdiction of an airport land use plan.	No Impact	No mitigation measures are required.	No Impact
Impact 5.6-4: Project development would not affect the implementation of an emergency responder or evacuation plan.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.6-5: The project site is in a designated Very High Fire Hazard Severity Zone and could expose structures and/or residences to fire danger.	Potentially Significant	HAZ-1 Prior to the issuance of building permits, the project applicant shall demonstrate, to the satisfaction of the City Building Official and the Riverside County Fire Chief, compliance with the 2019 California Building Code (or the most recent edition) (Part 2 of Title 24 of the California Code of Regulations) and the 2019 California Fire Code (or the most recent edition) (Part 9 of Title 24 of the California Code of Regulations), including those regulations pertaining to materials and construction methods intended to mitigate wildfire exposure as described in the 2019 California Building Code and California Residential Code (or most recent edition); specifically California Building Code Chapter 7A; California Residential Code Section R327; California Residential Code Section R337; California Referenced Standards Code Chapter 12-7A; and California Fire Code Chapter 49. HAZ-2 Prior to the issuance of a certificate of occupancy, the applicant shall demonstrate, to the satisfaction of the City Building Official and the County Fire Chief, compliance with the vegetation management requirements prescribed in California Fire Code Section 4906, including California Government Code Section 51182.	Less Than Significant

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Table 1-1 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Wildomar Trail Town Center Mixed-Use Project

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.7 HYDROLOGY AND WATER QUALITY			
Impact 5.7-1: The proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.7-2: The proposed project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the proposed project may impede sustainable groundwater management of the basin.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.7-3: The proposed project would not substantially alter the existing drainage pattern of the site or area which would result in substantial erosion or siltation, increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite, create or contribute to runoff which would exceed the capacity of existing or planned stormwater drainage systems, or impede flood flows.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.7-4: The proposed project would not, in a flood hazard, tsunamic, or seiche zones, risk release of pollutants due to project inundation.	No Impact	No mitigation measures are required.	No Impact
Impact 5.7-5: The proposed project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact

Table 1-1 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Wildomar Trail Town Center Mixed-Use Project

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.8 LAND USE AND PLANNING			
Impact 5.8-1: Project implementation would not divide an established community.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.8-2: Project implementation would not conflict with applicable plans adopted for the purpose of avoiding or mitigating an environmental effect.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
5.9 NOISE			
Impact 5.9-1: Construction activities would result in temporary noise increases in the vicinity of the proposed project.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.9-2: Project implementation would result in long-term operation-related noise that would exceed local standards.	Potentially Significant	NOI-1 A 10-foot high wall extending from the exit of the carwash to the commercial driveway shall be constructed in order to reduce daytime noise levels. NOI-2 In order to reduce nighttime noise levels, carwash operations shall be restricted to the hours of 7:00 a.m. to 10 p.m.	Less Than Significant Impact
Impact 5.9-3: The project would not create excessive short-term or long-term groundborne vibration.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.9-4: The proximity of the project site to an airport or airstrip would not result in exposure of future residents or workers to airport-related noise.	No Impact	No mitigation measures are required.	No Impact.
5.10 POPULATION AND HOUSING			
Impact 5.10-1: The proposed project would directly result in population growth of approximately 503 residents and 305 employees on the project site but would not induce substantial additional growth.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact

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Table 1-1 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Wildomar Trail Town Center Mixed-Use Project

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact 5.10-2: Project implementation would not result in displacing people and/or housing.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
5.11 TRANSPORTATION			
Impact 5.11-1: The project could potentially conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.11-2: The project would not conflict with or be inconsistent with CEQA Guidelines § 15064.3 subdivision (b).	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.11-3: Project circulation improvements have been incorporated to adequately address potentially hazardous conditions (sharp curves, etc.), potential conflicting uses, and emergency access.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
5.12 TRIBAL CULTURAL RESOURCES			
Impact 5.12-1: The proposed project would cause a substantial adverse change in the significance of a tribal cultural resource 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).	Potentially Significant Impact	TRI-1 Inadvertent Archeological Find. If during ground disturbance activities, 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. Cultural resources are defined, as being multiple artifacts in close association with each other, but also include fewer artifacts if the area of the find is determined to be of significance due to its sacred or cultural importance as determined in consultation with the Native American Tribe(s). a. 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 tribal representative(s) and the Planning Director to discuss the significance of the find.	Less Than Significant Impact.

Table 1-1 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Wildomar Trail Town Center Mixed-Use Project

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		b. 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. c. 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. Work shall be allowed to continue outside of the buffer area and will be monitored by additional Tribal monitors if needed. d. Treatment and avoidance of the newly discovered resources shall be consistent with the Cultural Resources Management Plan and Monitoring Agreements entered into with the appropriate tribes. This may include avoidance of the cultural resources through project design, in-place preservation of cultural resources located in native soils and/or re-burial on the Project property so they are not subject to further disturbance in perpetuity as identified in Non-Disclosure of Reburial Locations Condition. e. If the find is determined to be significant and avoidance of the site has not been achieved, a Phase III data recovery plan shall be prepared by the project archeologist, in consultation with the Tribe, and shall be submitted to the City for their review and approval prior to implementation of the said plan. f. Pursuant to Calif. Pub. Res. Code § 21083.2(b) avoidance is the preferred method of preservation for archaeological resources and tribal cultural resources. If the landowner and the Tribe(s) cannot agree on the significance or the mitigation for the archaeological or tribal cultural resources, these issues will be presented to the Planning Director for decision. The City's Planning Director shall make the determination based on the provisions of the California Environmental Quality Act with respect to archaeological and tribal cultural resources, recommendations of the project archeologist, and shall take into account the cultural and religious principles and	

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Table 1-1 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Wildomar Trail Town Center Mixed-Use Project

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		practices of the Tribe. Notwithstanding any other rights available under the law, the decision of the City Planning Director shall be appealable to the City Planning Commission and/or City Council. TRI-2 Cultural Resources Disposition. In the event that Native American cultural resources are discovered during the course of grading (inadvertent discoveries), the following procedures shall be carried out for final disposition of the discoveries: a. One or more of the following treatments, in order of preference, shall be employed with the tribes. Evidence of such shall be provided to the City of Wildomar Planning Department: i. Preservation-In-Place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in the place where they were found with no development affecting the integrity of the resources. ii. Reburial of the resources on the Project property. The measures for reburial shall include, at least, the following: Measures and provisions to protect the future reburial area from any future impacts in perpetuity. Reburial shall not occur until all legally required cataloging and basic recordation have been completed, with an exception that sacred items, burial goods and Native American human remains are excluded. Any reburial process shall be culturally appropriate. Listing of contents and location of the reburial shall be included in the confidential Phase IV report. The Phase IV Report shall be filed with the City under a confidential cover and not subject to Public Records Request. iii. If preservation in place or reburial is not feasible then the resources shall be curated in a culturally appropriate manner at a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines. The collection and associated records shall be transferred, including title, and are to be accompanied by payment of the fees by the Applicant necessary for permanent curation. Evidence of curation in the form of	

Table 1-1 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Wildomar Trail Town Center Mixed-Use Project

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		a letter from the curation facility stating that subject archaeological materials have been received and that all fees have been paid, shall be provided by the landowner to the City. There shall be no destructive or invasive testing on sacred items, burial goods, and Native American human remains, as defined by the cultural and religious practices of the Most Likely Descendant. Results concerning finds of any inadvertent discoveries shall be included in the Phase IV monitoring report. TRI-3 Archaeologist Retained. Prior to issuance of a grading permit the project applicant shall retain a Riverside County qualified Registered Professional Archaeologist (RPA), to monitor all ground disturbing activities in an effort to identify any unknown archaeological resources. The Registered Professional Archaeologist and the Tribal monitor(s) shall manage and oversee monitoring for all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, mass or rough grading, trenching, stockpiling of materials, rock crushing, structure demolition and etc. The Registered Professional Archaeologist and the Tribal monitor(s), shall independently have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources in coordination with any required special interest or tribal monitors. The developer/permit holder shall submit a fully executed copy of the contract to the Planning Department to ensure compliance with this condition of approval. Upon verification, the Planning Department shall clear this condition. In addition, the Registered Professional Archaeologist, in consultation with the Consulting Tribe(s), the contractor, and the City, shall develop a Cultural Resources Management Plan (CRMP) in consultation pursuant to the definition in AB 52 to address the details, timing and responsibility of all archaeological and cultural activities that will occur on the project site. A consulting tribe is defined as a tribe that initiated the AB 52 tribal consultation process for the Project, has not opted out of the AB 52 consultation process, and has completed AB 52 consultation with the City as provided for in Cal Pub Res Code Section 21080.3.2(b)(1) of AB52. Details in the Plan shall include: a. Project grading and development scheduling;	

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Table 1-1 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Wildomar Trail Town Center Mixed-Use Project

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		b. The Project archaeologist and the Consulting Tribes(s) shall attend the pre-grading meeting with the City, the construction manager and any contractors and will conduct a mandatory Cultural Resources Worker Sensitivity Training to those in attendance. The Training will include a brief review of the cultural sensitivity of the Project and the surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event inadvertent discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. All new construction personnel that will conduct earthwork or grading activities that begin work on the Project following the initial Training must take the Cultural Sensitivity Training prior to beginning work and the Project archaeologist and Consulting Tribe(s) shall make themselves available to provide the training on an as-needed basis; c. The protocols and stipulations that the contractor, City, Consulting Tribe(s) and Project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation. TRI-4 Native American Monitoring (Pechanga). Tribal monitor(s) shall be required on-site during all ground-disturbing activities, including grading, stockpiling of materials, engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified tribal monitor(s) from the Pechanga Band of Luiseno Indians. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the above-mentioned Tribe and the land divider/permit holder for the monitoring of the project to the Planning Department and to the Engineering Department. The Tribal Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground-disturbance activities to allow recovery of cultural resources, in coordination with the Project Archaeologist. TRI-5 Native American Monitoring (Soboba). Tribal monitor(s) shall be required on-site during all ground-disturbing activities, including grading, stockpiling of materials,	

Table 1-1 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Wildomar Trail Town Center Mixed-Use Project

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified tribal monitor(s) from the Soboba Band of Luiseno Indians. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the above-mentioned Tribe and the land divider/permit holder for the monitoring of the project to the Planning Department and to the Engineering Department. The Tribal Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground-disturbance activities to allow recovery of cultural resources, in coordination with the Project Archaeologist. TRI-6 Archeology Report - Phase III and IV. Prior to final inspection, the developer/permit holder shall prompt the Project Archeologist to submit two (2) copies of the Phase III Data Recovery report (if required for the Project) and the Phase IV Cultural Resources Monitoring Report that complies with the Community Development Department's requirements for such reports. The Phase IV report shall include evidence of the required cultural/historical sensitivity training for the construction staff held during the pre-grade meeting. The Planning Department shall review the reports to determine adequate mitigation compliance. Provided the reports are adequate, the Community Development Department shall clear this condition. Once the report(s) are determined to be adequate, two (2) copies shall be submitted to the Eastern Information Center (EIC) at the University of California Riverside (UCR) and one (1) copy shall be submitted to the Consulting Tribe(s) Cultural Resources Department(s). TRI-7 Human Remains. If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resource 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 the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "most likely descendant." The most likely descendant shall then make recommendations and engage	

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Table 1-1 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Wildomar Trail Town Center Mixed-Use Project

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. TRI-8 Non-Disclosure of Reburial Locations. It is understood by all parties that unless otherwise required by law, the site of any reburial of Native American human remains or associated grave goods shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, pursuant to the specific exemption set forth in California Government Code 6254 (r)., parties, and Lead Agencies, will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code 6254 (r).	
5.13 UTILITIES AND SERVICE SYSTEMS			
Impact 5.13-1: Project-generated wastewater could be adequately treated by the wastewater service providers for the project.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.13-2: Water supply and delivery systems are adequate to meet project requirements.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.13-3: Existing and/or proposed storm drainage systems are adequate to serve the drainage requirements of the proposed project.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.13-4: Existing and/or proposed facilities would be able to accommodate project-generated solid waste.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
5.14 WILDFIRE			
Impact 5.14-1: Implementation of the proposed project would not substantially impair an	Potentially Significant Impact	HAZ-1 Prior to the issuance of building permits, the project applicant shall demonstrate, to the satisfaction of the City Building Official and the Riverside County Fire Chief, compliance with the 2019 California	Less Than Significant Impact

Table 1-1 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Wildomar Trail Town Center Mixed-Use Project

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures		Level of Significance After Mitigation
adopted emergency response plan or emergency evacuation plan.			Building Code (or the most recent edition) (Part 2 of Title 24 of the California Code of Regulations) and the 2019 California Fire Code (or the most recent edition) (Part 9 of Title 24 of the California Code of Regulations), including those regulations pertaining to materials and construction methods intended to mitigate wildfire exposure as described in the 2019 California Building Code and California Residential Code (or most recent edition); specifically California Building Code Chapter 7A; California Residential Code Section R327; California Residential Code Section R337; California Referenced Standards Code Chapter 12-7A; and California Fire Code Chapter 49.	
		HAZ-2	Prior to the issuance of a certificate of occupancy, the applicant shall demonstrate, to the satisfaction of the City Building Official and the County Fire Chief, compliance with the vegetation management requirements prescribed in California Fire Code Section 4906, including California Government Code Section 51182.	
Impact 5.14-2: The proposed project would not exacerbate wildfire risks due to slope, prevailing winds, and other factors, thereby exposing project occupants to elevated particulate concentrations from a wildfire.	Potentially Significant Impact	HAZ-1	Prior to the issuance of building permits, the project applicant shall demonstrate, to the satisfaction of the City Building Official and the Riverside County Fire Chief, compliance with the 2019 California Building Code (or the most recent edition) (Part 2 of Title 24 of the California Code of Regulations) and the 2019 California Fire Code (or the most recent edition) (Part 9 of Title 24 of the California Code of Regulations), including those regulations pertaining to materials and construction methods intended to mitigate wildfire exposure as described in the 2019 California Building Code and California Residential Code (or most recent edition); specifically California Building Code Chapter 7A; California Residential Code Section R327; California Residential Code Section R337; California Referenced Standards Code Chapter 12-7A; and California Fire Code Chapter 49.	Less Than Significant Impact

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Table 1-1 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Wildomar Trail Town Center Mixed-Use Project

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures		Level of Significance After Mitigation
		HAZ-2	Prior to the issuance of a certificate of occupancy, the applicant shall demonstrate, to the satisfaction of the City Building Official and the County Fire Chief, compliance with the vegetation management requirements prescribed in California Fire Code Section 4906, including California Government Code Section 51182.	
Impact 5.14-3: The proposed project would require the installation and maintenance of associated infrastructure but would not exacerbate fire risk or result in temporary or ongoing impacts to the environment.	Potentially Significant Impact	HAZ-1	Prior to the issuance of building permits, the project applicant shall demonstrate, to the satisfaction of the City Building Official and the Riverside County Fire Chief, compliance with the 2019 California Building Code (or the most recent edition) (Part 2 of Title 24 of the California Code of Regulations) and the 2019 California Fire Code (or the most recent edition) (Part 9 of Title 24 of the California Code of Regulations), including those regulations pertaining to materials and construction methods intended to mitigate wildfire exposure as described in the 2019 California Building Code and California Residential Code (or most recent edition); specifically California Building Code Chapter 7A; California Residential Code Section R327; California Residential Code Section R337; California Referenced Standards Code Chapter 12-7A; and California Fire Code Chapter 49.	
		HAZ-2	Prior to the issuance of a certificate of occupancy, the applicant shall demonstrate, to the satisfaction of the City Building Official and the County Fire Chief, compliance with the vegetation management requirements prescribed in California Fire Code Section 4906, including California Government Code Section 51182.	
Impact 5.14-4: The proposed project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.	Less Than Significant Impact	No mitigation measures are required.		Less Than Significant Impact

Additionally, Table 1-2, *Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Prielipp-Yamas Property,* summarizes the conclusions of the environmental analysis contained in this EIR. As stated in the EIR, future development on the Property would require a separate environmental analysis, in which appropriate mitigation measures would be identified, as applicable. Impacts are identified as significant or less than significant, and mitigation measures are identified for all significant impacts. The level of significance after imposition of the mitigation measures is also presented.

Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Prielipp-Yamas Property

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.1 AESTHETICS			
Impact 5.1-1: The proposed project would alter the visual appearance of the project site.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.1-2: The proposed project would not alter scenic resources within a state scenic highway.	No Impact	No mitigation measures are required.	No Impact
Impact 5.1-3: The proposed project would generate additional light and glare.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
5.2 AIR QUALITY			
Impact 5.2-1: Construction activities associated with the proposed project would not generate short-term emissions in exceedance of SCAQMD's threshold criteria.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.2-2: Long-term operation of the project would generate additional vehicle trips and associated emissions in exceedance of SCAQMD's threshold criteria.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.2-3: The proposed project could expose sensitive receptors to substantial pollutant concentrations.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.2-4: The proposed project is consistent with the applicable air quality management plan.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact

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Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Prielipp-Yamas Property

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.3 BIOLOGICAL RESOURCES			
Impact 5.3-1: Development of the proposed project could impact the MSHCP-covered species.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.3-2: Development of the proposed project would not result in the loss of riparian/riverine areas.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.3-3: The proposed project would not impact wetlands.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.3-4: The proposed project would not affect wildlife movement within the City.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.3-5: The proposed project would require compliance with the MSHCP.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
5.4 ENERGY			
Impact 5.4-1 Project construction and operation would not result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.4-2 The proposed project would not conflict with or obstruct a state or local plan for renewable energy efficiency.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
5.5 GREENHOUSE GAS EMISSIONS			
Impact 5.5-1: Implementation of the project would not generate a substantial increase in the magnitude of GHG emissions.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact

Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Prielipp-Yamas Property

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact 5.5-2: Implementation of the project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
5.6 HAZARDS AND HAZARDOUS MATERIALS			
Impact 5.6-1: Project construction and operations of the proposed project could involve the transport, use, and/or disposal of hazardous materials; however, compliance with existing local, state, and federal regulations would ensure impacts are minimized.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.6-2: The project site is not on a list of hazardous materials sites.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.6-3: The project site is not located in the vicinity of an airport or within the jurisdiction of an airport land use plan.	No Impact	No mitigation measures are required.	No Impact
Impact 5.6-4: Project development would not affect the implementation of an emergency responder or evacuation plan.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.6-5: The project site is not in a designated Very High Fire Hazard Severity Zone and would not expose structures and/or residences to fire danger.	Potentially Significant	HAZ-1 Prior to the issuance of building permits, the project applicant shall demonstrate, to the satisfaction of the City Building Official and the Riverside County Fire Chief, compliance with the 2019 California Building Code (or the most recent edition) (Part 2 of Title 24 of the California Code of Regulations) and the 2019 California Fire Code (or the most recent edition) (Part 9 of Title 24 of the California Code of Regulations), including those regulations pertaining to materials and construction methods intended to mitigate wildfire exposure as described in the 2019 California Building Code and California Residential Code (or most recent edition); specifically California Building Code Chapter 7A; California Residential Code Section R327; California Residential Code Section R337; California Referenced Standards Code Chapter 12-7A; and California Fire Code Chapter 49.	Less Than Significant

1. Executive Summary

Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Prielipp-Yamas Property

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		HAZ-2 Prior to the issuance of a certificate of occupancy, the applicant shall demonstrate, to the satisfaction of the City Building Official and the County Fire Chief, compliance with the vegetation management requirements prescribed in California Fire Code Section 4906, including California Government Code Section 51182.	
5.7 HYDROLOGY AND WATER QUALITY			
Impact 5.7-1: The proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.7-2: The proposed project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the proposed project may impede sustainable groundwater management of the basin.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.7-3: The proposed project would not substantially alter the existing drainage pattern of the site or area which would result in substantial erosion or siltation, increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite, create or contribute to runoff which would exceed the capacity of existing or planned stormwater drainage systems, or impede flood flows.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.7-4: The proposed project would not, in a flood hazard, tsunamic, or seiche zones, risk release of pollutants due to project inundation.	No Impact	No mitigation measures are required.	No Impact

Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Prielipp-Yamas Property

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact 5.7-5: The proposed project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
5.8 LAND USE AND PLANNING			
Impact 5.8-1: Project implementation would not divide an established community.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.8-2: Project implementation would not conflict with applicable plans adopted for the purpose of avoiding or mitigating an environmental effect.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
5.9 NOISE			
Impact 5.9-1: Construction activities would result in temporary noise increases in the vicinity of the proposed project.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.9-2: Project implementation would result in long-term operation-related noise that would exceed local standards.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.9-3: The project would not create excessive short-term or long-term groundborne vibration.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.9-4: The proximity of the project site to an airport or airstrip would not result in exposure of future residents or workers to airport-related noise.	No Impact	No mitigation measures are required.	No Impact.
5.10 POPULATION AND HOUSING			
Impact 5.10-1: The proposed project would directly result in population growth (residents and employees) on the project site but would not induce substantial additional growth.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact

Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Prielipp-Yamas Property

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact 5.10-2: Project implementation would not result in displacing people and/or housing.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
5.11 TRANSPORTATION			
Impact 5.11-1: The project could potentially conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.11-2: The project would not conflict with or be inconsistent with CEQA Guidelines § 15064.3 subdivision (b).	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.11-3: Project circulation improvements have been incorporated to adequately address potentially hazardous conditions (sharp curves, etc.), potential conflicting uses, and emergency access.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
5.12 TRIBAL CULTURAL RESOURCES			
Impact 5.12-1: The proposed project would cause a substantial adverse change in the significance of a tribal cultural resource 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).	Potentially Significant Impact	TRI-1 Inadvertent Archeological Find. If during ground disturbance activities, 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. Cultural resources are defined, as being multiple artifacts in close association with each other, but also include fewer artifacts if the area of the find is determined to be of significance due to its sacred or cultural importance as determined in consultation with the Native American Tribe(s). g. 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 tribal representative(s) and the Planning Director to discuss the significance of the find. h. 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	Less Than Significant Impact.

Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Prielipp-Yamas Property

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		concurrence of the Planning Director, as to the appropriate mitigation (documentation, recovery, avoidance, etc.) for the cultural resources. i. 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. Work shall be allowed to continue outside of the buffer area and will be monitored by additional Tribal monitors if needed. j. Treatment and avoidance of the newly discovered resources shall be consistent with the Cultural Resources Management Plan and Monitoring Agreements entered into with the appropriate tribes. This may include avoidance of the cultural resources through project design, in-place preservation of cultural resources located in native soils and/or re-burial on the Project property so they are not subject to further disturbance in perpetuity as identified in Non-Disclosure of Reburial Locations Condition. k. If the find is determined to be significant and avoidance of the site has not been achieved, a Phase III data recovery plan shall be prepared by the project archeologist, in consultation with the Tribe, and shall be submitted to the City for their review and approval prior to implementation of the said plan. l. Pursuant to Calif. Pub. Res. Code § 21083.2(b) avoidance is the preferred method of preservation for archaeological resources and tribal cultural resources. If the landowner and the Tribe(s) cannot agree on the significance or the mitigation for the archaeological or tribal cultural resources, these issues will be presented to the Planning Director for decision. The City's Planning Director shall make the determination based on the provisions of the California Environmental Quality Act with respect to archaeological and tribal cultural resources, recommendations of the project archeologist, and shall take into account the cultural and religious principles and practices of the Tribe. Notwithstanding any other rights available under the law, the decision of the City Planning Director shall be appealable to the City Planning Commission and/or City Council.	

Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Prielipp-Yamas Property

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		TRI-2 Cultural Resources Disposition. In the event that Native American cultural resources are discovered during the course of grading (inadvertent discoveries), the following procedures shall be carried out for final disposition of the discoveries: b. One or more of the following treatments, in order of preference, shall be employed with the tribes. Evidence of such shall be provided to the City of Wildomar Planning Department: i. Preservation-In-Place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in the place where they were found with no development affecting the integrity of the resources. ii. Reburial of the resources on the Project property. The measures for reburial shall include, at least, the following: Measures and provisions to protect the future reburial area from any future impacts in perpetuity. Reburial shall not occur until all legally required cataloging and basic recordation have been completed, with an exception that sacred items, burial goods and Native American human remains are excluded. Any reburial process shall be culturally appropriate. Listing of contents and location of the reburial shall be included in the confidential Phase IV report. The Phase IV Report shall be filed with the City under a confidential cover and not subject to Public Records Request. iii. If preservation in place or reburial is not feasible then the resources shall be curated in a culturally appropriate manner at a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines. The collection and associated records shall be transferred, including title, and are to be accompanied by payment of the fees by the Applicant necessary for permanent curation. Evidence of curation in the form of a letter from the curation facility stating that	

Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Prielipp-Yamas Property

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		subject archaeological materials have been received and that all fees have been paid, shall be provided by the landowner to the City. There shall be no destructive or invasive testing on sacred items, burial goods, and Native American human remains, as defined by the cultural and religious practices of the Most Likely Descendant. Results concerning finds of any inadvertent discoveries shall be included in the Phase IV monitoring report. TRI-3 Archaeologist Retained. Prior to issuance of a grading permit the project applicant shall retain a Riverside County qualified Registered Professional Archaeologist (RPA), to monitor all ground disturbing activities in an effort to identify any unknown archaeological resources. The Registered Professional Archaeologist and the Tribal monitor(s) shall manage and oversee monitoring for all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, mass or rough grading, trenching, stockpiling of materials, rock crushing, structure demolition and etc. The Registered Professional Archaeologist and the Tribal monitor(s), shall independently have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources in coordination with any required special interest or tribal monitors. The developer/permit holder shall submit a fully executed copy of the contract to the Planning Department to ensure compliance with this condition of approval. Upon verification, the Planning Department shall clear this condition. In addition, the Registered Professional Archaeologist, in consultation with the Consulting Tribe(s), the contractor, and the City, shall develop a Cultural Resources Management Plan (CRMP) in consultation pursuant to the definition in AB 52 to address the details, timing and responsibility of all archaeological and cultural activities that will occur on the project site. A consulting tribe is defined as a tribe that initiated the AB 52 tribal consultation process for the Project, has not opted out of the AB 52 consultation process, and has completed AB 52 consultation with the City as provided for in Cal Pub Res Code Section 21080.3.2(b)(1) of AB52. Details in the Plan shall include: d. Project grading and development scheduling;	

Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Prielipp-Yamas Property

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		e. The Project archaeologist and the Consulting Tribes(s) shall attend the pre-grading meeting with the City, the construction manager and any contractors and will conduct a mandatory Cultural Resources Worker Sensitivity Training to those in attendance. The Training will include a brief review of the cultural sensitivity of the Project and the surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event inadvertent discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. All new construction personnel that will conduct earthwork or grading activities that begin work on the Project following the initial Training must take the Cultural Sensitivity Training prior to beginning work and the Project archaeologist and Consulting Tribe(s) shall make themselves available to provide the training on an as-needed basis; f. The protocols and stipulations that the contractor, City, Consulting Tribe(s) and Project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation. TRI-4 Native American Monitoring (Pechanga). Tribal monitor(s) shall be required on-site during all ground-disturbing activities, including grading, stockpiling of materials, engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified tribal monitor(s) from the Pechanga Band of Luiseno Indians. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the above-mentioned Tribe and the land divider/permit holder for the monitoring of the project to the Planning Department and to the Engineering Department. The Tribal Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground-disturbance activities to allow recovery of cultural resources, in coordination with the Project Archaeologist. TRI-5 Native American Monitoring (Soboba). Tribal monitor(s) shall be required on-site during all ground-disturbing activities, including grading, stockpiling of materials, engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified	

Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Prielipp-Yamas Property

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		tribal monitor(s) from the Soboba Band of Luiseno Indians. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the above-mentioned Tribe and the land divider/permit holder for the monitoring of the project to the Planning Department and to the Engineering Department. The Tribal Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground-disturbance activities to allow recovery of cultural resources, in coordination with the Project Archaeologist. TRI-6 Archeology Report - Phase III and IV. Prior to final inspection, the developer/permit holder shall prompt the Project Archeologist to submit two (2) copies of the Phase III Data Recovery report (if required for the Project) and the Phase IV Cultural Resources Monitoring Report that complies with the Community Development Department's requirements for such reports. The Phase IV report shall include evidence of the required cultural/historical sensitivity training for the construction staff held during the pre-grade meeting. The Planning Department shall review the reports to determine adequate mitigation compliance. Provided the reports are adequate, the Community Development Department shall clear this condition. Once the report(s) are determined to be adequate, two (2) copies shall be submitted to the Eastern Information Center (EIC) at the University of California Riverside (UCR) and one (1) copy shall be submitted to the Consulting Tribe(s) Cultural Resources Department(s). TRI-7 Human Remains. If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resource 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 the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "most likely descendant." The most likely descendant shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.	

Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Prielipp-Yamas Property

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		TRI-8 Non-Disclosure of Reburial Locations. It is understood by all parties that unless otherwise required by law, the site of any reburial of Native American human remains or associated grave goods shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, pursuant to the specific exemption set forth in California Government Code 6254 (r)., parties, and Lead Agencies, will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code 6254 (r).	
5.13 UTILITIES AND SERVICE SYSTEMS			
Impact 5.13-1: Project-generated wastewater could be adequately treated by the wastewater service providers for the project.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.13-2: Water supply and delivery systems are adequate to meet project requirements.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.13-3: Existing and/or proposed storm drainage systems are adequate to serve the drainage requirements of the proposed project.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.13-4: Existing and/or proposed facilities would be able to accommodate project-generated solid waste.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
5.14 WILDFIRE			
Impact 5.14-1: Implementation of the proposed project would not substantially impair an adopted emergency response plan or emergency evacuation plan.	Potentially Significant Impact	HAZ-1 Prior to the issuance of building permits, the project applicant shall demonstrate, to the satisfaction of the City Building Official and the Riverside County Fire Chief, compliance with the 2019 California Building Code (or the most recent edition) (Part 2 of Title 24 of the California Code of Regulations) and the 2019 California Fire Code (or the most recent edition) (Part 9 of Title 24 of the California Code of Regulations), including those regulations pertaining to materials and	Less Than Significant Impact

Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Prielipp-Yamas Property

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures		Level of Significance After Mitigation
			construction methods intended to mitigate wildfire exposure as described in the 2019 California Building Code and California Residential Code (or most recent edition); specifically California Building Code Chapter 7A; California Residential Code Section R327; California Residential Code Section R337; California Referenced Standards Code Chapter 12-7A; and California Fire Code Chapter 49.	
		HAZ-2	Prior to the issuance of a certificate of occupancy, the applicant shall demonstrate, to the satisfaction of the City Building Official and the County Fire Chief, compliance with the vegetation management requirements prescribed in California Fire Code Section 4906, including California Government Code Section 51182.	
Impact 5.14-2: The proposed project would not exacerbate wildfire risks due to slope, prevailing winds, and other factors, thereby exposing project occupants to elevated particulate concentrations from a wildfire.	Potentially Significant Impact	HAZ-1	Prior to the issuance of building permits, the project applicant shall demonstrate, to the satisfaction of the City Building Official and the Riverside County Fire Chief, compliance with the 2019 California Building Code (or the most recent edition) (Part 2 of Title 24 of the California Code of Regulations) and the 2019 California Fire Code (or the most recent edition) (Part 9 of Title 24 of the California Code of Regulations), including those regulations pertaining to materials and construction methods intended to mitigate wildfire exposure as described in the 2019 California Building Code and California Residential Code (or most recent edition); specifically California Building Code Chapter 7A; California Residential Code Section R327; California Residential Code Section R337; California Referenced Standards Code Chapter 12-7A; and California Fire Code Chapter 49.	Less Than Significant Impact
		HAZ-2	Prior to the issuance of a certificate of occupancy, the applicant shall demonstrate, to the satisfaction of the City Building Official and the County Fire Chief, compliance with the vegetation management requirements prescribed in California Fire Code Section 4906, including California Government Code Section 51182.	

1. Executive Summary

Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Prielipp-Yamas Property

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures		Level of Significance After Mitigation
Impact 5.14-3: The proposed project would require the installation and maintenance of associated infrastructure but would not exacerbate fire risk or result in temporary or ongoing impacts to the environment.	Potentially Significant Impact	HAZ-1	Prior to the issuance of building permits, the project applicant shall demonstrate, to the satisfaction of the City Building Official and the Riverside County Fire Chief, compliance with the 2019 California Building Code (or the most recent edition) (Part 2 of Title 24 of the California Code of Regulations) and the 2019 California Fire Code (or the most recent edition) (Part 9 of Title 24 of the California Code of Regulations), including those regulations pertaining to materials and construction methods intended to mitigate wildfire exposure as described in the 2019 California Building Code and California Residential Code (or most recent edition); specifically California Building Code Chapter 7A; California Residential Code Section R327; California Residential Code Section R337; California Referenced Standards Code Chapter 12-7A; and California Fire Code Chapter 49.	
		HAZ-2	Prior to the issuance of a certificate of occupancy, the applicant shall demonstrate, to the satisfaction of the City Building Official and the County Fire Chief, compliance with the vegetation management requirements prescribed in California Fire Code Section 4906, including California Government Code Section 51182.	
Impact 5.14-4: The proposed project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.	Less Than Significant Impact	No mitigation measures are required.		Less Than Significant Impact

2. Introduction

2.1 PURPOSE OF THE ENVIRONMENTAL IMPACT REPORT

The California Environmental Quality Act (CEQA) requires that all state and local governmental agencies consider the environmental consequences of projects over which they have discretionary authority before taking action on those projects. This draft environmental impact report (DEIR) has been prepared to satisfy CEQA and the CEQA Guidelines. The environmental impact report (EIR) is the public document designed to provide decision makers and the public with an analysis of the environmental effects of the proposed project, to indicate possible ways to reduce or avoid environmental damage and to identify alternatives to the project. The EIR must also disclose significant environmental impacts that cannot be avoided; growth inducing impacts; effects not found to be significant; and significant cumulative impacts of all past, present, and reasonably foreseeable future projects.

The lead agency means "the public agency which has the principal responsibility for carrying out or approving a project which may have a significant effect upon the environment" (CEQA § 21067). The City of Wildomar has the principal responsibility for approval of the Wildomar Trail Town Center Mixed-Use project. For this reason, the City of Wildomar is the CEQA lead agency for this project.

The intent of the DEIR is to provide sufficient information on the potential environmental impacts of the proposed Wildomar Trail Town Center Mixed-Use Project to allow the City of Wildomar to make an informed decision regarding approval of the project. Specific discretionary actions to be reviewed by the City are described in Section 3.4, *Intended Uses of the EIR*.

This DEIR has been prepared in accordance with requirements of the:

- California Environmental Quality Act (CEQA) of 1970, as amended (Public Resources Code, §§ 21000 et seq.)
- State Guidelines for the Implementation of the CEQA of 1970 (CEQA Guidelines), as amended (California Code of Regulations, §§ 15000 et seq.)

The overall purpose of this DEIR is to inform the lead agency, responsible agencies, decision makers, and the general public about the environmental effects of the development and operation of the proposed Wildomar Trail Town Center Mixed-Use project. This DEIR addresses effects that may be significant and adverse; evaluates alternatives to the project; and identifies mitigation measures to reduce or avoid adverse effects.

2.2 NOTICE OF PREPARATION

The City of Wildomar determined that an EIR would be required for this project and issued a Notice of Preparation (NOP) on September 17, 2020 (see Appendix 2-1). Comments received during the NOP public review period, from September 17, 2020 to October 16, 2020, are in Appendix 2-1.

The NOP process helps determine the scope of the environmental issues to be addressed in the DEIR. Based on this process, certain environmental categories were identified as having the potential to result in significant impacts. Issues considered Potentially Significant are addressed in this DEIR, but issues identified as Less Than Significant or No Impact are not.

The objective of distributing the NOP is to solicit public comment to identify and determine the full range and scope of issues of concern so that these issues might be fully examined in the EIR. Table 2-1, *NOP Comment Letters Received,* summarizes the comments received during the NOP period; the letters are included in Appendix 2-1.

Table 2-1 NOP Comment Letters Received

Agency/Organization/Individual	Date	Comments	Section of SEIR Comment is Addressed
Native American Heritage Commission (Andrew Green)	September 15, 2020	• Recommends consultation with traditionally and culturally affiliated tribes	• Chapter 5.12, Tribal Cultural Resources
Rincon Band of Luiseno Indians, Cheryl Madrigal	September 30, 2020	• Tribe has no comments but ask to be notified and involved in entire CEQA process	• Chapter 5.12, Tribal Cultural Resources
Inland Empire Biking Alliance, Marven E. Norman	October 5, 2020	• States that project should move bike accessibility in Wildomar forward • Recommends project includes biking as part of toolbox for lowering VMT	• Chapter 5.11, Transportation
Mitchell Tsai Attorneys on behalf of Southwest Carpenters	October 7, 2020	• Asks that City provides any and all information pertaining to project	• N/A
South Coast Air Quality Management District, Lijin Sun	October 14, 2020	• Recommendations for air quality impacts and analyses	• Chapter 5.2, Air Quality
Mitchell Tsai Attorneys on behalf of Southwest Carpenters	October 14, 2020	• States that City should consider proposing that Applicant provide additional community benefit such as requiring local hire and use of a skilled and trained workforce • States that City should require project to be built to standards exceeding the 2019 California Green Building Code and 2020 County of Los Angeles Green Building Standards Code to mitigate project's environmental impacts • States that the City is required to adopt a Mandatory Finding of Significance that the project may cause a substantial adverse effect on human beings and	• N/A • Chapter 5.4, Energy • Chapter 5.8, Land Use • Chapter 5.10, Population and Housing

Table 2-1 NOP Comment Letters Received

Agency/Organization/Individual	Date	Comments	Section of SEIR Comment is Addressed
		mitigate COVID-19 impacts • Requests all and any information about project • States EIR should review project's consistency with reginal housing plans • Requests to receive all notices in regards to project • States that the EIR should analyze environmental impacts of future development on Prielipp-Yamas Drive Property	

2.3 SCOPE OF THIS DEIR

The scope of the DEIR was determined based on the comments received in response to the NOP, and comments received at the scoping meeting conducted by the City. Pursuant to Sections 15126.2 and 15126.4 of the CEQA Guidelines, the DEIR should identify any potentially significant adverse impacts and recommend mitigation that would reduce or eliminate these impacts to levels of insignificance.

2.3.1 Impacts Considered Less Than Significant

During preparation of the technical studies, the City determined that six environmental impact categories were not significantly affected by or did not affect the proposed Wildomar Trail Town Center Mixed-Use project. These categories are not discussed in detail in this DEIR (see Chapter 8, *Impacts Found Not to be Significant*).

- Agriculture and Forestry Resources
- Cultural Resources
- Geology and Soils
- Mineral Resources
- Public Services
- Recreation

2.3.2 Potentially Significant Adverse Impacts

The City determined that 14 environmental factors have potentially significant impacts if the proposed project is implemented.

- Aesthetics
- Air Quality
- Biological Resources

- Energy
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Population and Housing
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

2.3.3 Unavoidable Significant Adverse Impacts

This DEIR identifies two significant and unavoidable adverse impacts, as defined by CEQA, that would result from implementation of the proposed project. Unavoidable adverse impacts may be considered significant on a project-specific basis, cumulatively significant, and/or potentially significant. The City must prepare a "statement of overriding considerations" before it can approve the project, attesting that the decision-making body has balanced the benefits of the proposed project against its unavoidable significant environmental effects and has determined that the benefits outweigh the adverse effects, and therefore the adverse effects are considered acceptable. The impacts that were found in the DEIR to be significant and unavoidable are:

- **Impact 5.5-1:** Implementation of the project would generate a substantial increase in the magnitude of GHG emissions.
- **Impact 5.5-2:** Implementation of the project would conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

2.3.4 Subsequent Environmental Analysis

Section 15183 of the CEQA Guidelines mandates that projects "…which are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site." It is the expectation of the City of Wildomar that additional environmental analysis for projects within the proposed project will either be unnecessary or limited to project-specific analysis. Each development application must demonstrate consistency with the project approvals and this EIR, including substantial evidence to support the findings.

2.4 INCORPORATION BY REFERENCE

Some documents are incorporated by reference into this DEIR, consistent with Section 15150 of the CEQA Guidelines, and they are available for review at the City.

- City of Wildomar General Plan
- City of Wildomar Zoning Code (Title 17, City of Wildomar Municipal Code)
- City of Wildomar Development Standards (Title 17, City of Wildomar Municipal Code)
- City of Wildomar Commercial Design Guidelines (Title 17, City of Wildomar Municipal Code)
- City of Wildomar Multi-Family Residential Design Guidelines (Title 17, City of Wildomar Municipal Code)

2.5 AVAILABILITY

Notification of availability of EIR for review was distributed to public agencies and members of the public who expressed an interest in receiving the document. A list of all who received the Draft EIR is included as Appendix 2-2 to this EIR. An electronic copy of the EIR and associated Notice of Completion was sent to the California Office of Planning and Research (OPR) Clearinghouse for distribution pursuant to CEQA Guidelines 15087.

The EIR is available to the general public for review at various locations:

- On the City's website: http://www.cityofwildomar.org/cms/One.aspx?portalId=9894827&pageId=10911316
- In person at the City of Wildomar, Planning Department: 23873 Clinton Keith Road, Suite 201, Wildomar, California, 92595

This DEIR is being circulated for public review for 45 days. Interested agencies and members of the public are invited to provide written comments on the DEIR to the City address shown on the title page of this document.

2.6 FINAL EIR CERTIFICATION

A Final EIR (FEIR) will incorporate the received comments, responses to the comments, and any changes to the DEIR that result from comments. The FEIR will be presented to the City for potential certification as the environmental document for the project. All persons who comment on the DEIR will be notified of the availability of the FEIR and the date of the public hearing before the City.

2.7 MITIGATION MONITORING

Public Resources Code Section 21081.6 requires that agencies adopt a monitoring and reporting program for any project for which it has made findings pursuant to Public Resources Code Section 21081 or adopted a Negative Declaration pursuant to 21080(c). Such a program is intended to ensure the implementation of all mitigation measures adopted through the preparation of an EIR.

2. Introduction

The Mitigation Monitoring and Reporting Program (MMRP) for the proposed project will be completed as part of the Final EIR, prior to consideration of the project by the City of Wildomar City Council.

3. Project Description

3.1 INTRODUCTION

The term "project," as defined by the California Environmental Quality Act (CEQA) Guidelines, means "the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and that is any of the following: (1)…enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans or elements thereof pursuant to Government Code Sections 65100–65700" (CEQA Guidelines, §15378(a)). The CEQA Guidelines further explain that a "project" refers to the activity that is being approved and that may be subject to several discretionary approvals by governmental agencies (CEQA Guidelines §15378(c)).

3.2 DESCRIPTION OF PROJECT

The proposed project has two related components: the Wildomar Trail Town Center Mixed-Use project and the Prielipp-Yamas Property Rezone.

Wildomar Trail Town Center Mixed-Use Project

The proposed Wildomar Trail Town Center Mixed-Use project would allow for the development of a mixed-use project on an approximately 25.8-acre vacant site (APN 376-190-002 and 376-180-006) which would include 41,609 square feet of commercial retail, 72,000 square feet of professional office, and 152 townhome/condominium residential units, with full on-site/off-site improvements. The following project actions are requested of the City by the applicant and reviewed in this EIR:

Change of Zone

The proposed project requires the approval of a zone change on a 6.07-acre portion of the site from C-P-S (Scenic Highway Commercial) to R-3 (General Residential) to accommodate the 152-unit townhome/condominium component, and to remove the Mixed-Use Overlay Zone for the entire site.

Tentative Tract Map

The proposed project would require approval of a Tentative Tract Map to subdivide the 25.8-acre site into six lots for commercial retail and office purposes and one lot for condominium purposes to develop a 152-unit townhome project with amenities.

3. Project Description

Conditional Use Permit

The proposed project requires approval of a conditional use permit (CUP) to establish a gas station/mini-mart with concurrent beer and wine sales in accordance with Section 17.248 of the Wildomar Municipal Code, and in compliance with the City's adopted commercial design standards and guidelines.

Variance

The proposed project includes a request for a 35-foot height variance for a single freeway sign on the east site of the project area along the I-15 freeway. Chapter 17.252, Sign Regulations, of the Wildomar Municipal Code only allows a freeway sign height of 45 feet, and the project is proposing 80 feet.

Plot Plan

The proposed project includes a plot plan to develop the retail portions of the site including a gas station/mini-mart, restaurants, shops, and car wash, as well as the professional office uses with on-site and off-site improvements. All development has been designed to comply with the City's commercial design standards and guidelines. Additionally, the proposed project would require approval of a final site plan for development of the 6.07-acre site consisting of a 152-unit townhome/condominium development, including site planning, architecture, landscaping, parking, etc. consistent with the City's residential design guidelines and standards.

Figure 3-1, *Conceptual Site Plan,* shows the proposed site plan for the project site. The proposed mixed-use project would be developed in four phases, as shown in Figure 3-2, *Project Phasing*.

- **Phase 1** would consist of approximately 5.09 acres and will include development of the gas station/mini-mart (with alcohol sales), car wash, and water detention basin.
  - **Project Design Feature.** Intersection #3 (Central Avenue and Wildomar Trail) would be signalized during Phase 1. Central Avenue and Wildomar Trail along the property frontage will be improved for a raised median, two eastbound travel lanes and exclusive eastbound and westbound left turn pockets at the intersection of Central Avenue and Wildomar Trail. The two through lanes east of this intersection will transition to an eastbound lane and exclusive right turn at the intersection of Wildomar Trail and I-15 southbound ramps.

- **Phase 2** would consist of approximately 6.62 acres and include development of multi-tenant commercial retail shops, restaurant pads, and a market.

- **Phase 3** would consist of approximately 6.26 acres and includes development of two office buildings.

- **Phase 4** would consist of 7.79 acres and includes development of 152 townhome/condominium residential units.

Conditions of Approval

Table 3-1, *Summary of Conditions of Approval for Traffic Impacts,* shows the proposed conditions of approval for intersections within the project area.

Table 3-1 Summary of Conditions of Approval for Traffic Impacts

Intersection	Improvement	Responsibility
Central Avenue and Palomar Street	Widen intersection to provide an exclusive left turn lane, two through lanes, and an exclusive right turn lane at each of the approaches.	DIF
Central Avenue and Wildomar Trail	Signalize intersection and widen westbound approach to provide an additional through lane.	PDF
I-15 Southbound Ramps at Wildomar Trail	Signalize and widen westbound approach to add a second through lane and reconfigure eastbound approach to provide a through lane and a shared through-right lane.	TUMF
I-15 Northbound Ramps at Wildomar Trail	Signalize and widen westbound approach to add a second through lane and widen the eastbound approach to add a second through lane and an exclusive right turn lane.	TUMF
Monte Vista and Wildomar Trail	Signalize the intersection and widen the eastbound approach to provide an exclusive left turn lane.	DIF
Monte Vista Drive and Bundy Canyon Road	Signalize the intersection, widen the eastbound approach to provide two through lanes and an exclusive right turn lane, widen the westbound approach to provide two through lanes, and widen the northbound approach to provide exclusive left and right turn lanes.	DIF

Source: IEG, 2020
DIF – Development Impact Fee, PDF – Project Design Feature, TUMF – Transportation Uniform Mitigation Fee

Elevations

Gas Station/Mini-Mart

The proposed gas station/mini-mart would be a one-story building and would be 25 feet at its highest point. Figure 3-3, *Gas Station/Mini-Mart Elevation*, shows that the proposed building would include tan stucco, metal canopies, and brownish-gray stone veneer. The side elevation would include a landscaped trellis on the exterior of the building.

Retail

The proposed retail structures would be one-story and the tallest structure would be 32 feet at its highest point. The exterior facades of the structures would be cohesive and would consist of varying materials, such as metal canopies, landscaped trellises, fabric awnings, gray stone veneer, stucco, and brick, and would vary in paint color, such as tan, light and dark gray, and white. Figure 3-4a through Figure 3-4f, *Retail Elevation,* show the various elevations and façades for the retail buildings.

Office

The proposed office buildings would be three-stories and would be 49 feet and 6 inches at its highest point. As shown in Figure 3-5, *Office Elevation,* the proposed office buildings would have tan, white, and dark gray stucco, light gray stone veneer, and metal paneling.

Residential

The proposed townhomes/condominium would be 3-plexes to 6-plexes up to three stories tall, with a maximum height of 40 feet to the ridge of the roof. As shown in Figure 3-6a and Figure 3-6b, *Residential Elevation,* the exterior façades would vary in materials such as board and batten, trim, and metal, as well as in color/finishes such as light and dark brown, white, taupe, and gray.

Construction

Construction would involve removal of vegetation, grading to finished design elevations, excavation to allow construction of building foundations, utilities, roadways, parking areas, sidewalks, and landscaping. Equipment used during construction may include, but is not limited to, crawler, tractors, rubber-tired dozers, excavators, graders, scrapers, cranes, forklifts, generator sets, welders, pavers, paving equipment, rollers, and air compressors.

Operations

The proposed uses would generate 305 employees and 503 residents. Commercial retail operations would be 24 hours a day, 7 days a week, while professional offices are expected to operate from 6:00 AM to 7:00 PM on a daily basis. Property maintenance will occur during daylight hours and may include landscaping, leaf blowers, lawn mowers, and edgers. Parking lot sweeping typically occurs after normal business hours. Typically, before 6:00 AM and after 9:00 PM.

Prielipp-Yamas Property Rezone

The City Council has initiated a General Plan Amendment to change the existing land use designation from Business Park (BP) to Highest Density Residential (HHDR), and a Change of Zone from I-P (Industrial Park) to R-3 (General Residential), for approximately 10-acres of the 20-acre site on the northeast corner of Prielipp Road and Yamas Drive (APN 380-250-019) as shown in Figure 3-7, *General Plan Land Use Designation.*

In addition to the General Plan amendment, the City will rezone the Prielipp-Yamas property from I-P (Industrial Park) to R-3 (General Residential), for approximately 10-acres of the 20-acre site on the northeast corner of Prielipp Road and Yamas Drive (APN 380-250-019), as shown in, Figure 3-8, *Zoning Designation*.

3.3 STATEMENT OF OBJECTIVES

Objectives for the Wildomar Trail Town Center Mixed-Use project and the Prielipp-Yamas Property Rezone will aid decision makers in their review of the project and associated environmental impacts:

1. Provide a freeway adjacent mixed-use project catering to both the residents of Wildomar and the travelling public.

2. Ensure that non-residential uses buffer the residential uses from the noise of I-15.

3. Add housing units to the City's housing stock.

4. Provide uses to serve the City's daytime population.

5. Provide additional office workspace in the City.

6. Increase employment opportunities by providing retail and professional office land uses.

7. Ensure that the City has vacant land designated and zoned for residential development sufficient to accommodate the City's remaining 2013-2021 Regional Housing Needs Assessment (RHNA) allocation.

3.4 INTENDED USES OF THE EIR

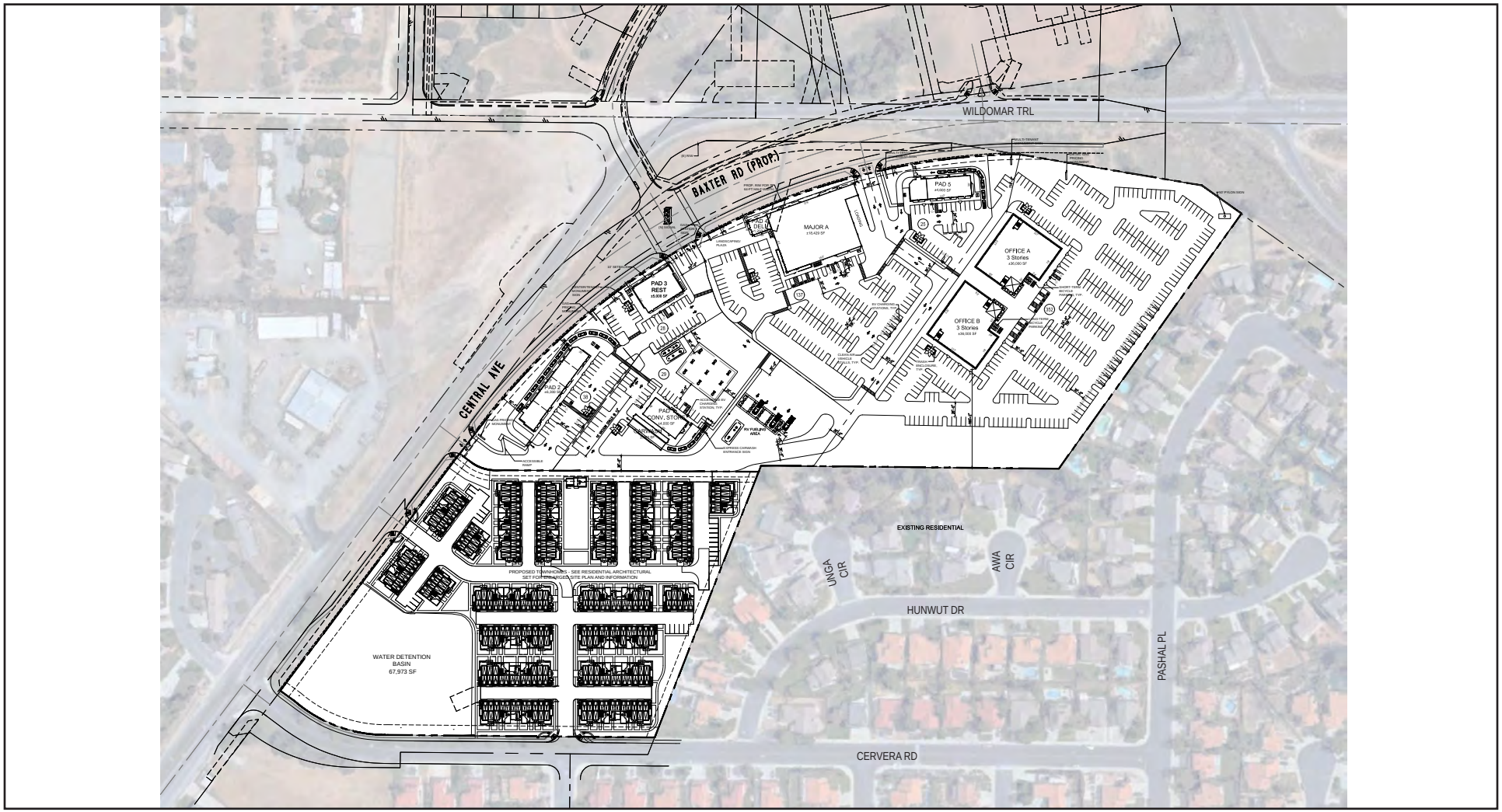
CEQA Guidelines, Section 15124(d) requires the lead agency to include in the project description a statement briefly describing the intended uses of the EIR. This DEIR examines the environmental impacts of the proposed project. The anticipated approvals required for the proposed project are:

- General Plan Amendment and Zone Change for the Prielipp-Yamas Property
- Change of Zone (CZ)
- Tentative Tract Map (TTM 37494)
- Conditional Use Permit (CUP)
- Plot Plan (PP)
- Final Site Plan of Development (FSPOD)

3. Project Description

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Figure 3-1 - Conceptual Site Plan

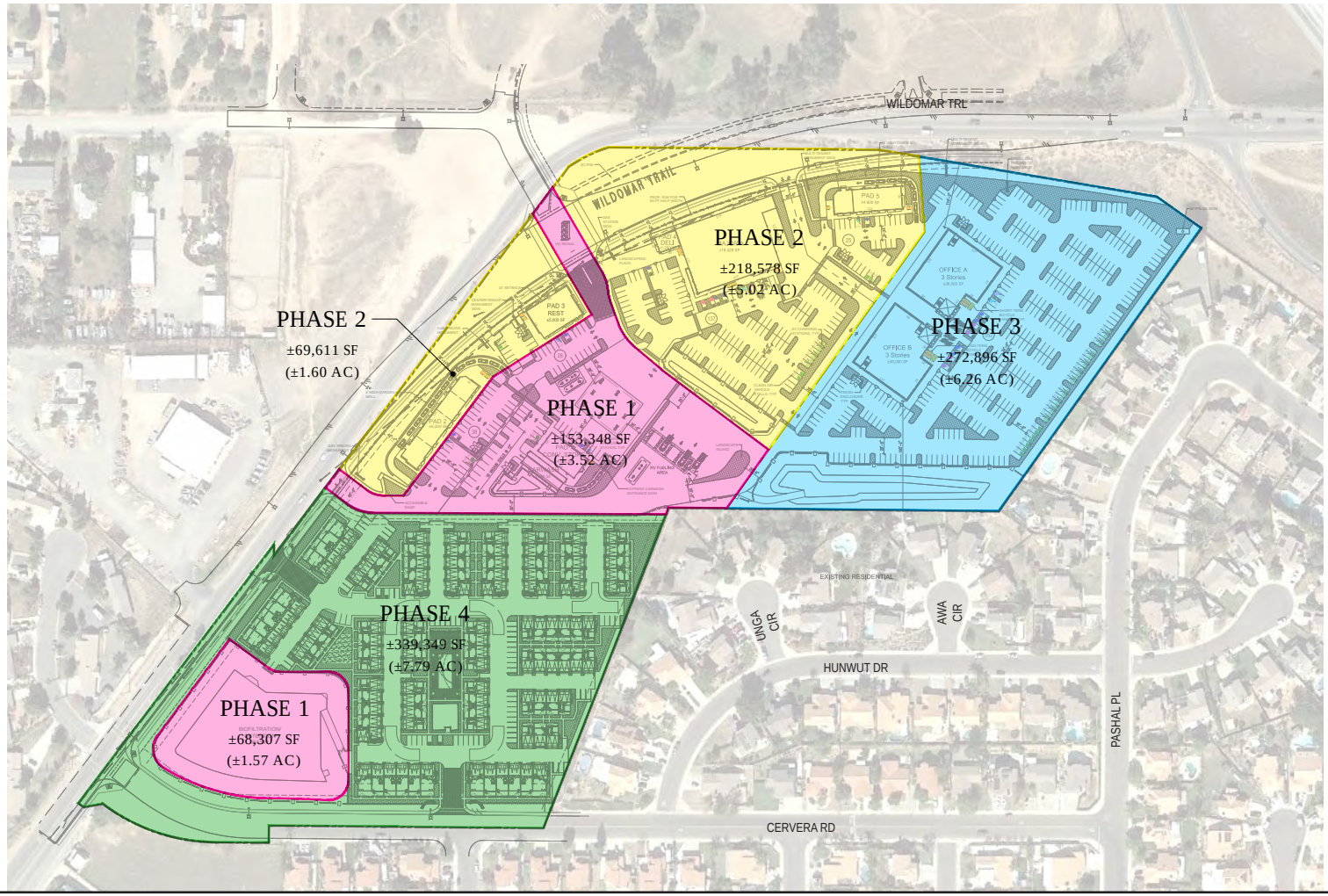


Source: ktgy, 2020

3. Project Description

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Figure 3-2 - Project Phasing



Source: ktgy, 2021

3. Project Description

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Figure 3-3 - Gas Station/Mini-Mart Elevation



Source: ktgy, 2020

3. Project Description

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Figure 3-4a - Retail Elevation - Major A



0 20
Scale (Feet)

Source: ktgy, 2020

3. Project Description

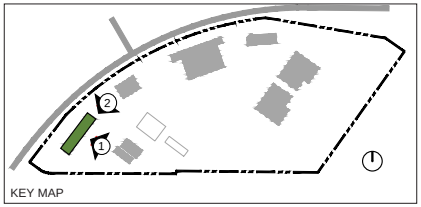
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Figure 3-4b - Retail Elevation - Pad 2



Pad 2 - Front Elevation

Pad 2 - Side Elevation



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Scale (Feet)

Source: ktgy, 2021

3. Project Description

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Figure 3-4c - Retail Elevation - Pad 3



Pad 3 - Front Elevation

Pad 3 - Side Elevation



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Scale (Feet)

Source: ktgy, 2020

3. Project Description

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Figure 3-4d - Retail Elevation - Pad 4



Pad 4 - Front Elevation | **Pad 4 - Side Elevation** | **Pad 4 - Side Elevation**



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Scale (Feet)

Source: ktgy, 2020

3. Project Description

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Figure 3-4e - Retail Elevation - Pad 5

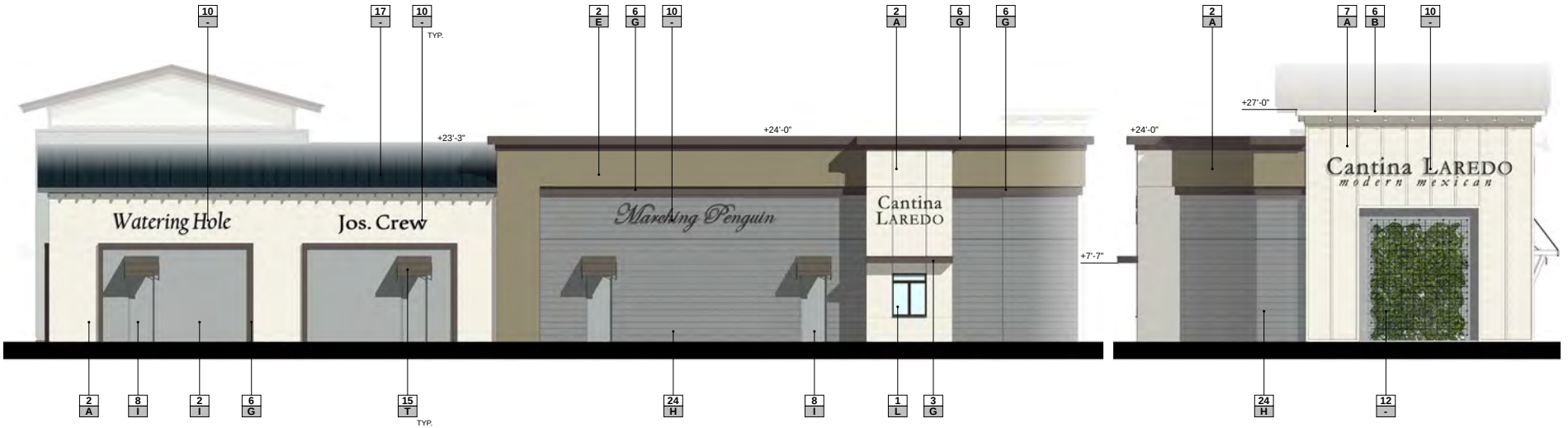


Source: ktgy, 2021

3. Project Description

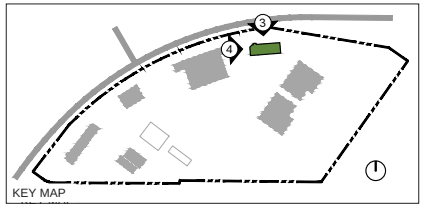
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Figure 3-4f - Retail Elevation - Pad 5



Pad 5 - Front Elevation

Pad 5 - Side Elevation



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Scale (Feet)

Source: ktgy, 2021

3. Project Description

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Figure 3-5 - Office Elevation



Source: ktgy, 2020

3. Project Description

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Figure 3-6a - Residential Elevations



3 - REAR ELEVATION

D 4 | D 17 | C 17 | C 4 | C 10 | E 12



4 - SIDE ELEVATION

C 13



1 - FRONT ELEVATION

- 11 | D 10 | D 16 | G 5 | F 5 | I 6



2 - SIDE ELEVATION

MATERIALS

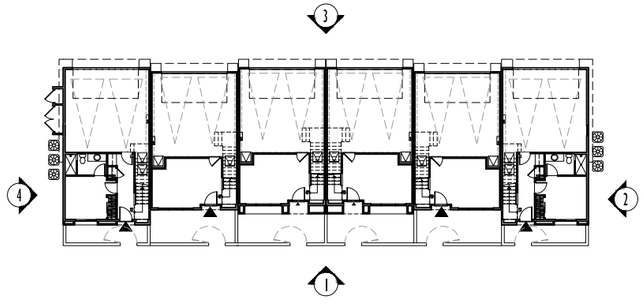
1. BOARD & BATTEN
2. FAUX WOOD CORNER TRIM
3. SHINGLE ROOF
4. TRIM/ SURROUND
5. ENTRY DOOR
6. STANDING SEAM METAL ROOF
7. FAUX VENT DETAIL
8. PAINTED VINYL WINDOW (MUNTINS AT HIGH-VISIBLE AREAS)
9. DECORATIVE SHUTTERS
10. WINDOW BOX PLANTER
11. DECO. LIGHT FIX. & ADDRESS SIGN
12. METAL SECTIONAL GARAGE DOOR
13. UTILITY DOOR
14. SLIDING GLASS DOOR
15. PORCHES WITH SIMPLE WOOD COLUMNS & KNEE BRACES
16. AWNING W/ WOOD OUTLOOKER/BRACE & BEAM
17. FAUX WOOD CORBELS
18. DECK METAL RAILING

FINISHES / COLORS

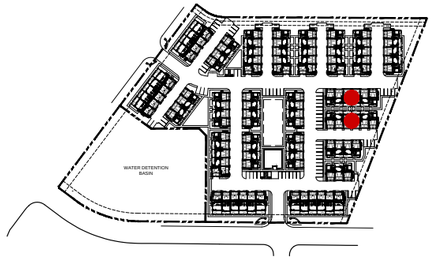
VARIES PER COLOR SCHEME

- A PRIMARY BOARD & BATTEN
- B SECONDARY BOARD & BATTEN
- C PRIMARY TRIM/ EAVE/ POST/ BOX PLANTER/ UTILITY DOOR
- D SECONDARY TRIM/ EAVE/ POST/ BOX PLANTER/ UTILITY DOOR
- E GARAGE DOOR COLOR
- F ENTRY DOOR COLOR/ SHUTTERS
- G ALT. ENTRY DOOR COLOR/ SHUTTERS
- H ROOF MATERIAL
- I ROOF MATERIAL

BUILDING KEY PLAN - SCALE: 1/16" = 1'-0"



SITE KEY PLAN - NTS



NOTE: COLOR SCHEME 1 DEMONSTRATED ON ELEVATIONS

0 20
Scale (Feet)

Source: ktgy, 2021

3. Project Description

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Figure 3-6b - Residential Elevations



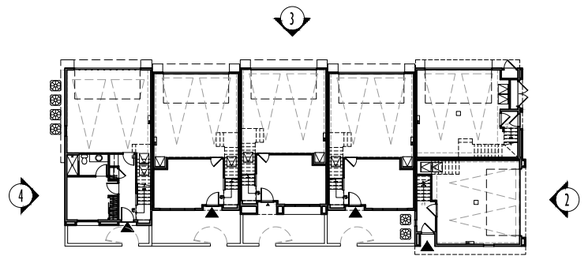
1 - FRONT ELEVATION



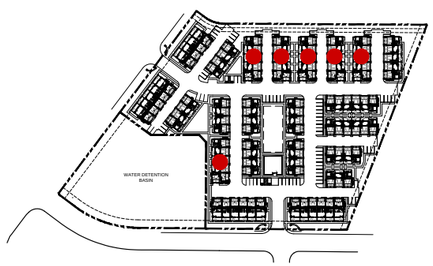
4 - SIDE ELEVATION



2 - SIDE ELEVATION



BUILDING KEY PLAN - SCALE: 1/16" = 1'-0"



SITE KEY PLAN - NTS

MATERIALS

1. BOARD & BATTEN
2. FAUX WOOD CORNER TRIM
3. SHINGLE ROOF
4. TRIM/ SURROUND
5. ENTRY DOOR
6. STANDING SEAM METAL ROOF
7. FAUX VENT DETAIL
8. PAINTED VINYL WINDOW (MUNTINS AT HIGH-VISIBLE AREAS)
9. DECORATIVE SHUTTERS
10. WINDOW BOX PLANTER
11. DECO. LIGHT FIX. & ADDRESS SIGN
12. METAL SECTIONAL GARAGE DOOR
13. UTILITY DOOR
14. SLIDING GLASS DOOR
15. PORCHES WITH SIMPLE WOOD COLUMNS & KNEE BRACES
16. AWNING W/ WOOD OUTLOOKER/BRACE & BEAM
17. FAUX WOOD CORBELS
18. DECK METAL RAILING

FINISHES / COLORS

VARIES PER COLOR SCHEME

- A PRIMARY BOARD & BATTEN
- B SECONDARY BOARD & BATTEN
- C PRIMARY TRIM/ EAVE/ POST/ BOX PLANTER/ UTILITY DOOR
- D SECONDARY TRIM/ EAVE/ POST/ BOX PLANTER/ UTILITY DOOR
- E GARAGE DOOR COLOR
- F ENTRY DOOR COLOR/ SHUTTERS
- G ALT. ENTRY DOOR COLOR/ SHUTTERS
- H ROOF MATERIAL
- I ROOF MATERIAL

NOTE: COLOR SCHEME 2 DEMONSTRATED ON ELEVATIONS

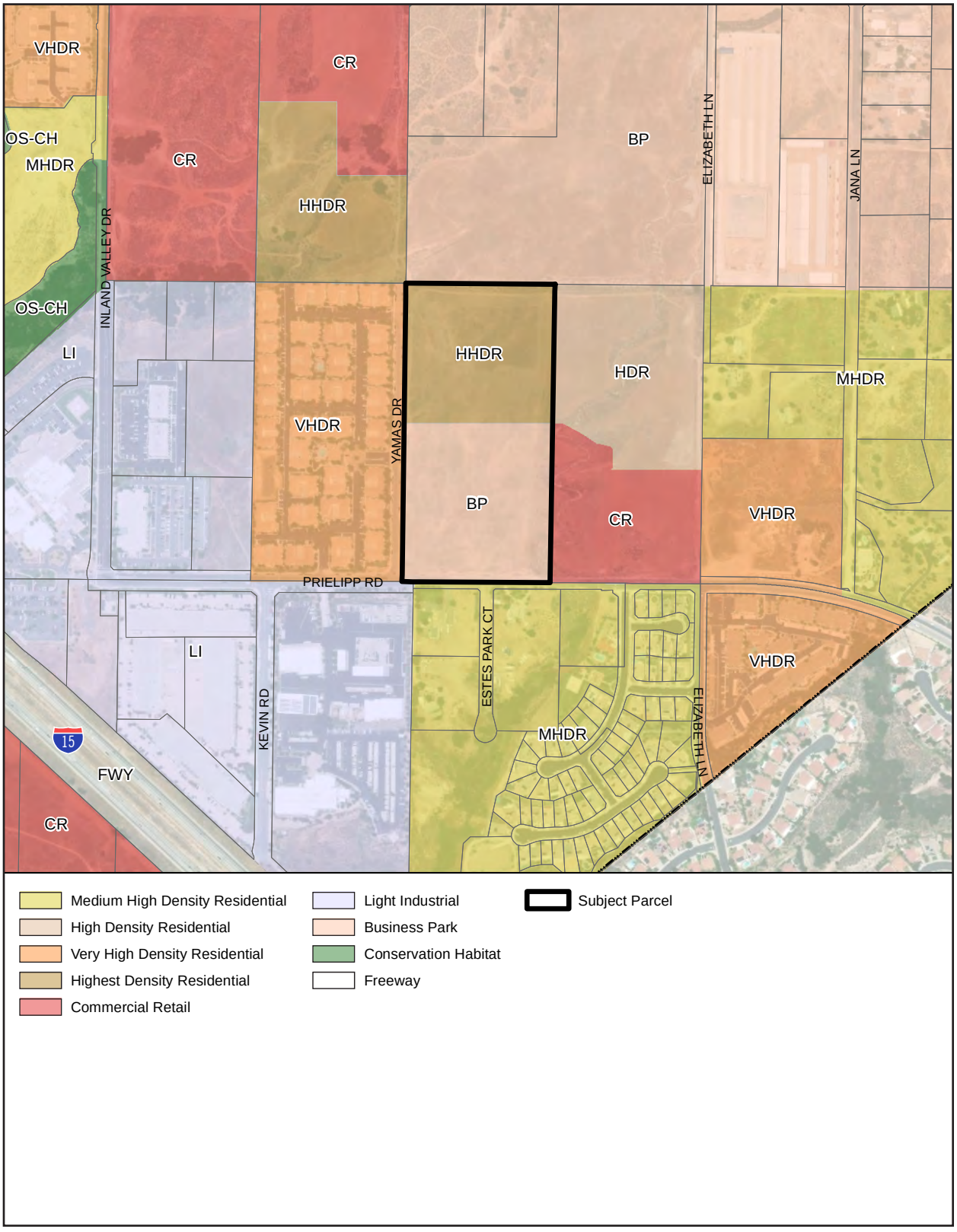
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Scale (Feet)

Source: ktgy, 2021

3. Project Description

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Figure 3-7 - General Plan Land Use Designation



Note: Unincorporated county areas are shown in white.

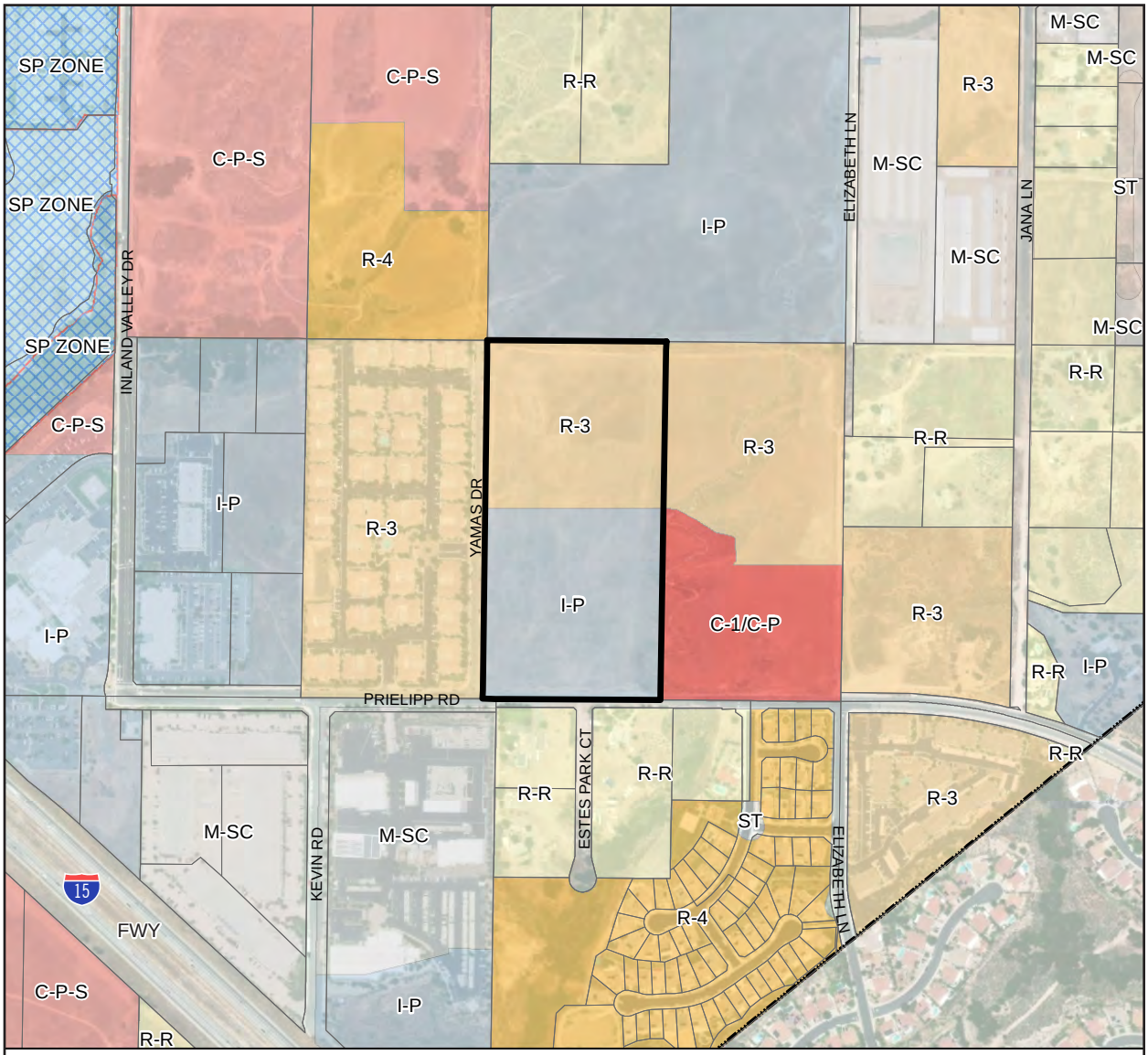
Source: PlaceWorks, 2020

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Scale (Feet)

3. Project Description

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Figure 3-8 - Zoning Designation



Note: Unincorporated county areas are shown in white.

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Scale (Feet)

Source: PlaceWorks, 2020

3. Project Description

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4. Environmental Setting

4.1 INTRODUCTION

This section provides a "description of the physical environmental conditions on the project site, and in the vicinity of the project, as they exist at the time the notice of preparation is published, … from both a local and a regional perspective" (California Environmental Quality Act [CEQA] Guidelines § 15125[a]), pursuant to provisions of CEQA and the CEQA Guidelines. The environmental setting provides the baseline physical conditions from which the lead agency will determine the significance of environmental impacts resulting from the proposed project.

4.2 EXISTING CONDITIONS

Wildomar Trail Town Center Mixed-Use Project

The project site is in the City of Wildomar (City) in western Riverside County. The approximately 25.8-acres site is bound to the north by Wildomar Trail, a single-family residential neighborhood to the east and southeast, Cervera Road to the southwest, and Central Avenue to the west. The General Plan land use designation of the site is Mixed Use Planning Area and the zoning designation is C-P-S (Scenic Highway Commercial) with a Mixed Use Overlay Zone. Figure 5.1-1a and Figure 5.1-1b, *Mixed-Use Site Photographs,* show the existing conditions of the site.

Prielipp-Yamas Property Rezone

The Prielipp-Yamas Property is a vacant 20-acre site in southeastern Wildomar. The site is bound by Yamas Drive to the west and Prielipp Drive to the south; vacant land bound the site to the north and east. The General Plan land use designation of the site is BP (Business Park) and the zoning designation is I-P (Industrial Park). Figure 5.1-2, *Prielipp-Yamas Property Site Photographs,* shows the existing conditions of the site.

4.2.1 Regional Planning Considerations

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is a council of governments representing Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. SCAG is the federally recognized metropolitan planning organization for this region, which encompasses over 380,000 square miles. SCAG is a regional planning agency and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs.

4. Environmental Setting

The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) was adopted in September 2020. Major themes in the 2020 RTP/SCS include integrating strategies for land use and transportation; striving for sustainability; protecting and preserving existing transportation infrastructure; increasing capacity through improved system managements; providing more transportation choices; leveraging technology; responding to demographic and housing market changes; supporting commerce, economic growth, and opportunity; promoting the links between public health, environmental protection, and economic opportunity; and incorporating the principles of social equity and environmental justice into the plan.

The SCS outlines a development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, would reduce greenhouse gas (GHG) emissions from transportation (excluding goods movement). The SCS is meant to provide growth strategies that will achieve the regional GHG emissions reduction targets identified by the California Air Resources Board. However, the SCS does not require that local general plans, specific plans, or zoning be consistent with the SCS; instead, it provides incentives to government and developers for consistency.

Western Riverside Council of Governments

The purpose of the Western Riverside Council of Governments (WRCOG) is to unify Western Riverside County to create a collective voice on important issues that affect its members. Representatives from 18 cities, the Riverside County Board of Supervisors, and the Eastern and Western Municipal Water Districts, have sears on the WRCOG Executive Committee, the group that sets policy for the organization, and the Riverside County Superintendent of Schools is an ex-officio member.

WRCOG implements two transportation plans—the Transportation Uniform Mitigation Fee (TUMF) program which ensures that new development pays its fair share for the increased traffic that it creates, and the Western Riverside County Active Transportation Plan (ATP) aims to improve transportation choices within the subregion for the benefit of all residents, employees, and visitors by identifying regional facilities to provide more transportation options.

4.2.1.1 SOUTH COAST AIR BASIN AIR QUALITY MANAGEMENT PLAN

The project area is in the South Coast Air Basin (SoCAB), which is managed by the South Coast Air Quality Management District (South Coast AQMD). Pollutants emitted into the ambient air by stationary and mobile sources are regulated by federal and state law, and standards are detailed in the SoCAB Air Quality Management Plan (AQMP). Air pollutants for which ambient air quality standards (AAQS) have been developed are known as criteria air pollutants, including ozone (O_3), carbon monoxide (CO), volatile organic compounds (VOC), nitrogen oxides (NO_x), sulfur dioxide, coarse inhalable particulate matter (PM_{10}), fine inhalable particulate matter ($PM_{2.5}$), and lead. VOC and NO_x are criteria pollutant precursors and go on to form secondary criteria pollutants, such as O_3, through chemical and photochemical reactions in the atmosphere. Air basins are classified as attainment/nonattainment areas for particular pollutants, depending on whether they meet AAQS for that pollutant. Based on the SoCAB AQMP, the SoCAB is designated nonattainment for O_3, $PM_{2.5}$, PM_{10}, and lead (Los Angeles County only) under the California and National AAQS and nonattainment for NO_2 under the California AAQS.

4.2.1.2 GREENHOUSE GAS EMISSIONS REDUCTION LEGISLATION

Current State of California guidance and goals for reductions in GHG emissions are generally embodied in Executive Order S-03-05; Assembly Bill (32), the Global Warming Solutions Act (2006); Executive Order B-15-30 and Senate Bill (SB) 32; SB 375; and Executive Order B-5518 and SB 100.

Executive Order S-03-05, signed June 1, 2005, set the following GHG reduction goals for the State of California:

- 2000 levels by 2010
- 1990 levels by 2020
- 80 percent below 1990 levels by 2050

AB 32 was passed by the state legislature on August 31, 2006, to place the state on a course toward reducing its contribution of GHG emissions. AB 32 established a legislative target for the year 2020 goal outlined in Executive Order S-03-05. CARB prepared its first Scoping Plan in 2008 outlining the state's plan for achieving the 2020 targets of AB 32.

In 2008, SB 375 was adopted to connect passenger-vehicle GHG emissions reduction targets for the transportation sector to local land use decisions that affect travel behavior. Its intent is to reduce GHG emissions from light-duty trucks and automobiles by aligning regional long-range transportation plans, investments, and housing allocations to local land use planning to reduce vehicle miles traveled (VMT) and vehicle trips.

In September 2016, Governor Brown signed SB 32, making the Executive Order B-15-30 goal for year 2030 of a 40 percent reduction below 1990 levels by 2030 into a statewide-mandated legislative target. CARB issued an update to its Scoping Plan in 2017, which sets forth programs for meeting the SB 32 reduction target.

Executive Order B-55-18 sets a goal for the state to achieve carbon neutrality no later than 2045 and to achieve and maintain net negative emissions thereafter. SB 100 would help the state reach the goal set by Executive Order B-55/18 by requiring that the state's electricity suppliers have a source mix that consists of at least 60 percent renewable/zero carbon sources in 2030 and 100 renewable/zero carbon sources in 2045.

4.2.1.3 SENATE BILL 743

On September 27, 2013, SB 743 was signed into law. SB 743 started a process that could fundamentally change transportation impact analysis as part of CEQA compliance. The legislature found that with the adoption of SB 375, the state had signaled its commitment to encourage land use and transportation planning decisions and investments that reduce VTM and thereby contribute to the reduction of GHG emissions, as required by the California Warming Solutions Act of 2006 (AB 32).

SB 743 generally eliminates auto delay, level of service, and other similar measures of vehicular capacity or traffic congestion as the sole basis for determining significant impacts under CEQA. Pursuant to the CEQA Guidelines, the new criteria "shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses" (Public Resources Code § 21099[b][1]).

Pursuant to SB 743, the Natural Resources Agency adopted revisions to the CEQA Guidelines to implement SB 743 on December 28, 2018. The revised CEQA Guidelines establish new criteria for determining the significance of transportation impacts. Under the new guidelines, VMT-related metric(s) that evaluate the significance of transportation-related impacts under CEQA for development projects, land use plans, and transportation infrastructure projects, are required beginning July 1, 2020. The legislation does not preclude the application of local general plan policies, zoning codes, conditions of approval, or any other planning requirements that require evaluation of level of service, but these metrics can no longer constitute the sole basis for determining transportation impacts under CEQA. The City of Wildomar adopted VMT standards on June 10, 2020.

4.3 LOCAL ENVIRONMENTAL SETTING

4.3.1 Aesthetics

Scenic vistas and scenic backdrops in the project vicinity include views of mountain ridgelines. Existing aesthetic conditions in the City are analyzed in Section 5.1, *Aesthetics*, of this DEIR.

4.3.2 Air Quality

The SoCAB, which is managed by South Coast AQMD, is designed as nonattainment for O_3 and $PM_{2.5}$ under the California and National AAQS, nonattainment for PM_{10} under the California AAQS, and nonattainment for lead (Los Angeles County only) under the National AAQS. A discussion of regional air quality consideration is described in Section 4.2.1.1. Existing air quality conditions in the City are analyzed in Section 5.2, *Air Quality,* of this DEIR.

4.3.3 Biological Resources

The project sites are vacant and contain ruderal vegetation. A discussion of construction and operational activities of the Wildomar Trail project, as well as the impacts of the Prielipp-Yamas Property Rezone are discussed in Section 5.3, *Biological Resources,* of this DEIR.

4.3.4 Energy

The Wildomar Trail project would require the use of energy during construction and operational activities. Energy service provides to the site include Southern California Edison (SCE) for electrical service and Southern California Gas Company (SoCalGas) for natural gas. The energy impacts of the Wildomar Trail project and the Prielipp-Yamas Property Rezone are discussed in Section 5.4, *Energy,* of this DEIR.

4.3.5 Greenhouse Gas Emissions

Global climate change is not confined to a particular project area, and even very large projects do not generate enough GHG emissions on their own to influence global climate change significantly. A discussion of regional GHG considerations are described in Section 4.2.1.2. Refer to Section 5.5, *Greenhouse Gas Emissions,* of this DEIR for a discussion of existing GHG emissions in California.

4.3.6 Hazards and Hazardous Materials

A discussion of the Wildomar Trail project's construction and operational activities as well as the Prielipp-Yamas Rezone's impacts to hazardous materials are discussed in Section 5.6, *Hazards and Hazardous Materials,* of this DEIR.

4.3.7 Hydrology and Water Quality

The project sites are vacant. A discussion of the Wildomar Trail project's construction and operational activities, as well as drainage patterns, and the Prielipp-Yamas Property Rezone impacts to hydrology are discussed in Section 5.7, *Hydrology and Water Quality,* of this DEIR.

4.3.8 Land Use and Planning

The Wildomar Trail project and the Prielipp-Yamas Property would both require a rezone from C-P-S (Scenic Highway Commercial) and I-P (Industrial Park), respectively, to R-3 (General Residential). The land use impacts are discussed in Section 5.8, *Land Use and Planning,* of this DEIR.

4.3.9 Noise

The project sites are currently vacant. Section 5.9, *Noise,* of the DEIR would discuss noise impacts at the project sites.

4.3.10 Population and Housing

The project sites are currently vacant and development on the site could directly or indirectly induce population growth. The City will rezone the Prielipp-Yamas Property to accommodate additional housing. Impacts to population and housing are discussed in Section 5.10, *Population and Housing,* of the DEIR.

4.3.11 Transportation

Regional access to the project area is provided by Interstate 15 (I-15), which runs north to south and is approximately 425 feet east of the project site. Refer to Section 5.11, *Transportation,* for additional information concerning traffic and transportation.

4.3.12 Tribal Cultural Resources

The project sites are vacant. A discussion of the construction activities as well as the impacts to tribal cultural resources on both the project sites are discussed in Section 5.12, *Tribal Cultural Resources,* of this DEIR.

4.3.13 Utilities and Service Systems

The project sites are currently vacant. The proposed project has the potential to cause an increase in demand for water, the need for wastewater conveyance and treatment systems, storm water drainage facilities, and

increased landfill capacity. Section 5.13, *Utilities and Service Systems,* of the DEIR discusses the impacts of utility systems as a result of the Wildomar Trail project and the Prielipp-Yamas Property Rezone.

4.3.14 Wildfire

The Wildomar Trail project site is located in a fire hazard zone. Future development on the site could have the potential to be exposed to wildfires. The Prielipp-Yamas Property is not located within a fire hazard zone. Section 5.14, *Wildfire,* of the DEIR discusses the impacts to wildfires.

4.4 ASSUMPTIONS REGARDING CUMULATIVE IMPACTS

Section 15130 of the CEQA Guidelines states that cumulative impacts shall be discussed where they are significant. It further states that this discussion shall reflect the level and severity of the impact and the likelihood of occurrence, but not in as great a level of detail as that necessary for the project alone. Section 15355 of the CEQA Guidelines defines cumulative impacts to be "…two or more individual effects which, when considered together, as considerable or which compound or increase other environmental impacts." Cumulative impacts represent the change caused by the incremental impact of a project when added to the proposed or committed projects in the vicinity.

The CEQA Guidelines (Section 15130 [b][1]) state that the information used in an analysis of cumulative impacts should come from one of two sources:

A. A list of past, present, and probably future projects producing related cumulative impacts, including, if necessary, those projects outside the control of the agency; or

B. A summary of projections contained in an adopted general plan or related planning document designed to evaluate regional or area-wide conditions.

Depending on the environmental category, the cumulative impact analysis may use either source A or B. Some impacts are site specific, and others may have impacts outside the City's boundaries, such as regional air quality. Please refer to Chapter 5, *Environmental Analysis,* for a discussion of the cumulative impacts associated with development and growth in the City and region for each environmental resource area. Table 4-1, *Related Cumulative Projects,* provides a list of cumulative projects within the project site.

Table 4-1 Related Cumulative Projects

Project/Applicant Name	Land Use	Project Size
Village at Monte Vista	Single-Family Residential/Hotel/ Business Park	Single-Family Residential – 80 DU Hotel – 155 Rooms Business Park – 58 TSF
George Avenue/Clinton Keith Road	Fast-Food Restaurant with Drive-Thru/Variety Store/ Convenience Market with Gas Station/Commercial Retail	Fast-Food Restaurant with Drive-Thru – 5.940 TSF Variety Store – 12.840 TSF Convenience Market with Gas Station – 12 VFP Commercial Retail – 18.250 TSF
Walmart	Free-Standing Discount Superstore	193.792 TSF

Table 4-1 Related Cumulative Projects

Project/Applicant Name	Land Use	Project Size
Strata/Baxter Village	Residential/Commercial Retail	Single-Family Residential – 67 DU Apartments – 204 DU Commercial Retail – 75 TSF
Bundy Canyon Plaza	Convenience Market with Gas Station/Fast Food Restaurant with Drive-Thru/ Commercial Retail	Convenience Market with Gas Station – 12 VFP Fast Food Restaurant with Drive-Thru – 15 TSF Commercial Retail – 21.990 TSF
Monte Vista Ranch	Residential	Single-Residential – 70 DU Condominiums/Townhomes – 191 DU
Westpark Promenade	Commercial Retail	118.354 TSF
Lesle Tract Map	Single-Family Residential	10 DU
Lone/Palomar	Single-Family Residential	60 DU
Elm Street	Single-Family Residential	10 DU
Orange Bundy	Commercial Retail	40 TSF
Darling/Bundy Canyon	Multi-Family Residential	140 DU
Oak Creek Canyon	Single-Family Residential	275 DU
Pacific Grove	Single-Family Residential	70 DU
Cornerstone Church	Church/Preschool	Church – 34 TSF Preschool/Day Care – 8.777 TSF
Diversified Pacific Homes	Single-Family Residential	51 DU
Veterans Wildomar South	Retail Cannabis	3,161 square feet
Culture Cannabis Club, Inc.	Retail Cannabis	1,440 square feet
Authentic Wildomar Cannabis	Retail Cannabis	2,500 square feet
Cannabis 21/Loud SD, Inc.	Retail Cannabis	3,057 square feet
Element 7 Wildomar, LLC	Retail Cannabis	2,500 square feet
Veterans Wildomar North	Retail Cannabis	3,379 square feet
Veterans Wildomar Central	Retail Cannabis	2,792 square feet
Nova Homes	Single-Family Residential	77 DU
Faith Bible Church	Church	1,112 Seats

Source: IEG 2020
Notes:
[1] DU: Dwelling Units, TSF: thousand square feet; VFP: Vehicle Fuel Positions.

4. Environmental Setting

Cumulative impact analyses for several topical sections are also based on the most appropriate geographic boundary for the respective impact. Several potential cumulative impacts that encompass regional boundaries (e.g., air quality and traffic) have been addressed in the context of various regional plans and defined significance thresholds. Climate change is a global issue, and the cumulative impacts analysis has been addressed in the context of state regulations and regional plans designed to address the global cumulative impact.

5. Environmental Analysis

Chapter 5 examines the environmental setting of the proposed project, analyzes its effects and the significance of its impacts, and recommends mitigation measures to reduce or avoid impacts. This Chapter has a separate section for each environmental issue area that was determined to need further study in the EIR. This scope was determined through public and agency comments received during the NOP comment period from September 17, 2020, to October 16, 2020 (see Appendix 2-1). Environmental issues and their corresponding sections are:

- 5.1 Aesthetics
- 5.2 Air Quality
- 5.3 Biological Resources
- 5.4 Energy
- 5.5 Greenhouse Gas Emissions
- 5.6 Hazards and Hazardous Materials
- 5.7 Hydrology and Water Quality
- 5.8 Land Use and Planning
- 5.9 Noise
- 5.10 Population and Housing
- 5.11 Transportation
- 5.12 Tribal Cultural Resources
- 5.13 Utilities and Service Systems
- 5.14 Wildfire

Sections 5.1 through 5.14 provide a detailed discussion of the environmental setting, impacts associated with the proposed project, and mitigation measures designed to reduce significant impacts where required and when feasible. The residual impacts following the implementation of any mitigation measure are also discussed.

The following topical areas are discussed in Chapter 8, *Impacts Found Not to Be Significant*:

- Agricultural and Forestry Resources
- Cultural Resources
- Geology and Soils
- Mineral Resources
- Public Services
- Recreation

5. Environmental Analysis

Organization of Environmental Analysis

To assist the reader with comparing information between environmental issues, each section is organized under nine major headings:

- Environmental Setting
- Thresholds of Significance
- Plans, Policies, Programs
- Environmental Impacts
- Cumulative Impacts
- Level of Significance Before Mitigation
- Mitigation Measures
- Level of Significance After Mitigation
- References

In addition, Chapter 1, *Executive Summary,* has a table that summarizes all impacts by environmental issue.

Terminology Used in This Draft EIR

The level of significance is identified for each impact in this DEIR. Although the criteria for determining significance are different for each topic area, the environmental analysis applies a uniform classification of the impacts based on definitions consistent with CEQA and the CEQA Guidelines:

- **No impact.** The project would not change the environment.

- **Less than significant.** The project would not cause any substantial, adverse change in the environment.

- **Less than significant with mitigation incorporated.** The EIR includes mitigation measures that avoid substantial adverse impacts on the environment.

- **Significant and unavoidable.** The project would cause a substantial adverse effect on the environment, and no feasible mitigation measures are available to reduce the impact to a less than significant level.

5.1 AESTHETICS

This section of the Draft Environmental Impact Report (DEIR) discusses the potential impacts to the visual character of the project area and its surroundings from development of the proposed project. This section includes a discussion of the qualitative aesthetic characteristics of the environment that could be potentially degraded by the project's implementation. The assessment of aesthetic impacts is subjective by nature. Aesthetics generally refer to the identification of visual resources and the quality of what can be seen, as well as an overall visual perception of the environment. This analysis attempts to identify and objectively examine factors that contribute to the perception of aesthetic impacts. Potential aesthetic impacts can be evaluated by considering proposed grade separations, landform alteration, building setbacks, scale, massing, and landscaping features associated with the design of the proposed project.

5.1.1 Environmental Setting

5.1.1.1 REGULATORY BACKGROUND

Local

City of Wildomar General Plan

The Land Use Element of City's General Plan provides the following policies to accommodate community design and preserve and protect scenic resources:

- **Policy LU-3.1:** Accommodate land use development in accordance with the patterns and distribution of use and density depicted on the General Plan Land Use Maps (Figure LU-1) and the Area Plan Land Use Maps in accordance with the following concepts: (AI 1, 3, 9, 10)
    - Accommodate communities that provide a balanced mix of land uses, including employment, recreation, shopping, and housing.
    - Assist in and promote the development of infill and underutilized parcels which are located in Community Development areas, as identified in the General Plan Land Use Map.
    - Promote parcel consolidation or coordinated planning of adjacent parcels through incentive programs and planning assistance.
    - Create street and trail networks that directly connect local destinations, and that are friendly to pedestrians, equestrians, bicyclists, and others using non-motorized forms of transportation.
    - Re-plan existing urban cores and specific plans for higher density, compact development as appropriate to achieve the RCIP Vision.
    - In new towns, accommodate compact, transit-adaptive infrastructure (based on modified standards that take into account transit system facilities or street network).
    - Provide the opportunity to link communities through access to multi-modal transportation systems.

- **Policy LU-3.3:** Promote the development and preservation of unique communities in which each community exhibits a special sense of place and quality of design. (AI 14, 30)

- **Policy LU-4.1:** Require that new development be located and designed to visually enhance, not degrade the character of the surrounding area through consideration of the following concepts: (AI 1, 3, 6, 14, 23, 24, 41, 62)

  - Compliance with the design standards of the appropriate area plan land use category.
  - Require that structures be constructed in accordance with the requirements of the County's zoning, building, and other pertinent codes and regulations.
  - Require that an appropriate landscape plan be submitted and implemented for development projects subject to discretionary review.
  - Require that new development utilize drought tolerant landscaping and incorporate adequate drought-conscious irrigation systems.
  - Pursue energy efficiency through street configuration, building orientation, and landscaping to capitalize on shading and facilitate solar energy, as provided for in Title 24 of the California Administrative Code.
  - Incorporate water conservation techniques, such as groundwater recharge basins, use of porous pavement, drought tolerant landscaping, and water recycling, as appropriate.
  - Encourage innovative and creative design concepts.
  - Encourage the provision of public art.
  - Include consistent and well-designed signage that is integrated with the building's architectural character.
  - Provide safe and convenient vehicular access and reciprocal access between adjacent commercial uses.
  - Locate site entries and storage bays to minimize conflicts with adjacent residential neighborhoods.
  - Mitigate noise, odor, lighting, and other impacts on surrounding properties.
  - Provide and maintain landscaping in open spaces and parking lots.
  - Include extensive landscaping.
  - Preserve natural features, such as unique natural terrain, drainage ways, and native vegetation, wherever possible, particularly where they provide continuity with more extensive regional systems.

- Require that new development be designed to provide adequate space for pedestrian connectivity and access, recreational trails, vehicular access and parking, supporting functions, open space, and other pertinent elements.
- Design parking lots and structures to be functionally and visually integrated and connected.
- Site buildings access points along sidewalks, pedestrian areas, and bicycle routes, and include amenities that encourage pedestrian activity.
- Establish safe and frequent pedestrian crossings.
- Create a human-scale ground floor environment that includes public open areas that separate pedestrian space from auto traffic or where mixed, it does so with special regard to pedestrian safety.

- **Policy LU-4.2:** Require property owners to maintain structures and landscaping to a high standard of design, health, and safety through the following: (AI 5)
  - Provide proactive code enforcement activities.
  - Promote programs and work with local service organizations and educational institutions to inform residential, commercial, and industrial property owners and tenants about property maintenance methods.
  - Promote and support community and neighborhood-based efforts for the maintenance, upkeep, and renovation of structures and sites.
- **Policy LU-13.1:** Preserve and protect outstanding scenic vistas and visual features for the enjoyment of the traveling public. (AI 32, 79)
- **Policy LU-13.3:** Ensure that the design and appearance of new landscaping, structures, equipment, signs, or grading within Designated and Eligible State and County scenic highway corridors are compatible with the surrounding scenic setting or environment. (AI 3, 32, 39)
- **Policy LU-13.4:** Maintain at least a 50-foot setback from the edge of the right-of-way for new development adjacent to Designated and Eligible State and County Scenic Highways. (AI 3)
- **Policy LU-13.5:** Require new or relocated electric or communication distribution lines, which would be visible from Designated and Eligible State and County Scenic Highways, to be placed underground. (AI 3, 32)
- **Policy LU-13.6:** Prohibit offsite outdoor advertising displays that are visible from Designated and Eligible State County Scenic Highways. (AI 6)
- **Policy LU-13.7:** Require that the size, height, and type of on-premise signs and visible from Designated and Eligible State and County Scenic Highways be the minimum necessary for identification. The design,

materials, color, and location of the signs shall blend with the environment, utilizing natural materials where possible. (AI 3)

- **Policy LU-13.8:** Avoid the blocking of public views by solid walls. (AI 3)
- **Policy LU-26.10:** Require that mixed-use development be designed to mitigate potential conflicts between uses, considering such issues as noise, lighting, security, trash, and truck and automobile access. (AI 3)
- **Policy LU-26.11**: Require that mixed-use developments be located and designed to visually enhance, not degrade the character of the surrounding area. (AI 3)

City of Wildomar Municipal Code

Chapter 17.44, R-3 General Residential Zone, provides general development standards for the residential zone within the City, which includes development standards for lot area, yard requirements, building height, and floor area ratios. Chapter 17.76, C-P-S Scenic Highway Commercial Zone, provides development standards for the commercial zone within the City, which includes lot area, yard requirements, and building height.

Commercial Design Standards and Guidelines and Multi-Family Residential Objective Design Standards

The purpose of the Commercial Design Guidelines and the Multi-Family Residential Objective Design Standards is intended to provide developers, builders, and architects with a clear statement of the desired architectural and site design characteristics for new commercial development in Wildomar that enhances the area's unique character and raises the quality of design within the City. Drawn from regional vernacular and contemporary styles, the Commercial Craftsman/California Bungalow, Farm Chic, and Modern Cottage descriptions and guidelines, while the Residential Craftsman, Farm Chic, French, and Colonial Revival descriptions and guidelines are intended to establish strong, consistent design image and direction that reflects the desires, aspirations and vision of the City of Wildomar (Wildomar 2019; Wildomar 2020). The guidelines for the selected architectural styles respond to local architectural precedents, regional climate conditions, and local building practices and materials. Additionally, the guidelines provide required elements for form and massing, roof designs, walls and window designs, materials and colors, and decorative accents and details.

Site Design Guidelines are outlined to ensure that buildings contribute to a high-quality public realm and create a comfortable and memorable experience that will draw people to stop, shop, dine, meet up with people, and return another day.

5.1.1.2 EXISTING CONDITIONS

Wildomar Trail Town Center Mixed-Use Project

Visual Character and Visual Resources

An aerial photograph of the site is shown on Figure 1-2a, *Mixed-Use Site Aerial Photograph,* in Chapter 1, *Executive Summary*. The vacant site is approximately 25.8 acres and contains ruderal vegetation. The site is in an urbanized portion of Wildomar and is bounded by vacant land to the north, residential uses to the east and south, and residential and industrial uses to the west of the site. As shown in Figure 5.1-1a and Figure 5.1-1b, *Mixed-Use Site Photographs,* views of mountains and surrounding development and roadways can be seen from the site. As shown in the site photographs, there are no rock outcroppings, massive trees, or historic buildings.

Landform and Topography

Elevation on the site ranges from 1,330 feet in the southwestern portion of the site to approximately 1,345 feet in the northeastern portion of the site.

Scenic Vistas and Corridors

According to Figure C-9 of the City's General Plan, Interstate 15 (I-15), which is approximately 445 feet east, is designated as a State Eligible highway (Wildomar 2003).

Prielipp-Yamas Property Rezone

Visual Character and Visual Resources

Figure 1-2b, *Prielipp-Yamas Property Aerial Photograph,* in Chapter 1, *Executive Summary,* shows the vacant, 20-acre site from an aerial view. The site contains ruderal vegetation and is located in an urbanized portion of the City. The site is bounded by vacant land to the north and east, and residential uses to the south and west. Figure 5.1-2, *Prielipp-Yamas Property Site Photographs,* show the existing conditions of the site; mountains and development can be seen from the site. As shown in the site photographs, there are no rock outcroppings, massive trees, or historic buildings.

Landform and Topography

Elevation on the site ranges from 1,310 feet in the southern portion of the site to approximately 1,375 feet in the northern portion of the site.

Scenic Vistas and Corridors

According to Figure C-9 of the City's General Plan, I-15, which is approximately 0.4-mile west, is designated as a State Eligible highway (Wildomar 2003).

5.1.2 Thresholds of Significance

Appendix G of the CEQA Guidelines states that, "except as provided in Public Resources Code Section 21099," a project would normally have a significant effect on the environment if the project would:

AE-1 Have a substantial adverse effect on a scenic vista.

AE-2 Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

AE-3 In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality.

AE-4 Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

5.1.3 Plans, Programs, and Policies

Plans, programs, and policies (PPP), including applicable regulatory requirements and conditions of approval for aesthetic impacts are identified below:

PPP AES-1 The proposed project is required to comply with the development standards in Section 17.44.020, Development Standards, of Chapter 17.44, R-3 General Residential Zone, and Section 17.76.030, Development Standards, of Chapter 17.76, C-P-S Scenic Highway Commercial Zone.

PPP AES-2 The proposed project is required to comply with the outdoor and residential lighting provisions as outlined in Chapter 8.64, Light Pollution.

PPP AES-3 The proposed project is required to comply with Section 17.172.205, Fences, of Chapter 17.172 General Provisions, which outlines the height restrictions for fences in the City.

PPP AES-4 The proposed project is required to comply with the City's Commercial Design Standards and Guidelines and Multi-Family Residential Objective Design Standards.

Figure 5.1-1a - Mixed-Use Site Photographs



View looking north.



View looking south.

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Figure 5.1-1b - Mixed-Use Site Photographs



View looking east.



View looking west (from the I-15).

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AESTHETICS

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Figure 5.1-2 - Prielipp-Yamas Property Site Photographs



View from Prielipp Road.



View from Yamas Drive.

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AESTHETICS

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5.1.4 Environmental Impacts

The following impact analysis addresses thresholds of significance that are identified in brackets after the impact statement.

Impact 5.1-1: The proposed project would alter the visual appearance of the project site. [Thresholds AE-1 and AE-3]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The proposed project would result in the development of commercial retail up to 32 feet in height; professional office up to 49 feet 6 inches; and the townhome/condominium residential units would be three stories tall and 40 feet in height.

Scenic Vistas

Vistas provide access or panoramic views to a large geographic area. Scenic vistas and scenic backdrops in the project vicinity include views of the mountain ridgelines from approximately 4,000 feet above mean sea level (amsl) to 10,000 feet amsl. The project site is vacant and located within an urbanized portion of the City that is generally flat. Due to the distance, varying topography, and development surrounding the site, views of scenic vistas would not be significantly impacted.

Visual Character

Figure 3-1, *Conceptual Site Plan,* shows that the commercial and office uses would be located on the northern portion of the site, and the residential uses would be located on the southern portion of the site.

Gas Station, Retail, and Office Structures

As shown in Figure 3-3, *Gas Station/Mini-Mart Elevation,* and Figure 3-4a through Figure 3-4f, *Retail Elevation,* the commercial components of the proposed project would be one-story. The proposed building would include tan stucco, metal canopies, and brownish-gray stone veneer. The side elevation would include a landscaped trellis on the exterior of the building.

The exterior façades of the retail structures would be cohesive and would consist of varying materials, such as metal canopies, landscaped trellises, fabric awnings, gray stone veneer, stucco, and brick, and would vary in paint color, such as tan, light and dark gray, and white.

Figure 3-5, *Office Elevation,* shows that the proposed office buildings would be three-stories. The proposed office buildings would have tan, white, and dark gray stucco, light gray stone veneer, and metal paneling.

The C-P-S zone allows for structures up to 50 feet in height. The proposed gas station/mini-mart would be 24 feet at its highest point, the tallest proposed retail structure would be 32 feet at its highest point, and the office buildings would be 49 feet and 6 inches at their highest points. If developed, the structures would be comparable to the allowed maximum height restrictions of the surrounding uses. The maximum height in the

R-1 zone (located to the east and south of the project site) is 40 feet; single-family homes in the R-R zone (located to the west of the project site) cannot exceed 40 feet, and no other structure can exceed 50 feet in height unless a variance is approved, which could allow buildings to be a maximum of 75 feet and structure to be 105 feet in height; and buildings in the M-SC Zone (located to the west of the project site) cannot exceed 50 feet unless a height of up to 75 feet is approved.

Residential Structures

The proposed townhomes/condominium would be 3-plexes to 6-plexes up to three stories tall, with a maximum height of 40 feet to the ridge of the roof. As shown in Figure 3-6a and Figure 3-6b, *Residential Elevation,* the exterior façades would vary in materials such as board and batten, trim, and metal, as well as in color/finishes such as light and dark brown, white, taupe and gray.

Development in the R-3 zone can be up to 50 feet in height. The proposed residential development would be 40 feet to the ridge of the roof, and would be similar in height and design to the residential uses that surround the project site.

Conclusion

There are residential and proposed commercial uses in the project area. The height, density, intensity, and character of the new development planned for the project site is not a dramatic departure from what currently exists within the surrounding area. The proposed appearance and character would be consistent with development in the area and would improve the vacant site. The visual appearance of the existing unused site with ruderal vegetation would be enhanced with community-serving and residential uses. The proposed residential and non-residential uses would not substantially alter the appearance and character of the surrounding area because there are residential and proposed commercial uses in the project area. The proposed project would be aesthetically compatible with the adjacent land uses, and would be required to comply with the City's development standards and design guidelines. Additionally, due to the distance, varying topography, and urbanized nature of the project area, scenic vistas would not be impacted.

Overall, aesthetic impacts would not be adverse, and impacts relating to scenic vistas and visual appearance and character would be less than significant.

PRIELIPP-YAMAS PROPERTY REZONE

The northern 10 acres of the 20-acre Prielipp-Yamas Property would be rezoned I-P (Industrial Park) to R-3 (General Residential) and the General Plan land use designation for this portion of the Property would be changed from BP (Business Park) to HHDR (Highest Density Residential).

Scenic Vistas

Scenic vistas and scenic backdrops in the project vicinity include views of the mountain ridgelines from approximately 4,000 feet amsl to 10,000 feet amsl. The Property is vacant and located within an urbanized portion of the City that is generally flat. Due to the distance, varying topography, and development

surrounding the Property, views of scenic vistas would not be significantly impacted if future development were to occur on the Property.

Visual Character

The Property is currently vacant, and the proposed rezone and land use change would allow for the future development of residential units on the Property, in order to comply with Government Code Section 65863 (C)(1) (SB 166 No-Net Housing Loss). The Property is surrounded by residential uses to the west and south. Development to the west of the Property is zoned R-3, and as with the Property, structures would have a maximum height of 50 feet. Single-family homes in the R-R zone (located to the south of the Property) cannot exceed 40 feet, and no other structure can exceed 50 feet in height unless a variance is approved, which could allow buildings to be a maximum of 75 feet and structure to be 105 feet in height. Therefore, future development residential units on the Property would be similar in height and design to the residential uses that surround the Property.

Conclusion

There are residential uses surrounding the Property. The height, density, intensity, and character of future development on the Property would not be a dramatic departure from what currently exists within the surrounding area, as future development would be required to comply with the City's development standards and design guidelines. The appearance and character of future development on the Property would improve the vacant site. The visual appearance of the existing unused site with ruderal vegetation would be enhanced with future residential uses. Future development on the Property would not substantially alter the appearance and character of the surrounding area because there are residential uses in the project area. Moreover, due to the distance, varying topography, and urbanized nature of the project area, scenic vistas would not be impacted.

Overall, aesthetic impacts would not be adverse, and impacts relating to scenic vistas and visual appearance and character would be less than significant.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.1-1 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.1-1 would be less than significant.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.1-1 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.1-1 would be less than significant.

Impact 5.1-2: The proposed project would not alter scenic resources within a state scenic highway. [Threshold AE-2]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

As indicated in Figure C-9, of the City of Wildomar General Plan, I-15 which is 425 feet east of the project site, is designated as a State Eligible Highway, but is not officially designated as a Scenic Highway (Wildomar 2003). Development of the proposed project would occur within the project site boundaries, and project implementation would not damage scenic resources, including trees, rock outcroppings, and historic buildings, within a State Scenic Highway. Therefore, no impact would occur.

PRIELIPP-YAMAS PROPERTY REZONE

As indicated in Figure C-9, of the City of Wildomar General Plan, I-15 which is 0.4-mile west of the Property, is designated as a State Eligible Highway, but is not officially designated as a Scenic Highway (Wildomar 2003). Future development on the Property would occur within the Property's boundaries, and future project implementation would not damage scenic resources, including trees, rock outcroppings, and historic buildings, within a State Scenic Highway. Therefore, no impact would occur.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.1-2 would not be significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.1-2 would not be significant.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.1-2 would not be significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.1-2 would not be significant.

Impact 5.1-3: The proposed project would generate additional light and glare. [Threshold AE-4]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The two major causes of light pollution are glare and spill light. Spill light is caused by misdirected light that illuminates outside the intended area. Glare occurs when a bright object is against a dark background, such as oncoming vehicle headlights or an unshielded light bulb. Spill light and glare impacts are the effects of a project's exterior lighting upon adjoining uses and areas.

Nighttime Light and Glare

As the project site is vacant, it does not contain existing sources of nighttime illumination. However, onsite light and glare is caused by the surrounding land uses and roadways including I-15. The proposed project would include residential and non-residential structures on the project site, as well as their related lighting sources (parking lot lights, vehicle lights, security lights, and exterior lighting). Additionally, the implementation of the proposed structures would likely also result in exterior glazing (e.g., windows and doors) that could result in new sources of glare. Despite new sources of nighttime illumination and glare, the proposed project is not expected to generate a substantial increase in light and glare. Lighting would be directed so as not to cause light to spill outside the project site. The proposed project would adhere to the development standards and design guidelines of the City of Wildomar Code (see PPP AES-2) and General Plan, which regulate lighting. Additionally, the proposed perimeter landscaping and proposed buildings would block glare from parked cars and traffic from surrounding roadways and land uses. Therefore, impacts would be less than significant.

Daytime Glare

The project includes building materials and architectural treatments that could cause daytime glare, but not to such an extent that they would result in a significant impact. The development of the proposed project would produce glare sources that are typical of residential, commercial, and office buildings, such as building material (glass and light-colored building materials), and vehicles parked and traveling along neighboring streets. However, glare from these sources is typical of the surrounding area and would not increase glare beyond what is expected for the proposed uses. Therefore, daytime glare impacts from the proposed project would be less than significant.

PRIELIPP-YAMAS PROPERTY REZONE

Nighttime Light and Glare

The Property is vacant and does not contain existing sources of nighttime illumination. However, onsite light and glare is caused by the surrounding land uses and roadways including I-15. Future development on the Property would include residential uses, as well as related lighting (parking lot lights, vehicle lights, security lights, and exterior lighting). Moreover, future implementation of structures would likely result in exterior glazing (e.g., windows and doors) that could result in new sources of glare. Although future uses would result in new sources of nighttime illumination and glare, future uses would not be expected to generate a

substantial increase in light and glare. Future lighting would be directed so as not to cause light to spill outside the Property. Future development would adhere to the development standards and design guidelines of the City of Wildomar Code (see PPP AES-2) and General Plan, which regulate lighting. Therefore, impacts would be less than significant.

Daytime Glare

Future development on the Property could include building materials and architectural treatments that could cause daytime glare, but not to such an extent that they would result in a significant impact. Future development on the Property would produce glare sources that are typical of residential buildings, such as building material (glass and light-colored building materials), and vehicles parked and traveling along neighboring streets. However, glare from these sources is typical of the surrounding area and would not increase glare beyond what is expected for residential uses. Therefore, daytime glare impacts as a result of future development on the Property would be less than significant.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.1-3 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.1-3 would be less than significant.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.1-3 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.1-3 would be less than significant.

5.1.5 Cumulative Impacts

Aesthetic impacts are localized to the project sites and their immediate surroundings. For both the proposed Wildomar Trail project site and Prielipp-Yamas Property, cumulative projects within the project vicinity would not substantially alter the visual character of the areas surrounding the project site or Property, which include commercial, industrial, and residential uses. Because of the urbanized project area, the proposed project would not negatively impact the visual character on- or off-site. Similarly, due to the existence of light and glare from the surrounding uses, the proposed project is not expected to add significantly to the creation of nighttime light and glare in the vicinity. The proposed buildings on the project site would also create new

sources of light and glare in the project vicinity, but such buildings would be primarily surrounded by perimeter landscaping which would reduce the impacts of light and glare. Their impacts would therefore not combine with those of the proposed project to adversely impact existing or planned sensitive receptors, such as residential uses. Therefore, the proposed project's contribution to cumulative aesthetic impacts is less than considerable, and therefore, is less than cumulatively significant.

5.1.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, all impacts would be less than significant.

5.1.7 Mitigation Measures

No mitigation measures are required.

5.1.8 Level of Significance After Mitigation

Impacts would be less than significant.

5.1.9 References

Wildomar, City of. 2003, October. City of Wildomar General Plan. http://www.cityofwildomar.org/UserFiles/Servers/Server_9894739/File/Government/Departments/Planning/General%20Plan.pdf.

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_____. 2020. Multi-Family Residential Objective Design Standards. https://cityofwildomar.org/UserFiles/Servers/Server_9894739/File/Government/Departments/Planning/Multi-Family%20Design%20Guidelines/Wildomar%20Multi-Family%20Design%20Standards-Guidelines%20Book-Final%209-9-20-reduced.pdf.

5. Environmental Analysis
AESTHETICS

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5.2 AIR QUALITY

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential for the proposed project to impact air quality in a local and regional context. This evaluation is based on the methodology recommended by the South Coast Air Quality Management District (SCAQMD). The analysis focuses on air pollution from regional emissions and localized pollutant concentrations. Criteria air pollutant emissions modeling for the project is included in Appendix 5.2-1 of this DEIR. Transportation-sector impacts are based on trip generation and vehicle miles traveled, as provided by LSA Associated, Inc. (see Appendix 5.11-1). Cumulative impacts related to air quality are based on the regional boundaries of the South Coast Air Basin (SoCAB).

5.2.1 Environmental Setting

Criteria Air Pollutants

The pollutants emitted into the ambient air by stationary and mobile sources are categorized as primary and/or secondary pollutants. Primary air pollutants are emitted directly from sources. Carbon monoxide (CO), volatile organic compounds (VOC), nitrogen oxides (NO_x), sulfur dioxide (SO_2), coarse inhalable particulate matter (PM_{10}), fine inhalable particulate matter ($PM_{2.5}$), and lead (Pb) are primary air pollutants. Of these, CO, SO_2, NO_2, PM_{10}, and $PM_{2.5}$ are "criteria air pollutants," which means that ambient air quality standards (AAQS) have been established for them. VOC and NO_x are criteria pollutant precursors that form secondary criteria air pollutants through chemical and photochemical reactions in the atmosphere. Ozone (O_3) and nitrogen dioxide (NO_2) are the principal secondary pollutants.

A description of each of the primary and secondary criteria air pollutants and its known health effects is presented below.

- **Carbon Monoxide** is a colorless, odorless gas produced by incomplete combustion of carbon substances, such as gasoline or diesel fuel. CO is a primary criteria air pollutant. CO concentrations tend to be the highest during winter mornings with little to no wind, when surface-based inversions trap the pollutant at ground levels. The highest ambient CO concentrations are generally found near traffic-congested corridors and intersections. The primary adverse health effect associated with CO is interference with normal oxygen transfer to the blood, which may result in tissue oxygen deprivation (SCAQMD 2005; EPA 2018). The SoCAB is designated under the California and National AAQS as being in attainment of CO criteria levels (CARB 2018).

- **Nitrogen Oxides** are a by-product of fuel combustion and contribute to the formation of ground-level O_3, PM_{10}, and $PM_{2.5}$. The two major forms of NO_X are nitric oxide (NO) and nitrogen dioxide (NO_2). NO is a colorless, odorless gas formed from atmospheric nitrogen and oxygen when combustion takes place under high temperature and/or high pressure. The principal form of NO_X produced by combustion is NO, but NO reacts quickly with oxygen to form NO_2, creating the mixture of NO and NO_2 commonly called NO_X. NO_2 is an acute irritant and more injurious than NO in equal concentrations. At atmospheric concentrations, however, NO_2 is only potentially irritating. NO_2 absorbs

blue light; the result is a brownish-red cast to the atmosphere and reduced visibility. NO_2 exposure concentrations near roadways are of particular concern for susceptible individuals, including asthmatics, children, and the elderly. Current scientific evidence links short-term NO_2 exposures, ranging from 30 minutes to 24 hours, with adverse respiratory effects, including airway inflammation in healthy people and increased respiratory symptoms in people with asthma. Also, studies show a connection between elevated short-term NO_2 concentrations and increased visits to emergency departments and hospital admissions for respiratory issues, especially asthma (SCAQMD 2005; EPA 2018). The SoCAB is designated an attainment area for NO_2 under the National and California AAQS (CARB 2018).

- **Sulfur Dioxide** is a colorless, pungent, irritating gas formed by the combustion of sulfurous fossil fuels. It enters the atmosphere as a result of burning high-sulfur-content fuel oils and coal and chemical processes at plants and refineries. Gasoline and natural gas have very low sulfur content and do not release significant quantities of SO_2. When sulfur dioxide forms sulfates (SO_4) in the atmosphere, together these pollutants are referred to as sulfur oxides (SO_X). Thus, SO_2 is both a primary and secondary criteria air pollutant. At sufficiently high concentrations, SO_2 may irritate the upper respiratory tract. Current scientific evidence links short-term exposures to SO_2, ranging from 5 minutes to 24 hours, with an array of adverse respiratory effects, including bronchoconstriction and increased asthma symptoms. These effects are particularly adverse for asthmatics at elevated ventilation rates (e.g., while exercising or playing) at lower concentrations and when combined with particulates, SO_2 may do greater harm by injuring lung tissue. Studies also show a connection between short-term exposure and increased visits to emergency facilities and hospital admissions for respiratory illnesses, particularly in at-risk populations such as children, the elderly, and asthmatics (SCAQMD 2005; EPA 2018). The SoCAB is designated attainment under the California and National AAQS (CARB 2018).

- **Suspended Particulate Matter** consists of finely divided solids or liquids such as soot, dust, aerosols, fumes, and mists. Two forms of fine particulates are now recognized and regulated. Inhalable coarse particles, or PM_{10}, include particulate matter with an aerodynamic diameter of 10 microns or less (i.e., ≤10 millionths of a meter or 0.0004 inch). Inhalable fine particles, or $PM_{2.5}$, have an aerodynamic diameter of 2.5 microns or less (i.e., ≤2.5 millionths of a meter or 0.0001 inch). Particulate discharge into the atmosphere results primarily from industrial, agricultural, construction, and transportation activities. Both PM_{10} and $PM_{2.5}$ may adversely affect the human respiratory system, especially in people who are naturally sensitive or susceptible to breathing problems. The US Environmental Protection Agency's (EPA) scientific review concluded that $PM_{2.5}$, which penetrates deeply into the lungs, is more likely than PM_{10} to contribute to health effects and at far lower concentrations. These health effects include premature death in people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased lung function, and increased respiratory symptoms (e.g., irritation of the airways, coughing, or difficulty breathing) (SCAQMD 2005). There has been emerging evidence that ultrafine particulates, which are even smaller particulates with an aerodynamic diameter of <0.1 microns or less (i.e., ≤0.1 millionths of a meter or <0.000004 inch), have human health implications because their toxic components may initiate or facilitate biological processes that may lead to adverse effects to the heart, lungs, and other organs (SCAQMD 2013). However, the EPA and the California Air Resources Board (CARB) have not adopted AAQS to regulate these particulates. Diesel particulate matter is

classified by CARB as a carcinogen (CARB 1998). Particulate matter can also cause environmental effects such as visibility impairment,[1] environmental damage,[2] and aesthetic damage[3] (SCAQMD 2005; EPA 2018). The SoCAB is a nonattainment area for $PM_{2.5}$ under California and National AAQS and a nonattainment area for PM_{10} under the California AAQS (CARB 2018).[4]

- **Ozone**, or O_3, is a key ingredient of "smog" and is a gas that is formed when VOCs and NO_X, both by-products of internal combustion engine exhaust, undergo photochemical reactions in sunlight. O_3 is a secondary criteria air pollutant. O_3 concentrations are generally highest during the summer months when direct sunlight, light winds, and warm temperatures create favorable conditions for its formation. O_3 poses a health threat to those who already suffer from respiratory diseases as well as to healthy people. Breathing O_3 can trigger a variety of health problems, including chest pain, coughing, throat irritation, and congestion. It can worsen bronchitis, emphysema, and asthma. Ground-level O_3 also can reduce lung function and inflame the linings of the lungs. Repeated exposure may permanently scar lung tissue. O_3 also affects sensitive vegetation and ecosystems, including forests, parks, wildlife refuges, and wilderness areas. In particular, O_3 harms sensitive vegetation during the growing season (SCAQMD 2005; EPA 2018). The SoCAB is designated extreme nonattainment under the California AAQS (1-hour and 8-hour) and National AAQS (8-hour) (CARB 2018).

- **Volatile Organic Compounds** are composed primarily of hydrogen and carbon atoms. Internal combustion associated with motor vehicle usage is the major source of VOCs. Other sources include evaporative emissions from paints and solvents, asphalt paving, and household consumer products such as aerosols (SCAQMD 2005). There are no AAQS for VOCs. However, because they contribute to the formation of O_3, SCAQMD has established a significance threshold. The health effects for ozone are described above.

- **Lead** is a metal found naturally in the environment as well as in manufactured products. Once taken into the body, lead distributes throughout the body in the blood and accumulates in the bones. Depending on the level of exposure, lead can adversely affect the nervous system, kidney function, immune system, reproductive and developmental systems, and the cardiovascular system. Lead exposure also affects the oxygen-carrying capacity of the blood. The effects of lead most commonly encountered in current populations are neurological effects in children and cardiovascular effects in adults (e.g., high blood pressure and heart disease). Infants and young children are especially sensitive to even low levels of lead, which may contribute to behavioral problems, learning deficits, and lowered IQ (SCAQMD 2005; EPA 2018). The major sources of lead emissions have historically been mobile and industrial sources. As a

[1] $PM_{2.5}$ is the main cause of reduced visibility (haze) in parts of the United States.

[2] Particulate matter can be carried over long distances by wind and then settle on ground or water, making lakes and streams acidic; changing the nutrient balance in coastal waters and large river basins; depleting the nutrients in soil; damaging sensitive forests and farm crops; and affecting the diversity of ecosystems.

[3] Particulate matter can stain and damage stone and other materials, including culturally important objects such as statues and monuments.

[4] CARB approved the SCAQMD's request to redesignate the SoCAB from serious nonattainment for PM_{10} to attainment for PM_{10} under the National AAQS on March 25, 2010, because the SoCAB did not violate federal 24-hour PM_{10} standards from 2004 to 2007. The EPA approved the State of California's request to redesignate the South Coast PM_{10} nonattainment area to attainment of the PM_{10} National AAQS, effective on July 26, 2013.

result of the EPA's regulatory efforts to remove lead from gasoline, emissions of lead from the transportation sector dramatically declined by 95 percent between 1980 and 1999, and levels of lead in the air decreased by 94 percent between 1980 and 1999. Today, the highest levels of lead in air are usually found near lead smelters. The major sources of lead emissions today are ore and metals processing and piston-engine aircraft operating on leaded aviation gasoline. However, in 2008 the EPA and CARB adopted more strict lead standards, and special monitoring sites immediately downwind of lead sources recorded very localized violations of the new state and federal standards.[5] As a result of these violations, the Los Angeles County portion of the SoCAB is designated nonattainment under the National AAQS for lead (SCAQMD 2012; CARB 2018). There are no lead-emitting sources associated with the Modified Project, and therefore lead is not a pollutant of concern for the Modified Project.

Table 5.2-1, *Criteria Air Pollutants Health Effects Summary*, summarizes the potential health effects associated with the criteria air pollutants.

Table 5.2-1 Criteria Air Pollutants Health Effects Summary

Pollutant	Health Effects	Examples of Sources
Carbon Monoxide (CO)	• Chest pain in heart patients • Headaches, nausea • Reduced mental alertness • Death at very high levels	Any source that burns fuel such as cars, trucks, construction and farming equipment, and residential heaters and stoves
Ozone (O_3)	• Cough, chest tightness • Difficulty taking a deep breath • Worsened asthma symptoms • Lung inflammation	Atmospheric reaction of organic gases with nitrogen oxides in sunlight
Nitrogen Dioxide (NO_2)	• Increased response to allergens • Aggravation of respiratory illness	Same as carbon monoxide sources
Particulate Matter (PM_{10} & $PM_{2.5}$)	• Hospitalizations for worsened heart diseases • Emergency room visits for asthma • Premature death	Cars and trucks (particularly diesels) Fireplaces and woodstoves Windblown dust from overlays, agriculture, and construction
Sulfur Dioxide (SO_2)	• Aggravation of respiratory disease (e.g., asthma and emphysema) • Reduced lung function	Combustion of sulfur-containing fossil fuels, smelting of sulfur-bearing metal ores, and industrial processes
Lead (Pb)	• Behavioral and learning disabilities in children • Nervous system impairment	Contaminated soil

Source: CARB 2009; SCAQMD 2005.

[5] Source-oriented monitors record concentrations of lead at lead-related industrial facilities in the SoCAB, which include Exide Technologies in the City of Commerce; Quemetco, Inc. in the City of Industry; Trojan Battery Company in Santa Fe Springs; and Exide Technologies in Vernon. Monitoring conducted between 2004 through 2007 showed that the Trojan Battery Company and Exide Technologies exceed the federal standards (SCAQMD 2012).

Toxic Air Contaminants

People exposed to toxic air contaminants (TAC) at sufficient concentrations and durations may have an increased chance of getting cancer or experiencing other serious health effects. These health effects can include damage to the immune system as well as neurological, reproductive (e.g., reduced fertility), developmental, respiratory, and other health problems (EPA 2019b). By the last update to the TAC list in December 1999, CARB had designated 244 compounds as TACs (CARB 1999). Additionally, CARB has implemented control measures for a number of compounds that pose high risks and show potential for effective control. There are no air quality standards for TACs. Instead, TAC impacts are evaluated by calculating the health risks associated with a given exposure. The majority of the estimated health risks from TACs can be attributed to relatively few compounds, the most relevant to the Modified Project being particulate matter from diesel-fueled engines.

In 1998, CARB identified diesel particulate matter (DPM) as a TAC. Previously, the individual chemical compounds in diesel exhaust were considered TACs. Almost all diesel exhaust particles are 10 microns or less in diameter. Because of their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lungs. Long-term (chronic) inhalation of DPM is likely a lung cancer risk. Short-term (i.e., acute) exposure can cause irritation and inflammatory systems and may exacerbate existing allergies and asthma systems (EPA 2002).

5.2.1.1 REGULATORY BACKGROUND

Ambient air quality standards have been adopted at the state and federal levels for criteria air pollutants. In addition, both the state and federal government regulate the release of TACs. The Modified Project is in the SoCAB and is subject to the rules and regulations imposed by the SCAQMD as well as the California AAQS adopted by CARB and National AAQS adopted by the EPA. Federal, state, regional, and local laws, regulations, plans, or guidelines that are potentially applicable to the Modified Project are summarized in this section.

Federal and State

Ambient Air Quality Standards

The Clean Air Act was passed in 1963 by the US Congress and has been amended several times. The 1970 Clean Air Act amendments strengthened previous legislation and laid the foundation for the regulatory scheme of the 1970s and 1980s. In 1977, Congress again added several provisions, including nonattainment requirements for areas not meeting National AAQS and the Prevention of Significant Deterioration program. The 1990 amendments represent the latest in a series of federal efforts to regulate the protection of air quality in the United States. The Clean Air Act allows states to adopt more stringent standards or to include other pollution species. The California Clean Air Act, signed into law in 1988, requires all areas of the state to achieve and maintain the California AAQS by the earliest practical date. The California AAQS tend to be more restrictive than the National AAQS.

The National and California AAQS are the levels of air quality considered to provide a margin of safety in the protection of the public health and welfare. They are designed to protect "sensitive receptors" most susceptible to further respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed.

Both California and the federal government have established health-based AAQS for seven air pollutants, which are shown in Table 5.2-2, *Ambient Air Quality Standards for Criteria Air Pollutants*. These pollutants are ozone (O_3), nitrogen dioxide (NO_2), carbon monoxide (CO), sulfur dioxide (SO_2), coarse inhalable particulate matter (PM_{10}), fine inhalable particulate matter ($PM_{2.5}$), and lead (Pb). In addition, the state has set standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. These standards are designed to protect the health and welfare of the populace with a reasonable margin of safety.

Table 5.2-2 Ambient Air Quality Standards for Criteria Air Pollutants

Pollutant	Averaging Time	California Standard[1]	Federal Primary Standard[2]	Major Pollutant Sources
Ozone (O_3)[3]	1 hour	0.09 ppm	*	Motor vehicles, paints, coatings, and solvents.
	8 hours	0.070 ppm	0.070 ppm	
Carbon Monoxide (CO)	1 hour	20 ppm	35 ppm	Internal combustion engines, primarily gasoline-powered motor vehicles.
	8 hours	9.0 ppm	9 ppm	
Nitrogen Dioxide (NO_2)	Annual Arithmetic Mean	0.030 ppm	0.053 ppm	Motor vehicles, petroleum-refining operations, industrial sources, aircraft, ships, and railroads.
	1 hour	0.18 ppm	0.100 ppm	
Sulfur Dioxide (SO_2)	Annual Arithmetic Mean	*	0.030 ppm	Fuel combustion, chemical plants, sulfur recovery plants, and metal processing.
	1 hour	0.25 ppm	0.075 ppm	
	24 hours	0.04 ppm	0.14 ppm	
Respirable Coarse Particulate Matter (PM_{10})	Annual Arithmetic Mean	20 µg/m^3	*	Dust and fume-producing construction, industrial, and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
	24 hours	50 µg/m^3	150 µg/m^3	
Respirable Fine Particulate Matter ($PM_{2.5}$)[4]	Annual Arithmetic Mean	12 µg/m^3	12 µg/m^3	Dust and fume-producing construction, industrial, and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
	24 hours	*	35 µg/m^3	

Table 5.2-2 Ambient Air Quality Standards for Criteria Air Pollutants

Pollutant	Averaging Time	California Standard[1]	Federal Primary Standard[2]	Major Pollutant Sources
Lead (Pb)	30-Day Average	1.5 µg/m^3	*	Present source: lead smelters, battery manufacturing & recycling facilities. Past source: combustion of leaded gasoline.
	Calendar Quarter	*	1.5 µg/m^3	
	Rolling 3-Month Average	*	0.15 µg/m^3	
Sulfates (SO_4)[5]	24 hours	25 µg/m^3	*	Industrial processes.
Visibility Reducing Particles	8 hours	ExCo =0.23/km visibility of 10≥ miles	No Federal Standard	Visibility-reducing particles consist of suspended particulate matter, which is a complex mixture of tiny particles that consists of dry solid fragments, solid cores with liquid coatings, and small droplets of liquid. These particles vary greatly in shape, size and chemical composition, and can be made up of many different materials such as metals, soot, soil, dust, and salt.
Hydrogen Sulfide	1 hour	0.03 ppm	No Federal Standard	Hydrogen sulfide (H_2S) is a colorless gas with the odor of rotten eggs. It is formed during bacterial decomposition of sulfur-containing organic substances. It can also be present in sewer gas and some natural gas and can be emitted as the result of geothermal energy exploitation.
Vinyl Chloride	24 hours	0.01 ppm	No Federal Standard	Vinyl chloride (chloroethene), a chlorinated hydrocarbon, is a colorless gas with a mild, sweet odor. Most vinyl chloride is used to make polyvinyl chloride (PVC) plastic and vinyl products. Vinyl chloride has been detected near landfills, sewage plants, and hazardous waste sites, due to microbial breakdown of chlorinated solvents.

Source: CARB 2016.
Notes: ppm: parts per million; µg/m^3: micrograms per cubic meter
* Standard has not been established for this pollutant/duration by this entity.
[1] California standards for O_3, CO (except 8-hour Lake Tahoe), SO_2 (1 and 24 hour), NO_2, and particulate matter (PM_{10}, $PM_{2.5}$, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
[2] National standards (other than O_3, PM, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The O_3 standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM_{10}, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m^3 is equal to or less than one. For $PM_{2.5}$, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard.
[3] On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.
[4] On December 14, 2012, the national annual $PM_{2.5}$ primary standard was lowered from 15 µg/m^3 to 12.0 µg/m^3. The existing national 24-hour $PM_{2.5}$ standards (primary and secondary) were retained at 35 µg/m^3, as was the annual secondary standard of 15 µg/m^3. The existing 24-hour PM_{10} standards (primary and secondary) of 150 µg/m^3 also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.
[5] On June 2, 2010, a new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked. The 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.

California has also adopted a host of other regulations that reduce criteria pollutant emissions:

- **AB 1493: Pavley Fuel Efficiency Standards.** Pavley I is a clean-car standard that reduces GHG emissions from new passenger vehicles (light-duty auto to medium-duty vehicles) from 2009 through 2016. In January 2012, CARB approved the Advanced Clean Cars program (formerly known as Pavley II) for model years 2017 through 2025.

- **SB 1078 and SB 107: Renewables Portfolio Standards.** A major component of California's Renewable Energy Program is the renewables portfolio standard (RPS) established under Senate Bills 1078 (Sher) and 107 (Simitian). Under the RPS, certain retail sellers of electricity were required to increase the amount of renewable energy each year by at least 1 percent in order to reach at least 20 percent by December 30, 2010.

- **California Code of Regulations (CCR), Title 20: Appliance Energy Efficiency Standards.** The 2006 Appliance Efficiency Regulations (20 CCR §§ 1601–1608) were adopted by the CEC on October 11, 2006, and approved by the California Office of Administrative Law on December 14, 2006. The regulations include standards for both federally regulated appliances and non–federally regulated appliances.

- **24 CCR, Part 6: Building and Energy Efficiency Standards.** Energy conservation standards for new residential and non-residential buildings adopted by the California Energy Resources Conservation and Development Commission (now the CEC) in June 1977.

- **24 CCR, Part 11: Green Building Standards Code.** Establishes planning and design standards for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants.[6]

Tanner Air Toxics Act and Air Toxics Hot Spot Information and Assessment Act

Public exposure to TACs is a significant environmental health issue in California. In 1983, the California legislature enacted a program to identify the health effects of TACs and reduce exposure to them. The California Health and Safety Code defines a TAC as "an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health" (17 CCR § 93000). A substance that is listed as a hazardous air pollutant pursuant to Section 112(b) of the federal Clean Air Act (42 US Code § 7412[b]) is a toxic air contaminant. Under state law, the California Environmental Protection Agency, acting through CARB, is authorized to identify a substance as a TAC if it is an air pollutant that may cause or contribute to an increase in mortality or serious illness, or may pose a present or potential hazard to human health.

California regulates TACs primarily through AB 1807 (Tanner Air Toxics Act) and AB 2588 (Air Toxics "Hot Spot" Information and Assessment Act of 1987). The Tanner Air Toxics Act set up a formal procedure for CARB to designate substances as TACs. Once a TAC is identified, CARB adopts an "airborne toxics control

[6] The green building standards became mandatory in the 2010 edition of the code.

measure" for sources that emit that TAC. If there is a safe threshold for a substance (i.e., a point below which there is no toxic effect), the control measure must reduce exposure to below that threshold. If there is no safe threshold, the measure must incorporate "toxics best available control technology" to minimize emissions. To date, CARB has established formal control measures for 11 TACs that are identified as having no safe threshold.

Under AB 2588, TAC emissions from individual facilities are quantified and prioritized by the air quality management district or air pollution control district. High-priority facilities are required to perform a health risk assessment, and if specific thresholds are exceeded, are required to communicate the results to the public through notices and public meetings.

CARB has promulgated the following specific rules to limit TAC emissions:

- **13 CCR Chapter 10 § 2485: Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling.** Generally restricts on-road diesel-powered commercial motor vehicles with a gross vehicle weight rating of greater than 10,000 pounds from idling more than five minutes.
- **13 CCR Chapter 10 § 2480: Airborne Toxic Control Measure to Limit School Bus Idling and Idling at Schools.** Generally restricts a school bus or transit bus from idling for more than five minutes when within 100 feet of a school.
- **13 CCR § 2477 and Article 8: Airborne Toxic Control Measure for In-Use Diesel-Fueled Transport Refrigeration Units (TRU) and TRU Generator Sets and Facilities Where TRUs Operate.** Regulations established to control emissions associated with diesel-powered TRUs.

Regional

Air Quality Management Planning

SCAQMD is the agency responsible for improving air quality in the SoCAB and ensuring that the National and California AAQS are attained and maintained. SCAQMD is responsible for preparing the air quality management plan (AQMP) for the SoCAB in coordination with the Southern California Association of Governments (SCAG). Since 1979, a number of AQMPs have been prepared.

2016 AQMP

On March 3, 2017, SCAQMD adopted the 2016 AQMP, which serves as an update to the 2012 AQMP. The 2016 AQMP addresses strategies and measures to attain the following National AAQS:

- 2008 National 8-hour ozone standard by 2031
- 2012 National annual $PM_{2.5}$ standard by 2025[7]
- 2006 National 24-hour $PM_{2.5}$ standard by 2019
- 1997 National 8-hour ozone standard by 2023

[7] The 2016 AQMP requests a reclassification from moderate to serious nonattainment for the 2012 National $PM_{2.5}$ standard.

- 1979 National 1-hour ozone standard by year 2022

It is projected that total NO_X emissions in the SoCAB would need to be reduced to 150 tons per day (tpd) by year 2023 and to 100 tpd in year 2031 to meet the 1997 and 2008 federal 8-hour ozone standards. The strategy to meet the 1997 federal 8-hour ozone standard would also lead to attaining the 1979 federal 1-hour ozone standard by year 2022 (SCAQMD 2017), which requires reducing NO_X emissions in the SoCAB to 250 tpd. This is approximately 45 percent additional reductions to existing regulations for the 2023 ozone standard and 55 percent additional reductions to existing regulations to meet the 2031 ozone standard.

Reducing NO_X emissions would also reduce $PM_{2.5}$ concentrations in the SoCAB. However, because the goal is to meet the 2012 federal annual $PM_{2.5}$ standard no later than year 2025, SCAQMD is seeking to reclassify the SoCAB from "moderate" to "serious" nonattainment under this federal standard. A "moderate" nonattainment would require meeting the 2012 federal standard by no later than 2021.

Overall, the 2016 AQMP is composed of stationary and mobile-source emission reductions from regulatory control measures, incentive-based programs, co-benefits from climate programs, mobile-source strategies, and reductions from federal sources such as aircrafts, locomotives, and ocean-going vessels. Strategies outlined in the 2016 AQMP would be implemented in collaboration between CARB and the EPA (SCAQMD 2017).

Lead Implementation Plan

In 2008, the EPA designated the Los Angeles County portion of the SoCAB as a nonattainment area under the federal lead classification due to the addition of source-specific monitoring under the new federal regulation. This designation was based on two source-specific monitors in the City of Vernon and the City of Industry that exceeded the new standard in the 2007-to-2009 period. The remainder of the SoCAB, outside the Los Angeles County nonattainment area, remains in attainment of the new 2008 lead standard. On May 24, 2012, CARB approved the State Implementation Plan (SIP) revision for the federal lead standard, which the EPA revised in 2008. Lead concentrations in this nonattainment area have been below the level of the federal standard since December 2011. The SIP revision was submitted to the EPA for approval.

SCAQMD Rules and Regulations

All projects are subject to SCAQMD rules and regulations in effect at the time of activity, including:

- **Rule 401, Visible Emissions.** This rule is intended to prevent the discharge of pollutant emissions from an emissions source that results in visible emissions. Specifically, the rule prohibits the discharge of any air contaminant into the atmosphere by a person from any single source of emission for a period or periods aggregating more than three minutes in any one hour that is as dark as or darker than designated No. 1 on the Ringelmann Chart, as published by the US Bureau of Mines.

- **Rule 402, Nuisance.** This rule is intended to prevent the discharge of pollutant emissions from an emissions source that results in a public nuisance. Specifically, this rule prohibits any person from discharging quantities of air contaminants or other material from any source such that it would result in an injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public. Additionally, the discharge of air contaminants would also be prohibited where it would endanger the

comfort, repose, health, or safety of any number of persons or the public, or that cause, or have a natural tendency to cause, injury or damage to business or property. This rule does not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

- **Rule 403, Fugitive Dust.** This rule is intended to reduce the amount of particulate matter entrained in the ambient air as a result of anthropogenic (human-made) fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions. Rule 403 applies to any activity or human-made condition capable of generating fugitive dust and requires best available control measures to be applied to earth moving and grading activities. In general, the rule prohibits new developments from the installation of wood-burning devices.

- **Rule 445, Wood Burning Devices.** This rule is intended to reduce the emission of particulate matter from wood-burning devices and applies to manufacturers and sellers of wood-burning devices, commercial sellers of firewood, and property owners and tenants that operate a wood-burning device.

- **Rule 1113, Architectural Coatings.** This rule serves to limit the VOC content of architectural coatings used on projects in the SCAQMD. Any person who supplies, sells, offers for sale, or manufactures any architectural coating for use on projects in the SCAQMD must comply with the current VOC standards set in this rule.

- **Rule 1403, Asbestos Emissions from Demolition/Renovation Activities.** The purpose of this rule is to specify work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of asbestos-containing materials (ACM). The requirements for demolition and renovation activities include asbestos surveying, notification, ACM removal procedures and time schedules, ACM handling and clean-up procedures, and storage, disposal, and landfilling requirements for asbestos-containing waste materials. All operators are required to maintain records, including waste shipment records, and are required to use appropriate warning labels, signs, and markings.

Local

City of Wildomar General Plan

Local jurisdictions have the authority and responsibility to reduce air pollution through their police power and decision-making authority. Specifically, the City is responsible for the assessment and mitigation of air pollutant emissions resulting from its land use decisions. The City is also responsible for the implementation of transportation control measures as outlined in the AQMP. Examples of such measures include bus turnouts, energy-efficient streetlights, and synchronized traffic signals. In accordance with CEQA requirements and the CEQA review process, the City assesses the air quality impacts of new development projects, requires mitigation of potentially significant air quality impacts by conditioning discretionary permits and monitors and enforces implementation of such mitigation.

Air-quality related policies that relate to a project being built and occupied outlined in the City's General Plan (2008) include:

- **Policy AQ 1.1:** Promote and participate with regional and local agencies, both public and private, to protect and improve air quality.
- **Policy AQ 1.4:** Coordinate with the SCAQMD and MDAQMD to ensure that all elements of air quality plans regarding reduction of air pollutant emissions are being enforced.
- **Policy AQ 1.11:** Involve environmental groups, the business community, special interests, and the general public in the formulation and implementation of programs that effectively reduce airborne pollutants.
- **Policy AQ 2.1:** The County land use planning efforts shall assure that sensitive receptors are separated and protected from polluting point sources to the greatest extent possible.
- **Policy AQ 2.2:** Require site plan designs to protect people and land uses sensitive to air pollution through the use of barriers and/or distance from emissions sources when possible.
- **Policy AQ 2.3:** Encourage the use of pollution control measures such as landscaping, vegetation and other materials, which trap particulate matter or control pollution.
- **Policy AQ 4.1:** Encourage the use of building materials/methods which reduce emissions.
- **Policy AQ 4.2:** Encourage the use of efficient heating equipment and other appliances, such as water heaters, swimming pool heaters, cooking equipment, refrigerators, furnaces and boiler units.
- **Policy AQ 4.3:** Encourage centrally heated facilities to utilize automated time clocks or occupant sensors to control heating.
- **Policy AQ 4.4:** Require residential building construction to comply with energy use guidelines detailed in Title 24 of the California Administrative Code.
- **Policy AQ 4.5:** Require stationary pollution sources to minimize the release of toxic pollutants.
- **Policy AQ 4.6:** Require stationary air pollution sources to comply with applicable air district rules and control measures.
- **Policy AQ 4.7:** To the greatest extent possible, require every project to mitigate any of its anticipated emissions which exceed allowable emissions.
- **Policy AQ 4.9:** Require compliance with SCAQMD Rules 403 and 403.1 and support appropriate future measures to reduce fugitive dust emanating from construction sites.
- **Policy AQ 5.2:** Adopt incentives and/or regulations to enact energy conservation requirements for private and public developments.

- **Policy AQ 5.4:** Encourage the incorporation of energy-efficient design elements, including appropriate site orientation and the use of shade and windbreak trees to reduce fuel consumption for heating and cooling.

5.2.1.2 EXISTING CONDITIONS

South Coast Air Basin

The project area is in the SoCAB, which includes all of Orange County and the nondesert portions of Los Angeles, Riverside, and San Bernardino counties. The SoCAB is in a coastal plain with connecting broad valleys and low hills and is bounded by the Pacific Ocean in the southwest quadrant, with high mountains forming the remainder of the perimeter. The general region lies in the semi-permanent high-pressure zone of the eastern Pacific. As a result, the climate is mild, tempered by cool sea breezes. This usually mild weather pattern is interrupted infrequently by periods of extremely hot weather, winter storms, and Santa Ana winds (SCAQMD 2005).

Meteorology

Temperature and Rainfall

The annual average temperature varies little throughout the SoCAB, ranging from the low to middle 60s, measured in degrees Fahrenheit (°F). With a more pronounced oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland areas. More than 90 percent of the SCAB's rainfall occurs from November through April. The annual average rainfall varies from approximately nine inches in Riverside to 14 inches in downtown Los Angeles.

Humidity

Although the SoCAB has a semiarid climate, the air near the earth's surface is typically moist because of a shallow marine layer. This "ocean effect" is dominant except for infrequent periods when dry, continental air is brought into the SoCAB by offshore winds. Periods of heavy fog are frequent, especially along the coast. Low clouds, often referred to as high fog, are a characteristic climatic feature. Annual average humidity is 70 percent at the coast and 57 percent in the eastern portions of the SoCAB (SCAQMD 1993).

Wind

Wind speed is somewhat greater during the dry summer months than during the rainy winter season. Between periods of wind, periods of air stagnation may occur in the morning and evening hours. Air stagnation is one of the critical determinants of air quality conditions on any given day. During the winter and fall months, surface high-pressure systems over the SoCAB, combined with other meteorological conditions, can result in very strong, downslope Santa Ana winds. These winds normally continue a few days before predominant meteorological conditions are reestablished.

The mountain ranges to the east inhibit the eastward transport and diffusion of pollutants. The entire region experiences heavy concentrations of air pollutants during prolonged periods of stable atmospheric conditions (SCAQMD 2005).

Inversions

In conjunction with the two characteristic wind patterns that affect the rate and orientation of horizontal pollutant transport, two distinct types of temperature inversions control the vertical depth through which pollutants are mixed. These inversions are the marine/subsidence inversion and the radiation inversion. The height of the base of the inversion at any given time is known as the "mixing height." The combination of winds and inversions are critical determinants in leading to the highly degraded air quality in summer and the generally good air quality in the winter in the project area (SCAQMD 2005).

SoCAB Nonattainment Areas

The AQMP provides the framework for air quality basins to achieve attainment of the state and federal ambient air quality standards through the SIP. Areas are classified as attainment or nonattainment areas for particular pollutants depending on whether they meet the ambient air quality standards. Severity classifications for ozone nonattainment range in magnitude from marginal, moderate, and serious to severe and extreme.

- ***Unclassified.*** A pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or nonattainment.
- ***Attainment.*** A pollutant is in attainment if the AAQS for that pollutant was not violated at any site in the area during a three-year period.
- ***Nonattainment.*** A pollutant is in nonattainment if there was at least one violation of an AAQS for that pollutant in the area.
- ***Nonattainment/Transitional.*** A subcategory of the nonattainment designation. An area is designated nonattainment/transitional to signify that the area is close to attaining the AAQS for that pollutant.

The attainment status for the SoCAB is shown in Table 5.2-3, *Attainment Status of Criteria Air Pollutants in the South Coast Air Basin*.

Table 5.2-3 Attainment Status of Criteria Air Pollutants in the South Coast Air Basin

Pollutant	State	Federal
Ozone – 1-hour	Extreme Nonattainment	No Federal Standard
Ozone – 8-hour	Extreme Nonattainment	Extreme Nonattainment
PM_{10}	Serious Nonattainment	Attainment
$PM_{2.5}$	Nonattainment	Nonattainment
CO	Attainment	Attainment
NO_2	Attainment	Attainment/Maintenance
SO_2	Attainment	Attainment
Lead	Attainment	Nonattainment (Los Angeles County only)[1]
All others	Attainment/Unclassified	Attainment/Unclassified

Source: CARB 2018.
[1] In 2010, the Los Angeles portion of the SoCAB was designated nonattainment for lead under the new 2008 federal AAQS as a result of large industrial emitters. Remaining areas in the SoCAB are unclassified.

Multiple Air Toxics Exposure Study IV

The Multiple Air Toxics Exposure Study (MATES) is a monitoring and evaluation study on existing ambient concentrations of TACs and the potential health risks from air toxics in the SoCAB. In 2008, SCAQMD conducted its third update, MATES III, based on the Office of Environmental Health Hazards Assessment's (OEHHA) 2003 Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments (2003 HRA Guidance Manual). The results showed that the overall risk for excess cancer from a lifetime exposure to ambient levels of air toxics was about 1,200 in a million. The largest contributor to this risk was diesel exhaust, which accounted for 84 percent of the cancer risk (SCAQMD 2008).

SCAQMD recently released the fourth update, MATES IV, which was also based on OEHHA's 2003 HRA Guidance Manual. The results showed that the overall monitored risk for excess cancer from a lifetime exposure to ambient levels of air toxics decreased to approximately 418 in one million. Compared to the 2008 MATES III, monitored excess cancer risks decreased by approximately 65 percent. Approximately 90 percent of the risk is attributed to mobile sources, and 10 percent is attributed to TACs from stationary sources, such as refineries, metal processing facilities, gas stations, and chrome plating facilities. The largest contributor to this risk was diesel exhaust, which accounted for approximately 68 percent of the air toxics risk. Compared to MATES III, MATES IV found substantial improvement in air quality and associated decrease in air toxics exposure. As a result, the estimated basin-wide population-weighted risk decreased by approximately 57 percent since MATES III (SCAQMD 2015).

OEHHA updated the guidelines for estimating cancer risks on March 6, 2015 (OEHHA 2015). The new method uses higher estimates of cancer potency during early life exposures, which result in a higher calculation of risk. There are also differences in the assumptions on breathing rates and length of residential exposures. When combined, SCAQMD estimates that risks for a given inhalation exposure level will be about 2.7 times higher than the risk identified in MATES IV using the 2015 OEHHA guidance methodology (e.g., 2.7 times higher than 418 in one million overall excess cancer risk) (SCAQMD 2015).

Local Air Quality

The project site is within the Source Receptor Area (SRA) 25. Within SRA 25, the SCQAMD Lake Elsinore monitoring station, located approximately 6 miles northwest of the site, is the nearest long-term air quality monitoring station for CO, O_3, PM_{10}, $PM_{2.5}$, NO_2, and SO_2.

The most recent three years of data available is shown in Table 5.2-4, *Ambient Air Quality Monitoring in the Project Vicinity,* and identifies the number of days ambient air quality standards were exceeded for the study area, which is considered to be representative of the local air quality at the project site. The ambient air quality data in Table 5.2-4 show that NO_2, SO_2, and CO levels are within the applicable State and federal standards. As detailed in Table 5.2-4, the State 1-hour O3 standard was exceeded 15 to 23 times per year in the past 3 years.

Table 5.2-4 Ambient Air Quality Monitored in the Project Vicinity

Pollutant	Standard	Year		
		2016	2017	2018
Carbon Monoxide (CO) – Lake Elsinore Monitoring Station				
Maximum 1-hr concentration (ppm)		1.2	1.2	1.1
Number of days exceeded:	State: > 20 ppm	0	0	0
	Federal > 35 ppm	0	0	0
Maximum 8-hr concentration (ppm)		0.6	0.8	0.8
Number of days exceeded:	State: ≥ 9.0 ppm	0	0	0
	Federal: ≥ 9.0 ppm	0	0	0
Ozone (O_3) – Lake Elsinore Monitoring Station				
Maximum 1-hr concentration (ppm)		0.124	0.121	0.116
Number of days exceeded:	State: > 0.09 ppm	15	23	16
Maximum 8-hr concentration (ppm)		0.093	0.098	0.095
Number of days exceeded:	State: > 0.07 ppm	45	56	31
	Federal: > 0.07 ppm	44	54	30
Coarse Particulates (PM_{10}) – Lake Elsinore Monitoring Station				
Maximum 24-hr concentration (µg/m3)		99.7	134.1	105.1
Number of days exceeded:	State: > 50 µg/m3	N/A	N/A	N/A
	Federal: > 150 µg/m3	0	0	0
Annual arithmetic average concentration (µg/m3)		22.4	23.6	23.3
Exceeded for the year:	State: > 20 µg/m3	N/A	N/A	N/A
Fine Particulates ($PM_{2.5}$) – Pechanga Monitoring Station				
Maximum 24-hr concentration (µg/m3)		13.5	14.0	N/A
Number of days exceeded:	Federal: > 35 µg/m3	0	0	0
Annual arithmetic average concentration (µg/m3)		7.1	7.5	N/A
Exceeded for the year:	State: > 12 µg/m3	No	No	No
	Federal: > 15 µg/m3	No	No	No
Nitrogen Dioxide (NO_2) – Lake Elsinore Monitoring Station				
Maximum 1-hr concentration (ppb)		51.3	49.0	41.3
Number of days exceeded:	State: > 180 ppb	0	0	0
Annual arithmetic average concentration (ppb)		8.1	8.2	8.5

Table 5.2-4 Ambient Air Quality Monitored in the Project Vicinity

Pollutant	Standard	Year		
		2016	2017	2018
Exceeded for the year:	State: > 30 ppb	No	No	No
	Federal: > 53 ppb	No	No	No

Source: Air Data: Air Quality Data Collected at Outdoor Monitors across the U.S. (EPA 2019a); iADAM Air Quality Data Statistics (CARB 2019).

µg/m3 =Microgram per Cubic Meter
CO = carbon monoxide
N/A = not applicable
NO2 = nitrogen dioxide
O3 = ozone
PM2.5 = particulate matter less than 2.5 microns in size
PM10 = particulate matter less than 10 microns in size
ppb = parts per billion
ppm = parts per million
SO2 = sulfur dioxide

Wildomar Trail Town Center Mixed-Use Project

The project site is currently vacant, and does not have any operations or activities that would result in air quality impacts.

Prielipp-Yamas Property Rezone

The project site is currently vacant, and does not have any operations or activities that would result in air quality impacts.

5.2.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

AQ-1 Conflict with or obstruct implementation of the applicable air quality plan.

AQ-2 Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.

AQ-3 Expose sensitive receptors to substantial pollutant concentrations.

AQ-4 Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

5.2.2.1 POLLUTANTS WITH REGIONAL EFFECTS

SCAQMD has established daily emissions thresholds for construction and operation of a proposed project in the Basin. The emissions thresholds were established based on the attainment status of the Basin with regard to air quality standards for specific criteria pollutants. Because the concentration standards were set at a level that protects public health with an adequate margin of safety (EPA), these emissions thresholds are regarded as conservative and would overstate an individual project's contribution to health risks.

Regional Thresholds for Construction and Operational Emissions

The City utilizes the SCAQMD CEQA Air Quality Handbook to identify potentially significant impacts on air quality. The SCAQMD has established the thresholds of significance for emissions generated during construction and operation of projects as below in Table 5.2-5, *SCAQMD Significance Thresholds*:

Table 5.2-5 SCAQMD Significance Thresholds

Air Pollutant	Construction Phase	Operational Phase
Reactive Organic Gases (ROG)	75 lbs/day	55 lbs/day
Carbon Monoxide (CO)	550 lbs/day	550 lbs/day
Nitrogen Oxides (NO_X)	100 lbs/day	55 lbs/day
Sulfur Oxides (SO_X)	150 lbs/day	150 lbs/day
Particulates (PM_{10})	150 lbs/day	150 lbs/day

Source: SCAQMD 2019

Projects in the Basin with operational emissions that exceed any of these emission thresholds are considered to be significant under SCAQMD guidelines. These thresholds, which apply throughout the Basin and were developed by SCAQMD, apply as both project and cumulative thresholds. If a project exceeds these standards, it is considered to have a project-specific and cumulative impact.

Local Microscale CO Concentration Standards

The significance of localized CO project impacts under CEQA depends on whether ambient CO levels in the vicinity of the project are above or below State and federal CO standards. Because ambient CO levels are below the standards throughout the Basin, a project would be considered to have a significant CO impact if project emissions result in an exceedance of one or more of the 1-hour or 8-hour standards. The following are applicable local emission concentration standards for CO:

- 1 hour = 20 parts per million
- 8 hour = 9 parts per million

The significance of localized project impacts depends on whether ambient CO levels in the vicinity of the project are above or below state and federal CO standards. If ambient levels are below the standards, a project is considered to have significant impacts 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 measurable amount. The SCAQMD defines a measurable amount as 1.0 ppm or more for the 1-hour CO concentration or 0.45 ppm or more for the 8-hour CO concentration.

Thresholds for Localized Impacts Analysis

SCAQMD published its Final Localized Significance Threshold Methodology in June 2003 and updated it in July 2008 (SCAQMD 2008), recommending that all air quality analyses include an assessment of both construction and operational impacts on the air quality of nearby sensitive receptors.

LSTs are based on the ambient concentrations of that pollutant within the project Source Receptor Area (SRA) and the distance to the nearest sensitive receptor. For the proposed project, the appropriate SRA for the LST is the nearby Lake Elsinore area (SRA 25). SCAQMD provides LST screening tables for 25, 50, 100, 200, and 500-meter source-receptor distances. The total area of the proposed project is 25.8 acres. As identified above, the closest sensitive receptors include the multifamily and single-family residences as close as 82 feet (25 meters) south 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.

The SCAQMD has produced look-up tables for projects that disturb less than or equal to 5 acres daily. The SCAQMD has also issued guidance on applying the CalEEMod emissions software to LSTs for projects greater than 5 acres. The entire project site is 25.8 acres and would be constructed in four phases. The construction grading activities would occur in smaller acreage to an estimated 4 acres disturbed per day for all four phases as a project condition. Since CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment, based on the CalEEMod default list of equipment (i.e., one dozer, one grader, two excavators, and two scrapers) required for the proposed project phase scenario, the maximum daily disturbed acreage is assumed to be approximately 4 acres per day. Thus, the maximum daily disturbed-acreage of 4 acres is used in determining the applicability of SCAQMD's LST look-up tables for 4 acres. The Prielipp-Yamas site is approximately 10 acres, and while it is likely that future construction activities could disturb 5 or less acres daily, construction activities for future development on the Prielipp-Yamas site are unknown at this time as no development has been proposed.

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 include a gas station with car wash; therefore, the operational phase LST protocol does apply. For operational LST impacts, the SCAQMD guidance specifies that only on-site emissions are to be included. On-site operational emissions would primarily occur from stationary sources, area sources, and vehicle sources. While vehicle emissions are the largest source of project-related operational emissions, it is estimated that less than 5 percent of the overall vehicle travel would occur on site. Using the 5-acre operational LST thresholds would result in a conservative analysis. Future operational activities for the Prielipp-Yamas Property would not result in long periods of queuing or idling as residential uses do not typically result in idling or queuing for long periods.

Sensitive receptors include residences, schools, hospitals, and similar uses that are sensitive to adverse air quality. The project site is bordered along the south and east sides by residential uses. While single-family residents are approximately 33 feet from the project construction boundary, the SCAQMD LST guidance specifies that the minimum distance to be considered is within 82 feet (25 meters); thus, the emissions thresholds shown in Table 5.2-6, *Localized Significance Thresholds at 25 Meters,* would apply during project construction and operation for the Wildomar Trails project site.

Table 5.2-6 Localized Significance Thresholds at 25 Meters

Scenario	Emissions Threshold (lbs/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Construction (4-acre thresholds)	325	1,677	11.0	6.7
Operational (5-acre thresholds)	371	1,965	4.0	2.0

Source: Final Localized Significance Threshold Methodology (SCAQMD 2003, revised 2008)
CO = carbon monoxide
lbs/day = pounds per day
LST = local significance threshold
NO_X = nitrogen oxides
PM2.5 = particulate matter less than 2.5 microns in size
PM10 = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District

Toxic Air Contaminants Thresholds

Dispensing gasoline products has the potential to introduce air toxics (primarily benzene emissions) into the local environment. The SCAQMD regulates these emissions through a permitting process (Health Risk Assessment) that applies to all service stations within Riverside County. As part of its permitting process, the SCAQMD performs an analysis of potential cancer risk associated with anticipated benzene emissions from individual service stations.

The SCAQMD has established thresholds of significance that account for site-specific factors such as gasoline throughput and the locations of nearby receptors. If the analysis indicates that the cancer risk at a nearby receptor location (i.e., an area where persons reside, work, or attend school—not including streets or sidewalks) is less than one case per million persons, the risk is considered less than significant, and no mitigation is required. If the analysis results indicate that the lifetime cancer risk is between 1 and 10 cases per million, the impact is considered less than significant with the application of Toxics Best Available Control Technology (TBACT). Under existing SCAQMD regulations, a permit cannot be issued for a gas station project with an identified cancer risk between 1 and 10 unless TBACT is made a part of the project. The ARB must certify all vapor recovery equipment that is used at service stations, which would satisfy the TBACT requirement. If the analysis indicates that the cancer risk is greater than 10 cases per million, the impact is considered significant and the SCAQMD would further constrain the service station's operations in order to stay below a cancer risk of 10 cases in a million.

5.2.3 Plans, Programs, and Policies

Plans, programs, and policies (PPP), including applicable regulatory requirements and conditions of approval for air quality impacts are identified below:

PPP AQ-1 New buildings are required to achieve the current California Building Energy and Efficiency Standards (Title 24, Part 6) and California Green Building Standards Code (CALGreen) (Title 24, Part 11). The 2019 Building and Energy Efficiency Standards became effective January 1, 2020. The Building Energy and Efficiency Standards and CALGreen are updated tri-annually with a goal to achieve zero net energy for residential buildings by 2020 and nonresidential buildings by 2030.

PPP AQ-2 New buildings are required to adhere to the California Green Building Standards Code (CALGreen) requirement to provide bicycle parking for new non-residential buildings, or meet local bicycle parking ordinances, whichever is stricter (CALGreen Sections 5.106.4.1, 14.106.4.1, and 5.106.4.1.2).

PPP AQ-3 Construction activities will be conducted in compliance with California Code of Regulations Title 13 Section 2449, which requires that nonessential idling of construction equipment is restricted to five minutes or less.

PPP AQ-4 Construction activities will be conducted in compliance with any applicable South Coast Air Quality Management District rules and regulations, including but not limited to:

- **Rule 403, Fugitive Dust**, for controlling fugitive dust and avoiding nuisance.
- **Rule 402, Nuisance,** which states that a project shall not "discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property."
- **Rule 1113,** which limits the volatile organic compound content of architectural coatings.

5.2.4 Environmental Impacts

5.2.4.1 METHODOLOGY

Wildomar Trail Town Center Mixed-Use Project

This air quality evaluation was prepared in accordance with the requirements of CEQA to determine if significant air quality impacts are likely to occur in conjunction with future development that would be accommodated by the Project. SCAQMD's *CEQA Air Quality Handbook* (Handbook) and updates on its website are intended to provide local governments with guidance for analyzing and mitigating project-specific air quality impacts. The Handbook provides standards, methodologies, and procedures for conducting air quality analyses in EIRs, and they were used in this analysis.

Air pollutant emissions are calculated using the California Emissions Estimator Model (CalEEMod), version 2016.3.2. CalEEMod compiles an emissions inventory of construction (fugitive dust, off-gas emissions, on-road emissions, and off-road emissions), area sources, indirect emissions from energy use, mobile sources, indirect emissions from waste disposal (annual only), and indirect emissions from water/wastewater (annual only). Construction criteria air pollutant emissions modeling is included in Appendix 5.2-1 of this Draft EIR. The calculated emissions of the project are compared to thresholds of significance for individual projects using the SCAQMD's Handbook. Following is a summary of the assumptions used for the Project analysis.

Construction Phase

Construction would entail demolition of existing asphalt, site preparation, grading, building construction, architectural coating, and asphalt paving on the 25.8-acre site.

The 25.8-acre property will be divided into four phases: 1) 22-pump gas station and 4,000-square foot (sf) convenience store along with a car wash, access roads, and parking lot for the Phase 2 construction project, and a 1.57-acre storm water basin; 2) a regional shopping center and remainder of the surface roads and associated parking lot for Phase 2; 3) medical office buildings with an associated parking lot; and 4) multifamily midrise apartments and surface roads.

Operational Phase

- **Transportation.** Daily vehicle miles traveled (VMT) and average daily trip (ADT) generation was provided by LSA Associates, Inc. for the proposed Wildomar Trail Town Center Mixed-Use Project. The primary source of mobile criteria air pollutant emissions is tailpipe exhaust emissions from the combustion of fuel (i.e., gasoline and diesel). Additionally, for criteria air pollutants, brake and tire wear and fugitive dust from vehicles traveling roadways also generate particulate matter.

- **Area Sources.** Area source emissions from use of consumer cleaning products, landscaping equipment, and VOC emissions from paints are based on CalEEMod default values and the square footage of the proposed buildings and surface parking lot areas.

- **Energy.** Criteria air pollutant emissions from energy use (natural gas used for cooking, heating, etc.) are based on the CalEEMod defaults for natural gas usage for residential and nonresidential land uses. Criteria air pollutant emissions from energy use are associated with natural gas used for heating.

Prielipp-Yamas Property Rezone

As no development has been proposed for the Prielipp-Yamas Property, the methodology from the Horizons Development Project (SCH # 2015011021), which bounds the eastern boundary of the Property, was used. The Horizons project included 138 two-story townhomes on approximately 12 acres and 86 senior living units on approximately 6 acres, which is similar to the residential units anticipated for future development.

For construction, the air quality analysis for the Horizons project determined assumed that only 3-acres of the 20-acre site would be actively disturbed each day during construction, and would not exceed the 5 acre per day limit established by the SCAQMD. While the rezone area of Prielipp-Yamas Property affected by the proposed project is 10-acres in size, it is reasonable for the City to assume a similar mitigation measure would be included in the project-specific environmental analysis for the Prielipp-Yamas Property.

According to SCAQMD LST methodology, LSTs would apply to the operational phase of a project if the project includes stationary sources, or attracts mobile sources that may spend long periods of queuing and idling at the site (e.g., warehouse or transfer facilities). As future development on the Prielipp-Yamas Property would be residential, and would lack stationary source emissions, no long-term localized significance threshold analysis is needed.

5.2.4.2 IMPACT ANALYSIS

The following impact analysis addresses thresholds of significance that are identified in brackets after the impact statement.

Impact 5.2-1: Construction activities associated with the proposed project would not generate short-term emissions in exceedance of SCAQMD's threshold criteria. [Thresholds AQ-2 and AQ-3]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

Air pollutant emissions associated with the project would occur over the short term from construction activities (e.g., fugitive dust from site preparation and grading), and emissions from equipment exhaust.

Equipment Exhaust and Related Construction Activities

Construction activities would temporarily increase PM_{10}, $PM_{2.5}$, VOC, NO_X, SO_X, and CO regional emissions in the SoCAB. Construction activities associated with buildout of proposed project are anticipated to occur over approximately 5 years, from 2021 to 2026. Construction activities produce combustion emissions from various sources (e.g., grading, site preparation, utility engines, tenant improvements, and motor vehicles transporting the construction crew). Exhaust emissions from construction activities envisioned on site would vary daily as construction activity levels change. The use of construction equipment on site would result in localized exhaust emissions.

The 25.8-acre property will be built in four phases: 1) Gas station with associated convenience store and car wash, along with parking lot for Phase 2 construction and 1.57-acre storm water basin; 2) regional shopping center and remainder of associated parking lot; 3) medical office buildings with associated parking lot; and 4) multifamily midrise apartments. Table 5.2-7 lists the tentative project construction schedule for the proposed Wildomar Trails project site.

Table 5.2-7 Tentative Project Construction Schedule

Phase Name	Number of Days
Phase 1	
Site Preparation	3
Grading	6
Building Construction	220
Paving	10
Architectural Coatings	10
Phase 2	
Site Preparation	3
Grading	6
Building Construction	220
Paving	10
Architectural Coatings	10
Phase 3	
Site Preparation	5
Grading	8

Table 5.2-7 Tentative Project Construction Schedule

Phase Name	Number of Days
Building Construction	230
Paving	18
Architectural Coatings	18
Phase 4	
Site Preparation	5
Grading	8
Building Construction	230
Paving	18
Architectural Coatings	28

Source: Estimated from project plans and CalEEMod defaults (LSA 2021).
CalEEMod = California Emissions Estimator Model

Table 5.2-8 lists the estimated construction equipment that would be used during project construction as estimated by CalEEMod default values.

Table 5.2-8 Diesel Construction Equipment Utilized by Construction Phase

Construction Activities	Off-Road Equipment Type	Off-Road Equipment Units Amount	Hours Used per Day	Horsepower	Load Factor
Phase 1					
Site Preparation	Graders	1	8	187	0.41
	Scrapers	1	8	367	0.48
	Tractors/Loaders/Backhoes	1	7	97	0.37
Grading	Graders	1	8	187	0.41
	Scrapers	1	8	247	0.40
	Tractors/Loaders/Backhoes	2	7	97	0.37
Building Construction	Cranes	1	8	231	0.29
	Forklifts	2	7	89	0.20
	Generator Sets	1	8	84	0.74
	Tractors/Loaders/Backhoes	1	6	97	0.37
	Welders	3	8	46	0.45
Paving	Pavers	1	8	130	0.42
	Cement and Mortar Mixers	1	8	9	0.96
	Tractors/Loaders/Backhoes	1	7	97	0.37
	Paving Equipment	1	8	132	0.36
	Rollers	2	8	80	0.38
Architectural Coatings	Air Compressors	1	6	78	0.48
Phase 2					
Site Preparation	Graders	1	8	247	0.40
	Scrapers	1	8	187	0.41
	Tractors/Loaders/Backhoes	1	7	97	0.37

Table 5.2-8 Diesel Construction Equipment Utilized by Construction Phase

Construction Activities	Off-Road Equipment Type	Off-Road Equipment Units Amount	Hours Used per Day	Horsepower	Load Factor
Grading	Graders	1	8	187	0.41
	Scrapers	1	8	247	0.40
	Tractors/Loaders/Backhoes	2	7	97	0.37
Building Construction	Cranes	1	8	231	0.29
	Forklifts	2	7	89	0.20
	Generator Sets	1	8	84	0.74
	Tractors/Loaders/Backhoes	1	6	97	0.37
	Welders	3	8	46	0.45
Paving	Pavers	1	8	130	0.42
	Cement and Mortar Mixers	1	8	9	0.96
	Tractors/Loaders/Backhoes	1	8	97	0.37
	Paving Equipment	1	8	132	0.36
	Rollers	2	8	80	0.38
Architectural Coatings	Air Compressors	1	6	78	0.48
Phase 3					
Site Preparation	Graders	3	8	247	0.40
	Scrapers	4	8	97	0.37
	Tractors/Loaders/Backhoes	1	8	158	0.38
Grading	Graders	1	8	187	0.41
	Scrapers	1	8	247	0.40
	Tractors/Loaders/Backhoes	3	8	97	0.37
Building Construction	Cranes	1	7	231	0.29
	Forklifts	3	8	89	0.20
	Generator Sets	1	8	84	0.74
	Tractors/Loaders/Backhoes	3	7	97	0.37
	Welders	1	8	46	0.45
Paving	Pavers	1	8	130	0.42
	Cement and Mortar Mixers	2	6	132	0.36
	Tractors/Loaders/Backhoes	2	6	9	0.96
	Paving Equipment	1	8	97	0.37
	Rollers	2	6	80	0.38
Architectural Coatings	Air Compressors	1	6	78	0.48
Phase 4					
Site Preparation	Graders	3	8	247	0.40
	Scrapers	4	8	97	0.37
	Tractors/Loaders/Backhoes	1	8	158	0.38
Grading	Graders	1	8	187	0.41
	Scrapers	3	8	247	0.40

Table 5.2-8 Diesel Construction Equipment Utilized by Construction Phase

Construction Activities	Off-Road Equipment Type	Off-Road Equipment Units Amount	Hours Used per Day	Horsepower	Load Factor
	Tractors/Loaders/Backhoes	1	8	97	0.37
Building Construction	Cranes	3	7	231	0.29
	Forklifts	1	8	89	0.20
	Generator Sets	1	8	84	0.74
	Tractors/Loaders/Backhoes	3	7	97	0.37
	Welders	1	8	46	0.45
Paving	Pavers	1	8	130	0.42
	Cement and Mortar Mixers	2	6	9	0.96
	Tractors/Loaders/Backhoes	1	8	97	0.37
	Paving Equipment	2	6	132	0.36
	Rollers	2	6	80	0.38
Architectural Coatings	Air Compressors	1	6	78	0.48

Source: Estimated from project plans and CalEEMod defaults (LSA 2021).
CalEEMod = California Emissions Estimator Model

The most recent version of the CalEEMod (Version 2016.3.2) was used to calculate the construction emissions for each construction phase. Tables 5.2-9 through Tables 5.2-12 show the construction emissions for Phases 1 through 4. The emissions rates shown in the tables are from the CalEEMod output tables listed as "Mitigated Construction," even though the only measures that have been applied to the analysis are the required construction emissions control measures, or standard conditions. They are also the combination of the on- and off-site emissions.

Table 5.2-9 Phase 1 Construction Emissions

	Pollutant Emissions (lbs/day)							
Construction Phase 1	VOC	NO_X	CO	SO_X	Fugitive PM_{10}	Exhaust PM_{10}	Fugitive $PM_{2.5}$	Exhaust $PM_{2.5}$
Site Preparation	0.70	20.04	13.94	0.03	0.71	0.05	0.09	0.50
Grading	0.67	18.14	12.52	0.02	2.67	0.49	1.34	0.49
Building Construction	1.79	21.25	18.08	0.03	0.59	0.74	0.16	0.74
Paving	0.95	15.65	13.50	0.02	0.17	0.56	0.04	0.56
Architectural Coating	11.38	1.43	2.13	0.00	0.08	0.10	0.03	0.08
Peak Daily	11.38	21.25	18.08	0.03	3.15		1.83	

Table 5.2-9 Phase 1 Construction Emissions

	Pollutant Emissions (lbs/day)							
Construction Phase 1	VOC	NO_X	CO	SO_X	Fugitive PM_{10}	Exhaust PM_{10}	Fugitive $PM_{2.5}$	Exhaust $PM_{2.5}$
SCAQMD Thresholds	75	100	550	150	150		55	
Significant Emissions?	No	No	No	No	No		No	

Source: Compiled by LSA (February 2021)
CO = carbon monoxide
lbs/day = pounds per day
NO_X = nitrogen oxides
PM2.5 = particulate matter less than 2.5 microns in size
PM10 = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District
SO_X = sulfur oxides
VOC = volatile organic compounds

Table 5.2-10 Phase 2 Construction Emissions

	Pollutant Emissions (lbs/day)							
Construction Phase 1	VOC	NO_X	CO	SO_X	Fugitive PM_{10}	Exhaust PM_{10}	Fugitive $PM_{2.5}$	Exhaust $PM_{2.5}$
Site Preparation	0.70	20.04	13.92	0.03	0.71	0.05	0.09	0.50
Grading	0.67	18.13	12.49	0.02	2.67	0.49	1.34	0.49
Building Construction	1.67	20.91	17.71	0.03	0.54	0.71	0.15	0.71
Paving	2.32	15.65	13.46	0.02	0.17	0.56	0.04	0.56
Architectural Coating	34.96	1.32	2.07	0.00	0.09	0.07	0.02	0.07
Peak Daily	34.96	20.91	17.71	0.03	3.15		1.83	
SCAQMD Thresholds	75	100	550	150	150		55	
Significant Emissions?	No	No	No	No	No		No	

Source: Compiled by LSA (February 2021)
CO = carbon monoxide
lbs/day = pounds per day
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District
SO_X = sulfur oxides
VOC = volatile organic compounds

Table 5.2-11 Phase 3 Construction Emissions

Construction Phase 1	Pollutant Emissions (lbs/day)							
	VOC	NO_X	CO	SO_X	Fugitive PM_{10}	Exhaust PM_{10}	Fugitive $PM_{2.5}$	Exhaust $PM_{2.5}$
Site Preparation	1.28	33.77	23.54	0.04	7.25	0.95	3.93	0.95
Grading	1.07	26.32	19.47	0.03	2.72	0.77	1.36	0.77
Building Construction	1.64	25.87	21.43	0.04	1.16	0.87	0.31	0.87
Paving	1.50	16.13	14.18	0.02	0.22	0.56	0.06	0.56
Architectural Coating	34.92	1.26	2.32	0.00	0.19	0.06	0.05	0.06
Peak Daily	34.92	33.77	23.54	0.04	8.19		4.87	
SCAQMD Thresholds	75	100	550	150	150		55	
Significant Emissions?	No	No	No	No	No		No	

Source: Compiled by LSA (February 2021)
CO = carbon monoxide
lbs/day = pounds per day
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM10 = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District
SO_X = sulfur oxides
VOC = volatile organic compounds

Table 5.2-12 Phase 4 Construction Emissions

Construction Phase 1	Pollutant Emissions (lbs/day)							
	VOC	NO_X	CO	SO_X	Fugitive PM_{10}	Exhaust PM_{10}	Fugitive $PM_{2.5}$	Exhaust $PM_{2.5}$
Site Preparation	1.28	33.76	23.50	0.04	7.25	0.95	3.93	0.95
Grading	1.07	26.31	19.44	0.03	2.72	0.77	1.36	0.77
Building Construction	1.67	24.57	21.62	0.04	1.32	0.86	0.35	0.86
Paving	1.38	16.13	14.09	0.02	0.22	0.56	0.06	0.56
Architectural Coating	34.31	1.19	2.32	0.01	0.25	0.05	0.07	0.05
Peak Daily	34.31	33.76	23.50	0.04	8.19		4.87	
SCAQMD Thresholds	75	100	550	150	150		55	
Significant Emissions?	No	No	No	No	No		No	

Source: Compiled by LSA (February 2021)
CO = carbon monoxide
lbs/day = pounds per day
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District
SO_X = sulfur oxides
VOC = volatile organic compounds

Because no exceedances of any criteria pollutants are expected, no significant impacts would occur for project construction in Phases 1 through 4.

Fugitive Dust

Fugitive dust emissions are generally associated with land clearing and exposure of soils to the air and wind, as well as cut-and-fill grading operations. Dust generated during construction varies substantially on a project-by-project basis, depending on the level of activity, the specific operations, and weather conditions at the time of construction. The proposed project will be required to comply with SCAQMD Rule 403 to control fugitive dust.

Architectural Coatings

Architectural coatings contain VOCs that are part of the O3 precursors. Based on the proposed project, it is estimated that application of the architectural coatings for the proposed peak construction day will result in a peak of 34.96 pounds per day (lbs/day) of VOCs during Phase 2. Therefore, VOC emissions from architectural coating application would not exceed the SCAQMD VOC threshold of 75 lbs/day.

Localized Impact Analysis

Table 5.2-13 shows that the construction emission rates would not exceed the LSTs for any of the sensitive receptors near the project site.

Table 5.2-13 Maximum Daily Construction Localized Impacts Analysis for Phases 1 through 4

	Pollutant Emissions (lbs/day)			
Emissions Sources Phase 1 through 4	NO_X	CO	PM_{10}	$PM_{2.5}$
On-Site Emissions (Peak during Phase 3)	34	23	8.0	4.8
LST Thresholds	325	1,677	11.0	6.7
Significant Emissions?	No	No	No	No

Source: Compiled by LSA (February 2021)
Note: Source Receptor Area – Lake Elsinore, 4 acres, receptors at 25 meters.
CO = carbon monoxide
lbs/day = pounds per day
LST = local significance threshold
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size

PRIELIPP-YAMAS PROPERTY REZONE

The northern 10 acres of the 20-acre Prielipp-Yamas Property would be rezoned I-P (Industrial Park) to R-3 (General Residential) and the General Plan land use designation for this portion of the property would be changed from BP (Business Park) to HHDR (Highest Density Residential). The zone change from I-P to R-3 would reduce the intensity of future development. According to Chapter 17.88, I-P Industrial Park Zone, and Chapter 17.44, R-3 General Residential Zone, of the Wildomar Municipal Code, the minimum lot sizes for sites designated I-P and R-3 must be 20,000 square feet and 7,200 square feet, respectively. Therefore, as the minimum lot size for sites designated R-3 is less than sites designated I-P, future potential air quality impacts would be less severe than evaluated in the General Plan EIR due to the change in land use.

The Horizons project amended the City of Wildomar General Plan by changing the land use designation of the site from Business Park (BP) to High Density Residential (HDR) on 10.68 net acres, and found that potential traffic would be reduced as a result of the change from business park to residential land uses. Additionally, the Horizons project found that the additional homes proposed under the project were consistent with the City's projected population growth, and therefore do not exceed the population or job growth projections used by the SCAQMD to develop the AQMP.

While the site is currently vacant and therefore any development would increase air quality impacts, the proposed project does not result in the approval of any development project and all future development will be required to conduct a project-specific environmental analysis. Future residential development of this site would be similar to other multi-family residential development in the local area. As a result, air quality impacts resulting from this type of development would be similar in nature.

Moreover, air quality impacts associated with the future development of this site would be similar to the impacts analyzed for the Wildomar Trail Town Center Mixed-Use Project. Air pollutant emissions as a result of future development would likely occur over the short term from construction activities (e.g., fugitive dust from site preparation and grading), and emissions from equipment exhaust. As no development is being proposed for this site at this time, a specific air quality analysis cannot be conducted at this time, and therefore, air quality impacts relating to the future development of this site would be evaluated prior to construction, when development plans have been submitted to the City. However, because future air quality impacts are expected to be similar to the proposed Wildomar Trail Town Center Mixed-Use Project and no exceedances of any criteria pollutants are expected during the construction phase, no significant impacts would occur. Therefore, no mitigation measures are required.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.2-1 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.2-1 would be less than significant.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.2-1 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.2-1 would be less than significant.

Impact 5.2-2: Long-term operation of the project would generate additional vehicle trips and associated emissions in exceedance of SCAQMD's threshold criteria. [Thresholds AQ-2 and AQ-3]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

Long-term air pollutant emission impacts are those associated with stationary sources and mobile sources involving any project-related changes. The proposed project would result in net increases in both stationary and mobile-source emissions. Long-term regional emissions would be associated with project-related vehicular trips and due to energy consumption (e.g., electricity usage) by the proposed project. The area-wide source emission categories include both stationary and off-road mobile sources. Stationary source emissions would come from many sources, including the use of consumer products, landscaping equipment, general energy, and solid waste.

Based on the Baxter Town Center Traffic Impact Study (Traffic Impact Study) (IEG 2020) for the proposed project, the project would generate approximately 6,663 trips per day. The project's average daily trips were entered in CalEEMod. Area sources include architectural coatings, consumer products, and landscaping. Energy sources include natural gas consumption for heating and cooking. Tables 5.2-14 through 5.2-19 show CalEEMod results for the project. Due to the lengthy construction period, operational activities are expected to overlap with construction activities. SCAQMD has requested that total proposed project emissions be estimated during a year when construction and operational activities substantially overlap. The net changes in combined (construction plus operational) emissions are compared with SCAQMD operational thresholds.

Table 5.2-14 Phase 1 Regional Operational Emissions

Source	Pollutant Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area	0.25	<0.01	<0.01	0	<0.01	<0.01
Energy	<0.01	0.05	0.04	<0.01	<0.01	<0.01
Mobile	2.55	10.97	16.49	0.05	3.11	0.86
Total Project Emissions	2.80	11.02	16.53	0.05	3.11	0.86
SCAQMD Thresholds	55	55	550	150	150	55
Significant?	No	No	No	No	No	No

Source: Compiled by LSA (February 2021)
CO = carbon monoxide
lbs/day = pounds per day
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District
SO_X = sulfur oxides
VOC = volatile organic compounds

5. Environmental Analysis
AIR QUALITY

Table 5.2-15 Combined Phase 2 Construction plus Phase 1 Operational Emissions

Source	Pollutant Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Construction	34.96	20.91	17.71	0.03	3.15	1.83
Operation	2.80	11.02	16.53	0.05	3.11	0.86
Total Combined Emissions	37.68	31.93	34.24	0.08	6.26	2.69
SCAQMD Operational Thresholds	55	55	550	150	150	55
Significant?	No	No	No	No	No	No

Source: Compiled by LSA (February 2021)
CO = carbon monoxide
lbs/day = pounds per day
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District
SO_X = sulfur oxides
VOC = volatile organic compounds

Table 5.2-16 Phase 2 Regional Operational Emissions

Source	Pollutant Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area	0.85	<0.01	0.2	0	<0.01	<0.01
Energy	<0.01	0.2	0.02	<0.01	<0.01	<0.01
Mobile	2.08	9.2	22.72	0.09	7.56	2.07
Total Project Emissions	2.94	9.22	22.76	0.09	7.56	2.07
SCAQMD Thresholds	55	55	550	150	150	55
Significant?	No	No	No	No	No	No

Source: Compiled by LSA (February 2021)
CO = carbon monoxide
lbs/day = pounds per day
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM10 = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District
SO_X = sulfur oxides
VOC = volatile organic compounds

Table 5.2-17 Combined Phase 3 Construction plus Phases 1 & 2 Operational Emissions

Source	Pollutant Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Construction	34.92	33.77	23.54	0.04	8.19	4.87
Operation	5.74	20.24	39.30	0.14	10.67	2.93
Total Combined Emissions	40.66	54.05	62.84	0.18	18.87	7.80
SCAQMD Operational Thresholds	55	55	550	150	150	55
Significant?	No	No	No	No	No	No

Source: Compiled by LSA (February 2021)
CO = carbon monoxide
lbs/day = pounds per day
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM10 = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District
SO_X = sulfur oxides
VOC = volatile organic compounds

Table 5.2-18 Phase 3 Regional Operational Emissions

Source	Pollutant Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area	1.67	<0.01	0.04	0	<0.01	<0.01
Energy	<0.01	0.07	0.06	<0.01	<0.01	<0.01
Mobile	3.26	14.62	38.82	0.16	13.37	3.65
Total Project Emissions	4.94	14.69	38.92	0.16	13.37	3.65
SCAQMD Thresholds	55	55	550	150	150	55
Significant?	No	No	No	No	No	No

Source: Compiled by LSA (February 2021)
CO = carbon monoxide
lbs/day = pounds per day
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM10 = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District
SO_X = sulfur oxides
VOC = volatile organic compounds

Table 5.2-19 Combined Phase 4 Construction plus Phases 1, 2 & 3 Operational Emissions

Source	Pollutant Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Construction	34.31	33.76	23.50	0.04	8.19	4.87
Operation	10.68	34.93	78.22	0.29	24.04	6.58
Total Combined Emissions	44.95	68.69	101.72	0.33	32.24	11.45
SCAQMD Operational Thresholds	55	55	550	150	150	55
Significant?	No	Yes	No	No	No	No

Source: Compiled by LSA (February 2021)
CO = carbon monoxide
lbs/day = pounds per day
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM10 = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District
SO_X = sulfur oxides
VOC = volatile organic compounds

Table 5.2.-19 shows that the project-related emissions of criteria pollutants would exceed the corresponding SCAQMD daily emission thresholds for NOx emission. Therefore, project-related regional air quality impacts would be significant and mitigation measures would be required.

Table 5.2-20 Full Buildout Regional Operational Emissions

Source	Pollutant Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area	6.45	0.15	12.61	<0.01	0.07	0.07
Energy	0.08	0.70	0.36	<0.01	0.06	0.06
Mobile	7.38	34.20	74.13	0.30	26.96	7.35
Total Project Emissions	13.91	35.05	87.10	0.30	27.08	7.48
SCAQMD Thresholds	55	55	550	150	150	55
Significant?	No	No	No	No	No	No

Source: Compiled by LSA (February 2021)
CO = carbon monoxide
lbs/day = pounds per day
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM10 = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District
SO_X = sulfur oxides
VOC = volatile organic compounds

Table 5.2.20 shows that the project-related emissions of criteria pollutants would not exceed the corresponding SCAQMD daily emission thresholds. Therefore, project-related regional operational air quality impacts would be less than significant.

Localized Impact Analysis

Table 5.2-21 shows the calculated emissions for the proposed operational activities compared with the appropriate LSTs. By design, the localized impacts analysis only includes on-site sources; however, the CalEEMod outputs do not separate on-site and off-site emissions for mobile sources. For a worst-case scenario assessment, the emissions shown in Table 5.2-21 include all on-site project-related stationary sources and 5 percent of the project-related new mobile sources, which is an estimate of the amount of project-related vehicle traffic that would occur on site. A total of 5 percent is considered conservative because the average on-site distance driven is unlikely to be even 1,000 feet, which is approximately 2.3 percent of the total miles traveled. Considering the total trip length included in the CalEEMod, the 5 percent assumption is conservative.

Table 5.2-21 Long-Term Operational Localized Impacts Analysis

Source	Pollutant Emissions (lbs/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
On-Site Emissions	1.85	16.31	1.42	0.44
LST Thresholds	367	1,965	4.0	2.0
Significant Emissions?	No	No	No	No

Source: Compiled by LSA (February 2021)
Note: Source Receptor Area – Lake Elsinore, 5 acres, receptors at 25 meters, on-site traffic 5 percent of total.
CO = carbon monoxide
lbs/day = pounds per day
LST = Localized significance thresholds
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size

Table 5.2-21 shows that the on-site operational emission rates would not exceed the LSTs. Therefore, the proposed operational activity would not result in a locally significant air quality impact.

Long-Term Microscale (*Carbon Monoxide Hot Spot*) Analysis

Vehicular trips associated with the proposed project would contribute to congestion at intersections and along roadway segments in the project vicinity. Localized air quality impacts could occur when emissions from vehicular traffic increase as a result of the proposed project. The primary mobile source pollutant of local concern is CO, a direct function of vehicle idling time and, thus, of traffic flow conditions. CO transport is extremely limited; under normal meteorological conditions, it disperses rapidly with distance from the source. However, under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthful levels, affecting local sensitive receptors (e.g., residents, schoolchildren, the elderly, and hospital patients). Typically, high CO concentrations are associated with roadways or intersections operating at unacceptable levels of service or with extremely high traffic volumes. In areas with high ambient background CO concentrations, modeling is recommended to determine a project's effect on local CO levels.

An assessment of project-related impacts on localized ambient air quality requires that future ambient air quality levels be projected. Existing CO concentrations in the immediate project vicinity are not available.

Ambient CO levels monitored at the Lake Elsinore Monitoring Station, the closest station with complete monitored CO data, showed a highest recorded 1-hour concentration of 1.2 ppm (the State standard is 20 ppm) and a highest 8-hour concentration of 0.8 ppm (the State standard is 9 ppm) during the past 3 years (Table E). The highest CO concentrations would normally occur during peak traffic hours; hence, CO impacts calculated under peak traffic conditions represent a worst-case analysis.

As described in the Traffic Impact Study (IEG 2020) prepared for the proposed project, with the addition of the proposed project in the existing setting and all future scenarios, vehicle speeds and vehicular congestion at all intersections surrounding the project site would increase to an extent; however, all analyzed intersections are operating at an acceptable level of service (LOS) of D or better under Opening Year Conditions and Buildout Conditions except for the following intersections, which are rated as LOS F:

- Central Avenue and Wildomar Trail;
- I-15 Southbound Ramps and Wildomar Trail;
- I-15 Northbound Ramps and Wildomar Trail;
- Monte Vista Drive and Wildomar Trail; and
- Monte Vista Drive and Bundy Canyon Road.

Conditions at these intersections would be mitigated by the proposed transportation improvements as outlined in the Traffic Impact Study (IEG 2020). Therefore, the project is not expected to worsen hot-spot conditions within the vicinity of the project site.

Additionally, in 2007, the SCAQMD was designated in attainment for CO under both the CAAQS and NAAQS. As identified within SCAQMD's 2003 AQMP and the 1992 Federal Attainment Plan for Carbon Monoxide, peak carbon monoxide concentrations in the Basin were a result of unusual meteorological and topographical conditions and not a result of congestion at a particular intersection. A CO hot spot analysis was conducted at four busy intersections in the Basin at the peak morning and afternoon periods and did not predict a violation of CO standards. Since the SCAQMD modeled intersections do not exceed the CO standards, all intersections within the proposed project with less volume of traffic and under less extreme conditions would not exceed the CO standards. Buildout of the proposed project would not produce the volume of traffic required to generate a CO hot spot. Therefore, the project could be implemented in an existing setting with no significant peak-hour intersection impacts. Given the extremely low level of CO concentrations in the project area and the lack of traffic impacts at any surrounding intersections, project-related vehicles are not expected to contribute significantly to CO concentrations exceeding the State or federal CO standards. Because no CO hot spot would occur, there would be no project-related impacts on CO concentrations.

Toxic Air Contaminants Qualitative Analysis

Dispensing gasoline products has the potential to introduce air toxics (primarily benzene emissions) into the local environment. SCAQMD staff has indicated on previous gas station projects that only a very high throughput service station in close proximity to a school or other sensitive receptor would be likely to exceed the theoretical 10 cases per million threshold. At present, SCAQMD staff runs individual cancer risk assessments on all new service stations or projects where a school is located within 1,000 feet of the project site and there is an increase in emissions. There are no schools within 1,000 feet of the project. The nearest sensitive receptor to the project site is a residential area approximately 130 feet to the southeast and 350 feet to the south. Compliance with existing SCAQMD rules and regulations would ensure potential impacts associated with air toxics would be less than significant.

This would further limit doses and exposures, reducing potential health risks related to gasoline vapors to a level that is not significant. Overall, project impacts related to the exposure of sensitive receptors to emissions are considered less than significant.

Health Risk Assessment

In 2005, the California Air Resources Board (CARB) promulgated an advisory recommendation to avoid setting sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles per day or rural roads with 50,000 vehicles per day. According to CARB, the increased cancer risk is 300 to 1,700 per million within this domain. The strongest association of traffic related emissions with adverse health outcomes was seen within 300 feet of roadways with high truck densities. Notwithstanding, CARB notes that a site-specific analysis would be required to determine the actual risk near a particular land use and should consider factors such as prevailing wind direction, local topography and climate.

As part of Phase 4 of the project, the applicant proposes to construct multifamily midrise apartments adjacent to the I-15 freeway. According to the Health Risk Assessment, the I-15 freeway serves 132,000 vehicles on an average day.

The SCAQMD CEQA Air Quality Handbook (1993) states that emissions of TACs are considered significant if a Health Risk Assessment shows an increased risk of greater than ten in one million. According to the Health Risk Assessment, based on guidance from the SCAQMD in the document Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis, 10 in one million is used as the cancer risk threshold for the proposed Project.

The Health Risk Assessment determined that for carcinogenic exposures resulting from exposure to toxics from the freeway, the summation of risk for the maximum exposed residential receptor totaled 8.47 in one million and will not exceed the SCAQMD significance threshold of 10 in one million.

The Health Risk Assessment also evaluated the potential noncancerous effects of contaminant exposures. For chronic noncarcinogenic effects, the hazard index identified for each toxicological endpoint totaled less than the threshold of 1.0 for all exposure scenarios. For acute exposures, the hazard indices for the identified

averaging times did not exceed the threshold of 1.0. Therefore, acute and chronic non-carcinogenic hazards were predicted to be within acceptable limits and a less than significant impact would occur.

The State of California has promulgated strict ambient air quality standards for various pollutants. Pollutant emissions are considered to have a significant effect on the environment if they result in concentrations that create either a violation of an ambient air quality standard, contribute to an existing air quality violation or expose sensitive receptors to substantive pollutant concentrations. Should ambient air quality already exceed existing standards, the SCAQMD has established significance criteria for selected compounds to account for the continued degradation of local air quality.

For PM_{10} emissions, background concentrations representative of the project area exceed the CAAQS for the 24-hour and annual averaging times. As a result, a significant impact is achieved when pollutant concentrations produce a measurable change over existing background levels. Although background concentrations exceed the CAAQS annual averaging time for fine particulates, no measurable change criteria currently exists. As a result, the SCAQMD significance threshold of μg/m3 for the 24-hour averaging time is used to assess $PM_{2.5}$ impacts. For the CO 1 and 8-hour averaging times and NO2 1-hour averaging time, background concentrations are below the current air quality standards. As such, significance is achieved when pollutant concentrations add to existing levels and create an exceedance of the CAAQS.

For the maximum exposed residential receptor, results of the analysis predicted freeway emissions will produce PM_{10} concentrations of 1.18 μg/m^3 and 0.82 μg/ m^3 for the 24-hour and annual averaging times. The Health Risk Assessment determined that these values will not exceed the SCAQMD significance thresholds of 2.5 μg/ m^3 and μg/ m^3, respectively. For $PM_{2.5}$, a maximum 24-hour average concentration of 0.52 μg/ m^3 was predicted. The Health Risk Assessment determined that this value also will not exceed the identified significance threshold of 2.5 μg/ m^3.

The maximum modeled 1-hour average concentration for CO of 0.01 ppm, when added to an existing background concentration of 1.2 ppm, would equal a total Project concentration of 1.21 ppm. This would not cause an exceedance of the CAAQS of 20 ppm. For the 8-hour averaging time, the maximum predicted concentration of 0.01 ppm, when added to an existing background level of 0.8 ppm, would equal a total Project concentration of 0.81 ppm. This would not cause an exceedance of the CAAQS of 9 ppm.

For NO_2, a maximum one-hour concentration of 0.001 ppm was predicted. This concentration, when added to a background concentration of 0.0513 ppm, would equal a total Project concentration of 0.0523 ppm. The Health Risk Assessment determined that this would not cause an exceedance of the CAAQS of 0.18 ppm. Consequently, less than significant impacts are anticipated to residents who would access and utilize outdoor amenities.

PRIELIPP-YAMAS PROPERTY REZONE

The northern 10 acres of the 20-acre Prielipp-Yamas Property would be rezoned I-P to R-3 and the General Plan land use designation for this portion of the property would be changed from BP to HHDR. The zone change from I-P to R-3 would reduce the intensity of future development when compared to the General Plan. Therefore, future potential air quality impacts would be less severe than evaluated in the General Plan

EIR due to the change in land use. While the site is currently vacant, and therefore any development would increase air quality impacts when compared to the existing condition this project does not approve development and any future development proposal will need to complete a project-specific environmental analysis. Future residential development of this site would be similar to other multi-family residential development in the local area. As a result, air quality impacts resulting from this type of development would be similar in nature.

Moreover, air quality impacts associated with the future development of this site would be similar to the impacts analyzed for the Wildomar Trail Town Center Mixed-Use Project. As such, future development would result in net increases in both stationary and mobile-source emissions. Long-term regional emissions would be associated with project-related vehicular trips and due to energy consumption (e.g., electricity usage) from future development. The area-wide source emission categories would include both stationary and off-road mobile sources. Stationary source emissions would come from many sources, including the use of consumer products, landscaping equipment, general energy, and solid waste. Future development on the property would be required to prepare an Air Quality and Greenhouse Gas Analysis to analyze the future impact from emissions associated with long-term operation. If applicable, future development would also implement mitigation measures to ensure potentially significant impacts are reduced to less than significant.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.2-2 would be potentially significant.

Mitigation Measures

AQ-1 **Construction Equipment.** Prior to issuance of any grading permit, the applicant shall submit evidence to the City that all diesel-powered construction equipment greater than 90 horsepower shall be compliant with the United States Environmental Protection Agency and California Air Resources Board Tier 4 emissions standards. Only Tier 4 diesel-powered construction equipment greater than 90 horsepower shall be utilized throughout the construction of Phase 4 of the proposed project, if such equipment is readily available and cost effective at the time of construction of each phase of the proposed project. Additionally, the applicant shall provide evidence to the City at least once every two weeks that all construction equipment is tuned and maintained in accordance with the manufacturer's specifications. Equipment maintenance records and equipment design specification data sheets shall be kept on site during construction and subject to review by the City and the SCAQMD. This measure shall be implemented to the satisfaction of the City of Wildomar Planning Director of Planning Department. In the event that the City of Wildomar determines that Tier 4 construction equipment is infeasible pursuant to CEQA Guidelines Section 15364, the Project Applicant shall demonstrate through future study with written findings supported by substantial evidence that is reviewed and approved by the City of Wildomar before using other technologies/strategies. For purposes of this measure, "infeasible" means construction equipment is either not readily available or is not cost

effective. Alternative applicable strategies may include, but would not be limited to, Tier 3 construction equipment, reduction in the number and/or horsepower rating of construction equipment, and/or limiting the number of daily construction haul truck trips to and from the project site.

Level of Significance After Mitigation: Impact 5.2-2 would be less than significant.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.2-2 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.2-2 would be less than significant.

Impact 5.2-3: The proposed project could expose sensitive receptors to substantial pollutant concentrations. [Threshold AQ-3]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

Sensitive receptors can include uses such as long-term health care facilities, rehabilitation centers, and retirement homes. Residences, schools, playgrounds, childcare centers, and athletic facilities can also be considered as sensitive receptors. As concluded in the above discussion of Localized Impact Analysis, the sensitive receptors nearest to the project site would not be subject to emissions exceeding SCAQMD LSTs. Furthermore, the project would create or result in localized CO hot spots. On this basis, the potential for the project to expose sensitive receptors to substantial pollutant concentrations is considered less than significant.

PRIELIPP-YAMAS PROPERTY REZONE

The northern 10 acres of the 20-acre Prielipp-Yamas Property would be rezoned I-P to R-3 and the General Plan land use designation for this portion of the property would be changed from BP to HHDR. The zone change from I-P to R-3 would reduce the intensity of future development when compared to the General Plan. Therefore, future potential air quality impacts would be less severe than evaluated in the General Plan EIR due to the change in land use. While the site is currently vacant and therefore any development would increase air quality impacts, the proposed project does not result in the approval of any development project and all future development will be required to conduct a project-specific environmental analysis. Future residential development of this site would be similar to other multi-family residential development in the local area. As a result, air quality impacts resulting from this type of development would be similar in nature.

Sensitive receptors can include uses such as long-term health care facilities, rehabilitation centers, and retirement homes. Residences, schools, playgrounds, childcare centers, and athletic facilities can also be considered as sensitive receptors. Air quality impacts associated with the future development of this site would be similar to the impacts analyzed for the Wildomar Trail Town Center Mixed-Use Project. As such,

the sensitive receptors nearest to the Property would not be subject to emissions exceeding SCAQMD LSTs. Furthermore, the future residential development would not create or result in localized CO hot spots. On this basis, the potential for future residential development of this site to expose sensitive receptors to substantial pollutant concentrations is considered less than significant.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.2-3 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.2-3 would be less than significant.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.2-3 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.2-3 would be less than significant.

Impact 5.2-4: The proposed project is not consistent with the applicable air quality management plan. [Threshold AQ-1]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

A consistency determination plays an essential role in local agency project review by linking local planning and unique individual projects to the air quality plans. It fulfills the CEQA goal of fully informing local agency decision-makers of the environmental costs of the project under consideration at a stage early enough to ensure that air quality concerns are addressed. Only new or amended General Plan elements, Specific Plans, and significantly unique projects need to undergo a consistency review due to the air quality plan strategy being based on projections from local General Plans. The SCAQMD has the following consistency criteria:

- **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 year of project build-out phase.

Consistency Criterion 1

Consistency Criterion No. 1 refers to violations of the CAAQS and NAAQS. CAAQS and NAAQS violations would occur if regional or localized significance thresholds were exceeded.

The violations that Criterion No. 1 refers to are the CAAQS and the NAAQS and the SCAQMD has determined that these standards would be violated if their Local Significance Thresholds (LSTs) were exceeded. Section 4.3.6.2 later in this chapter describes the potential impacts from localized construction-source emissions and applicable LSTs. As described in section 5.2.-1, daily regional construction emissions would not exceed the daily thresholds or the air quality standards of the CO, NO_2, PM_{10}, and $PM_{2.5}$ pollutant emission thresholds established by SCAQMD. Therefore, potential impacts from localized construction-source emissions and applicable LSTs would be less than significant. As described in section 5.2.-2 project-related emissions of criteria pollutants would exceed the corresponding SCAQMD daily emission thresholds for NO_X emission. Therefore, project-related regional air quality impacts would be significant. Compliance with mitigation measure AQ-1 would reduce emissions below applicable LSTs and the project would be consistent with Criterion No. 1.

Consistency Criterion 2

The 2016 AQMP demonstrates that the applicable ambient air quality standards can be achieved within the timeframes required under federal law. Growth projections from local general plans adopted by cities in the district are provided to the SCAG, which develops regional growth forecasts, which are then used to develop future air quality forecasts for the AQMP. Development consistent with the growth projections in the City's General Plan is considered to be consistent with the AQMP. The General Plan is consistent with the Southern California Association of Governments' (SCAG) Regional Comprehensive Plan Guidelines and the SCAQMD AQMP. Since development of the proposed project would be no more intensive than would be allowed under existing General Plan and zoning designations, the proposed project at buildout would not exceed the assumptions of the AQMP and would be consistent with Criterion No. 2. Therefore, the proposed project is consistent with the General Plan and the regional AQMP. Consequently, impacts would be less than significant.

PRIELIPP-YAMAS PROPERTY REZONE

The northern 10 acres of the 20-acre Prielipp-Yamas Property would be rezoned I-P to R-3 and the General Plan land use designation for this portion of the property would be changed from BP to HHDR. The zone change from I-P to R-3 would reduce the intensity of future development when compared to the General Plan. Therefore, future potential air quality impacts would be less severe than evaluated in the General Plan EIR due to the change in land use. While the site is currently vacant and therefore any development would increase air quality impacts, the proposed project does not result in the approval of any development project and all future development will be required to conduct a project-specific environmental analysis. Future residential development of this site would be similar to other multi-family residential development in the local area. As a result, air quality impacts resulting from this type of development would be similar in nature.

Moreover, air quality impacts associated with the future development of this site would be similar to the impacts analyzed for the Wildomar Trail Town Center Mixed-Use Project. As such, potential impacts from localized construction-source emissions and applicable LSTs would be less than significant. Furthermore, emissions of criteria pollutants from future residential development could exceed the corresponding SCAQMD daily emission thresholds for NO_X emission. Moreover, future residential development of the site would be no more intensive than what would be allowed under existing General Plan and zoning designations. Therefore, future development at buildout would not exceed the assumptions of the AQMP. For these reasons, future development of the Prielipp-Yamas Property would be consistent with Criterion No. 1 and Criterion No. 2. Therefore, the future development would be consistent with the General Plans and the regional AQMP. If applicable, future development would also implement mitigation measures to ensure potentially significant impacts are reduced to less than significant.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.2-4 would be potentially significant.

Mitigation Measures

AQ-1 **Construction Equipment.** Prior to issuance of any grading permit, the applicant shall submit evidence to the City that all diesel-powered construction equipment greater than 90 horsepower shall be compliant with the United States Environmental Protection Agency and California Air Resources Board Tier 4 emissions standards. Only Tier 4 diesel-powered construction equipment greater than 90 horsepower shall be utilized throughout the construction of Phase 4 of the proposed project, if such equipment is readily available and cost effective at the time of construction of each phase of the proposed project. Additionally, the applicant shall provide evidence to the City at least once every two weeks that all construction equipment is tuned and maintained in accordance with the manufacturer's specifications. Equipment maintenance records and equipment design specification data sheets shall be kept on site during construction and subject to review by the City and the SCAQMD. This measure shall be implemented to the satisfaction of the City of Wildomar Planning Director of Planning Department. In the event that the City of Wildomar determines that Tier 4 construction equipment is infeasible pursuant to CEQA Guidelines Section 15364, the Project Applicant shall demonstrate through future study with written findings supported by substantial evidence that is reviewed and approved by the City of Wildomar before using other technologies/strategies. For purposes of this measure, "infeasible" means construction equipment is either not readily available or is not cost effective. Alternative applicable strategies may include, but would not be limited to, Tier 3 construction equipment, reduction in the number and/or horsepower rating of construction equipment, and/or limiting the number of daily construction haul truck trips to and from the project site.

Level of Significance After Mitigation: Impact 5.2-4 would be less than significant.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.2-4 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.2-4 would be less than significant.

Impact 5.2-5: The proposed project would not result in other emissions that would adversely affect a substantial number of people. [Threshold AQ-4]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

Odors from Construction Activities

Heavy-duty equipment in the project area during construction would emit odors, primarily from equipment exhaust. However, the construction activity would cease to occur after individual construction is completed. No other sources of objectionable odors have been identified for the proposed project, and no mitigation measures are required.

SCAQMD Rule 402 regarding nuisances states: "A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property." The proposed uses are not anticipated to emit any objectionable odors. Therefore, objectionable odors posing a health risk to potential on-site and existing off-site uses would not occur as a result of the proposed project.

Naturally Occurring Asbestos

The proposed project is located in Riverside County, which is among the counties found to have serpentine and ultramafic rock in their soils (California Department of Conservation 2019). However, according to the California Geological Survey, no such rock has been identified in the project vicinity. Therefore, the potential risk for naturally occurring asbestos during project construction is less than significant.

PRIELIPP-YAMAS PROPERTY REZONE

The northern 10 acres of the 20-acre Prielipp-Yamas Property would be rezoned I-P to R-3 and the General Plan land use designation for this portion of the property would be changed from BP to HHDR. The zone change from I-P to R-3 would reduce the intensity by which development occurs. The zone change from I-P to R-3 would reduce the intensity of future development when compared to the General Plan. Therefore, future potential air quality impacts would be less severe than evaluated in the General Plan EIR due to the change in land use. While the site is currently vacant and therefore any development would increase air quality impacts, the proposed project does not result in the approval of any development project and all future

development will be required to conduct a project-specific environmental analysis. Future residential development of this site would be similar to other multi-family residential development in the local area. As a result, air quality impacts resulting from this type of development would be similar in nature.

Moreover, air quality impacts associated with the future development of this site would be similar to the impacts analyzed for the Wildomar Trail Town Center Mixed-Use Project. Heavy-duty equipment during future construction of the site would emit odors, primarily from equipment exhaust. However, the construction activity would cease to occur after individual construction is completed. Furthermore, future residential uses are not anticipated to emit any objectionable odors. Therefore, objectionable odors posing a health risk to potential on-site and existing off-site uses would not occur as a result of future residential development. While the project site is located in Riverside County, which is among the counties found to have serpentine and ultramafic rock in their soils, no such rock has been identified in the project vicinity (California Department of Conservation 2019). Therefore, the potential risk for naturally occurring asbestos during project construction is less than significant. Consequently, impacts are less than significant.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.2-5 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.2-5 would be less than significant.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.2-5 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.2-5 would be less than significant.

5.2.5 Cumulative Impacts

The proposed project and future development on the Prielipp-Yamas Property would be consistent with the 2016 AQMP, which is intended to bring the Basin into attainment for all criteria pollutants. Future residential development of the Prielipp-Yamas Property site would be no more intensive than what would be allowed under existing General Plan and zoning designations. Therefore, future development at buildout would not exceed the assumptions of the AQMP. In addition, 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 construction or operational 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 Basin is in nonattainment and therefore would not be considered to have a significant, adverse air quality impact. Alternatively, individual project-related construction and operational emissions that exceed SCAQMD thresholds for project-specific impacts would be considered cumulatively considerable. Because the combined Phase 4 construction and Phases 1, 2, and 3 operation emissions would exceed the SCAQMD's daily thresholds, implementation of Mitigation Measures AQ-1 would reduce construction emissions to the extent feasible. As previously noted, the project with mitigation will not exceed the applicable SCAQMD regional thresholds for construction or operational-source emissions and therefore would not be considered to have a cumulatively considerable impact. Additionally, future development on the Prielipp-Yamas Property would be required to prepare an Air Quality and Greenhouse Gas Analysis to analyze the future impact from emissions associated with long-term operation. However, until an Air Quality and Greenhouse Gas Analysis is complete, it would be speculative to determine the level of mitigation, and therefore, air quality impacts on the Property would not be cumulatively considerable.

5.2.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, some impacts would be less than significant: 5.2-1, 5.2-3, and 5.2-5.

Without mitigation, these impacts would be **potentially significant**:

- **Impact 5.2-2** Operational activities associated with the proposed project would generate long-term emissions in exceedance of SCAQMD's threshold criteria.
- **Impact 5.2-4** Project-related emissions of criteria pollutants would exceed the corresponding SCAQMD daily emission thresholds and would not be consistent with the assumptions of the Air Quality Management Plan.

5.2.7 Mitigation Measures

Impact 5.2-2 and Impact 5.2-4

AQ-1 **Construction Equipment.** Prior to issuance of any grading permit, the applicant shall submit evidence to the City that all diesel-powered construction equipment greater than 90 horsepower shall be compliant with the United States Environmental Protection Agency and California Air Resources Board Tier 4 emissions standards. Only Tier 4 diesel-powered construction equipment greater than 90 horsepower shall be utilized throughout the construction of Phase 4 of the proposed project, if such equipment is readily available and cost effective at the time of construction of each phase of the proposed project. Additionally, the applicant shall provide evidence to the City at least once every two weeks that all construction equipment is tuned and maintained in accordance with the manufacturer's specifications. Equipment maintenance records and equipment design specification data sheets shall be kept on site during construction and subject to review by

the City and the SCAQMD. This measure shall be implemented to the satisfaction of the City of Wildomar Planning Director of Planning Department. In the event that the City of Wildomar determines that Tier 4 construction equipment is infeasible pursuant to CEQA Guidelines Section 15364, the Project Applicant shall demonstrate through future study with written findings supported by substantial evidence that is reviewed and approved by the City of Wildomar before using other technologies/strategies. For purposes of this measure, "infeasible" means construction equipment is either not readily available or is not cost effective. Alternative applicable strategies may include, but would not be limited to, Tier 3 construction equipment, reduction in the number and/or horsepower rating of construction equipment, and/or limiting the number of daily construction haul truck trips to and from the project site.

5.2.8 Level of Significance After Mitigation

This mitigation measure would reduce potential impacts associated with air quality to a level that is less than significant. Therefore, no significant unavoidable adverse impacts relating to air quality have been identified.

5.2.9 References

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5.3 BIOLOGICAL RESOURCES

The analysis in this section is based in part on the following technical report(s):

- *MSHCP Consistency Analysis for the Wildomar Trail Town Center*, TERACOR, March 22, 2021
- *Step II, Part A Focused Burrow Survey and Step II, Part B Focused Burrowing Owl Surveys for a 25.8-acre Property*, TERACOR, March 16, 2021
- *Determination of Biologically Equivalent or Superior Preservation for the 25.8-acre Property*, TERACOR, March 25, 2021
- *Step I Habitat Assessment, Step II, Part A Focused Burrow Survey And Step II, Part B Focused Burrowing Owl Survey For A 25.8-Acre Property,* TERACOR, 28 November 2018 (Revised to Correct Acreage Calculations 16 March 2021)

Complete copies of these studies are included as Appendix 5.3-1, Appendix 5.3-2, Appendix 5.3-3, and Appendix 5.3-4 to this DEIR.

5.3.1 Environmental Setting

5.3.1.1 REGULATORY BACKGROUND

Federal and State Regulations

Endangered Species Act

The Federal Endangered Species Act (FESA) of 1973, as amended, protects and conserves any species of plant or animal that is endangered or threatened with extinction, as well as the habitats where these species are found. "Take" of endangered species is prohibited under Section 9 of the FESA. "Take" means to "harass, harm, pursue, hunt, wound, kill, trap, capture, collect, or attempt to engage in any such conduct." Section 7 of the FESA requires federal agencies to consult with the U.S. Fish and Wildlife Service (USFWS) on proposed federal actions that may affect any endangered, threatened, or proposed (for listing) species or critical habitat that may support the species. Section 4(a) of the FESA requires that critical habitat be designated by the USFWS "to the maximum extent prudent and determinable, at the time a species is determined to be endangered or threatened." This provides guidance for planners/managers and biologists by indicating locations of suitable habitat and where preservation of a particular species has high priority. Section 10 of the FESA provides the regulatory mechanism for incidental take of a listed species by private interests and nonfederal government agencies during lawful activities. Habitat conservation plans (HCPs) for the impacted species must be developed in support of incidental take permits to minimize impacts to the species and formulate viable mitigation measures.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act of 1918 (MBTA) affirms and implements the United States' commitment to four international conventions—with Canada, Japan, Mexico, and Russia—to protect shared migratory bird resources. The MBTA governs the take, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests. It prohibits the take, possession, import, export, transport, sale, purchase, barter, or offering of these items, except under a valid permit or as permitted in the implementing regulations. USFWS administers permits to take migratory birds in accordance with the MBTA.

Clean Water Act, Section 404

The United States Army Corps of Engineers (Corps) regulates discharge of dredged or fill material into "waters of the United States."[1] Any filling or dredging within waters of the United States requires a permit, which entails assessment of potential adverse impacts to Corps wetlands and jurisdictional waters. After the Corps adopted the "Clean Water Rule" in 2020, many ephemeral "waters", however, can be deemed "non-jurisdictional by the Corps and permitting may not be required. A Section 7 consultation by the Corps with the USFWS may be required for impacts to a federally listed species. If cultural resources may be present, Section 106 review may also be required. When a Section 404 permit is required, a Section 401 Water Quality Certification is also required from the Regional Water Quality Control Board (RWQCB).

Clean Water Act, Section 401 and 402

Section 401(a)(1) of the CWA specifies that any applicant for a federal license or permit to conduct any activity that may result in any discharge into navigable waters shall provide the federal permitting agency with a certification, issued by the state in which the discharge originates, that any such discharge will comply with the applicable provisions of the CWA. In California, the applicable RWQCB must certify that the project will comply with water quality standards. Permits may require either a Waste Discharge Permit (WDP) or Section 401 certification which could include Corps Section 404 permits and National Pollutant Discharge Elimination System (NPDES) permits issued by the Environmental Protection Agency (EPA) under Section 402 of the CWA. NPDES permits are issued by the applicable RWQCB. The City of Wildomar is in the jurisdiction of the San Diego RWQCB (Region 9).

California Fish and Game Code, Section 1600

Section 1600 of the California Fish and Game Code requires a project proponent to notify the California Department of Fish and Wildlife (CDFW) of any proposed alteration of streambeds, rivers, and lakes. The intent is to protect habitats that are important to fish and wildlife. CDFW may review and place conditions on the project, as part of a Streambed Alteration Agreement (SAA), that address potentially significant adverse impacts within CDFW's jurisdictional limits.

1 "Waters of the United States," as applied to the jurisdictional limits of the Corps under the Clean Water Act, includes all waters that are currently used, were used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters that are subject to the tide; all interstate waters, including interstate wetlands; and all other waters, such as intrastate lakes, rivers, streams (including intermittent streams), mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds whose use, degradation, or destruction could affect interstate or foreign commerce; water impoundments; tributaries of waters; territorial seas; and wetlands adjacent to waters. The terminology used by Section 404 of the Clean Water Act includes "navigable waters," which is defined at Section 502(7) of the act as "waters of the United States, including the territorial seas."

California Endangered Species Act

The California Endangered Species Act (CESA) generally parallels the main provisions of the FESA and is administered by the CDFW. Its intent is to prohibit take and protect state-listed endangered and threatened species of fish, wildlife, and plants. Unlike its federal counterpart, CESA also applies the take prohibitions to species petitioned for listing (state candidates). Candidate species may be afforded temporary protection as though they were already listed as threatened or endangered at the discretion of the Fish and Game Commission. Unlike the FESA, CESA does not include listing provisions for invertebrate species. Under certain conditions, CESA has provisions for take through a 2081 permit or memorandum of understanding (MOU). In addition, some sensitive mammals and birds are protected by the state as "fully protected species." California "species of special concern" are species designated as vulnerable to extinction due to declining population levels, limited ranges, and/or continuing threats. This list is primarily a working document for the CDFW's California Natural Diversity Database (CNDDB), which maintains a record of known and recorded occurrences of sensitive species. Informally listed taxa are not protected per se, but warrant consideration in the preparation of biological resources assessments.

Local

City of Wildomar General Plan

The Land Use Element and Open Space Element of the General Plan includes policies pertaining to open space, habitat, natural resource preservation, wetlands, and riparian areas:

- **Policy LU-8.1:** Provide for permanent preservation of open space lands that contain important natural resources, hazards, water features, watercourses, and scenic and recreational values. (AI 10)

- **Policy LU-8.2:** Require that development protect environmental resources by compliance with the Multipurpose Open Space Element of the General Plan and Federal and State regulations such as CEQA, NEPA, the Clean Air Act, and the Clean Water Act. (AI 3, 10)

- **Policy LU-8.3:** Incorporate open space, community greenbelt separators, and recreational amenities into Community Development areas in order to enhance recreational opportunities and community aesthetics, and improve the quality of life. (AI 9, 28)

- **Policy LU-8.4:** Allow development clustering and/or density transfers in order to preserve open space, natural resources, and/or biologically sensitive resources. (AI 1, 9)

- **Policy OS-5.5:** New development shall preserve and enhance existing native riparian habitat and prevent obstruction of natural watercourses. Incentives shall be utilized to the maximum extent possible. (AI 25, 60)

- **Policy OS-5.6:** Identify and, to the maximum extent possible, conserve remaining upland habitat areas adjacent to wetland and riparian areas that are critical to the feeding, hibernation, or nesting of wildlife species associated with these wetland and riparian areas. (AI 60, 61)

- **Policy OS-6.1:** During the development review process, ensure compliance with the Clean Water Act's Section 404 in terms of wetlands mitigation policies and policies concerning fill material in jurisdictional wetlands. (AI 3)
- **Policy OS-6.2:** Preserve buffer zones around wetlands where feasible and biologically appropriate. (AI 61)
- **Policy OS-6.3:** Consider wetlands for use as natural water treatment areas that will result in improvement of water quality. (AI 56)
- **Policy OS-17.4:** Require the preparation of biological reports in compliance with Riverside County Planning Department Biological Report Guidelines for development related uses that require discretionary approval to assess the impacts of such development and provide mitigation for impacts to biological resources until such time as the CVAG MSHCP and/or Western Riverside County MSHCP are adopted or should one or both MSHCP's not be adopted.
- **Policy OS-17.5:** Establish baseline ratios for mitigating the impacts of development related uses to rare, threatened and endangered species and their associated habitats to be used until such time as the CVAG MSHCP and/or Western Riverside County MSHCP are adopted or should one or both MSHCP's not be adopted.
- **Policy OS-18.1:** Preserve multi-species habitat resources in the County of Riverside through the enforcement of the provisions of applicable MSHCP, if adopted. (AI 10)

City of Wildomar Municipal Code

The purpose of Chapter 3.42, Multiple Species Habitat Conservation Plan (MSHCP) Mitigation Fee, of the Wildomar Municipal Code is to set forth policies, regulations, and a fee to fund the acquisition of lands necessary to implement the goals and objectives of the MSHCP and to mitigate the direct and cumulative environmental effects generated by new development projects.

The purpose of Chapter 3.43, Stephens' Kangaroo Rat Mitigation Fee, of the Wildomar Municipal Code, is to finance the preparation, development and implementation of a habitat conservation plan, including the acquisition of habitat reserve sites, and the application for a Section 10(a) permit under the Federal Endangered Species Act of 1973.

5.3.1.2 EXISTING CONDITIONS

Wildomar Trail Town Center Mixed-Use Project

General Site Conditions

The site is currently vacant, but is routinely disked for weed abatement and fire protection purposes. Small isolated patches of Riversidean sage scrub (RSS) are present, although most of the site is comprised of a disked field. Ornamental trees are generally present along the southern and western property boundaries. The

northern and western property boundaries and the portion of the southern property boundary adjacent to Cervera Road are bordered by a chain-link fence, while the southeastern property boundary is bordered by a retaining wall separating the existing residential tract to the southeast from the project site.

Two primary drainages (Drainage Segment A and Drainage Segment B) which enter the subject property through culvert outlets underneath Wildomar Trail converge in the central portion of the site in a general "v-shape." The combined drainage then conveys flows into a human-constructed basin (Basin 1) in the southern portion of the property. Stormflows are then collected by a culvert inlet and are conveyed underneath Cervera Road and the adjacent residential tract to the south through an underground storm drain system.

Topography and Soils

The topography of the site is gently sloping from east to west, and elevations range from approximately 1,298 feet above mean seal level (amsl) at the culvert inlet at the south edge of the basin near the southern boundary at Cervera Road to approximately 1,340 feet amsl in the northeastern corner of the property near the southbound I-15 on-ramp from Wildomar Trail. The soils onsite consist of Greenfield sandy loam, Hanford course sandy loam, Monserate sandy loam, and Ramona sandy loam. All are well-drained and were developed in alluvium consisting mainly of granite materials.

Vegetation and Landscape Types

The vegetation communities, landscape distinctions, and their respective acreages onsite are listed in Table 5.3-1, *Vegetation Communities, Landscape Distinctions, and Respective Areas.*

Table 5.3-1 Vegetation Communities, Landscape Distinctions, and Respective Areas

Annual grassland	4.47 acres
California buckwheat scrub	3.69 acres
California buckwheat scrub/annual grassland	6.67 acres
Disturbed/ruderal	10.41 acres
Fremont cottonwood/mulefat	0.02 acre
Fremont cottonwood/Gooding's black willow/mulefat	0.10 acre
Ornamental	0.44 acre
Total	25.8 acres

Source: TERACOR 2021a (Appendix 5.3-1)

Riparian/Riverine Habitat

TERACOR identified four drainage segments (Drainage Segments A, B, D, and E), one jurisdictional basin (Basin 1), and one non-riverine drainage segment (Drainage Segment C) onsite (TERACOR 2021a). Drainage Segment A bisects the subject property in its central portion. Drainage Segment B is located in the eastern portion of the project site. Drainage D is located downstream of Drainage Segment B and converges with Drainage Segment A in a rectilinear manner. Drainage Segment E is located in the far northeastern corner of the project site. Basin 1 is located at the downstream terminus of Drainage Segment A in the southern portion of the subject property near Cervera Road.

Drainage A

Drainage A enters the project site through two 30-inch wide concrete stormwater pipes at the northern property boundary near Wildomar Trail. Vegetation associated with Drainage Segment A is largely limited to upland weedy species, and is generally limited to the channel banks. The channel bed is generally unvegetated. Vegetative species present include buffalo gourd, Russian thistle, common sunflower, short-pod mustard, Maltese star thistle, fascicled tarplant, common fiddleneck, red brome, ripgut brome, wild oat, California buckwheat, storksbill, lupine, wall barley, vinegar weed, and Spanish clover. Drainage Segment A is 1,159 linear feet. The total CDFW jurisdictional "streambeds" and MSHCP 6.1.2 riparian/riverine area associated with Drainage Segment A is 14,146 square feet (0.32 acre).

Drainage Segment B

Drainage Segment B originates from a 30-inch corrugated metal pipe (CMP) culvert that conveys flows underneath Wildomar Trail from the north. It remains a shallow drainage for a drainage for a distance of approximately 25 feet before it drops into a more deeply-incised channel characterized by high erosion in a pronounced sloughing condition. Unlike Drainage Segment A, Drainage Segment B is only approximately three to four feet deep for approximately 80 yards before flows appear to lose velocity and erosional energy. The segment gradually narrows and becomes shallower. Fremont cottonwood and mulefat are associated with the upstream portion of Drainage Segment B at the northern property boundary. A single pepper tree is within the channel bed further downstream of this Segment. California buckwheat, California sagebrush, California aster, brittlebush, Maltese star thistle, short-pod mustard, fascicled tarplant and wall barley is present throughout balance of Segment B. Drainage Segment B is 742 linear feet. The total CDFW jurisdictional "streambeds" and MSHCP 6.1.2 riparian/riverine area associated with Drainage Segment B is 7,266 square feet (0.17 acre).

Drainage D

The combined flows of Drainage Segments B, and E coalesce to form Drainage Segment D. Vegetation within Drainage Segment D is dominated by California buckwheat. Other present vegetation includes California aster, short-pod mustard, Maltese star thistle, fascicled tarplant and ripgut brome. The total CDFW jurisdictional "streambeds" and MSHCP 6.1.2 riparian/riverine area associated with Segment D is 5,720 square feet (0.13 acre).

A small swale, designated as Drainage D_1, is a tributary to Drainage Segment D and is located near the southern property boundary. Drainage D_1 contains erosive banks. Present vegetation includes California buckwheat, Maltese star thistle and brome (*Bromus sp.*) on the channel banks. Drainage D_1 is 118 linear feet. The total Army Corps/RWQCB non-wetland "waters" associated Drainage D_1 is 354 square feet (0.01 acre). The CDFW jurisdictional area associated with this tributary was included in that for Drainage Segment D.

Drainage Segment E

The source of hydrology for Drainage Segment E in the northeast corner of the subject site is a half-buried CMP which conveys which conveys flows under the I-15 on ramp. Additionally, the slope from the I-15 on-ramp presumably sheds sheetflow which enters the subject property. The combined hydrology enters the site

in a haphazard manner along a chain-link fence. Flows accumulate off-site above and adjacent to the fence and sediment and drift debris lines the fence for approximately 35 feet. Vegetation associated with Drainage Segment E is dominated by California buckwheat. Other present species include Maltese star thistle, short-pod mustard, brome, and common sunflower. Drainage Segment E is 42 linear feet. The CDFW jurisdictional area associated with Segment E is 182 square feet (0.004 acre).

Basin 1

Drainage Segment A conveys into Basin 1. TERACOR recorded four Fremont cottonwood trees, three Goodding's black willows, one arroyo willow, one coast live oak, one valley oak, two saltcedars, one cork oak, and approximately a dozen large mulefat shrubs within or on the margins of the Basin. Western ragweed (*Ambrosia psilostachya)*, California buckwheat, Maltese star thistle, short-pod mustard, and greater periwinkle (*Vinca major)* comprised the vegetation in the disked field surrounding the feature. Basin 1 is 88 feet long and 25 feet wide (2,200 square feet or 0.05 acre) from bank to bank. "Waters" accumulate in less than 1/3 of the total area because the basin is inclined toward a single large storm drain intake, limiting ponding to one more level area approximately 30 feet by 10 feet (300 square feet or 0.01 acre). The upper northern half of the basin is densely vegetated and sloping. Water flows through this half but does not accumulate. TERACOR determined Basin 1 to be a wetland. The length associated with Basin 1 is 126 linear feet, while the total area is 3,888 square feet (0.09 acre).

Drainage Segments A, B, D, and E, and Basin 1 meet the definitional parameters of Riparian/Riverine resources. The total Riparian/Riverine area onsite is 31,202 square feet (0.72 acre).

Drainage Segment C

The primary hydrological source of Drainage Segment C is a 12-inch PVC pipe. TERACOR's Consistency Analysis concluded there was no longer hydrological connectivity of Segment C with the source of water flowing from under Interstate 15. Stormflow has changed course and now only flows into Drainage B. The channel bed of Drainage Segment C is filled with vegetation, specifically California buckwheat scrub, except for the presence of mulefat at the pipe outflow. There is a lack of hydrological evidence within the channel bed as well. Sloughing continues, however, but it has resulted in a number of sediment slides which have not been breached or eroded by water. Drainage Segment C is 617 linear feet. It was determined that Drainage Segment C is not a MHSCP 6.1.2 riparian/riverine feature.

The drainage segments and basin onsite are ultimately tributary to Murrieta Creek via underground stormdrain infrastructure and open concrete and soft-bottom channels, and are therefore, located within the Santa Margarita Watershed. The drainages are ephemeral features (dry washes) and no surface flows have been directly observed on the project site.

The project site is comprised of approximately 0.12 acre of riparian area, and approximately 0.60 acre of riverine area. The total MSHCP-defined Riparian/Riverine area onsite is 0.72 acre. The total U.S. Army Corps of Engineers (Corps) jurisdictional waters of the U.S. onsite was calculated to be 0.34 acre. This calculation assumes all the on-site ephemeral features might be considered jurisdictional by the Corps. This determination has not yet been made by the Corps. Figure 5.3-1, *Riparian/Riverine Areas,* shows the

riparian/riverine area onsite. There are no vernal pools onsite and the riparian/riverine habitat onsite is not considered suitable for least Bell's vireo (*Vireo bellii pusillus*), southwestern willow flycatcher (*Empidonax traillii extimus*), western yellow-billed cuckoo (*Coccyzus americanus occidentalis*), Riverside fairy shrimp (*Streptocephalus woottoni*), or vernal pool fairy shrimp (*Branchinecta lynchi*).

Focused Sensitive Species Surveys

Burrowing Owl

Surveys for burrowing owl (*Athene cunicularia)* (BUOW) were conducted onsite in March and April 2018. No evidence of BUOW or BUOW utilization was detected during the focused surveys. Additional burrowing owl surveys were conducted in 2020 which also produced negative results (TERACOR 2021b). Numerous California ground squirrel burrows and burrow complexes on the project site; burrows are burrows complexes were generally concentrated in the southern portion of the site. No BUOW utilization sign, however, was detected within or near any of these burrows (TERACOR 2021b). Numerous burrows used by other small animals were detected throughout the project site, however, these burrows appeared to be utilized by deer mice, pocket mice, or kangaroo rats and were considered too small to be utilized by BUOW.

TERACOR did not obtain permission to transect the surrounding properties for BUOW, however, these properties to the north across Wildomar Trail and the west across Central Avenue were scanned using binoculars, and were generally considered suitable for BUOW occupation. No BUOW were detected on these properties. The properties to the east and south are comprised of an existing residential tract and the site to the northeast is comprised of the southbound I-15 on-ramp from Wildomar Trail. These properties were not considered suitable for BUOW.

Figure 5.3-1 - Riparian/Riverine Areas

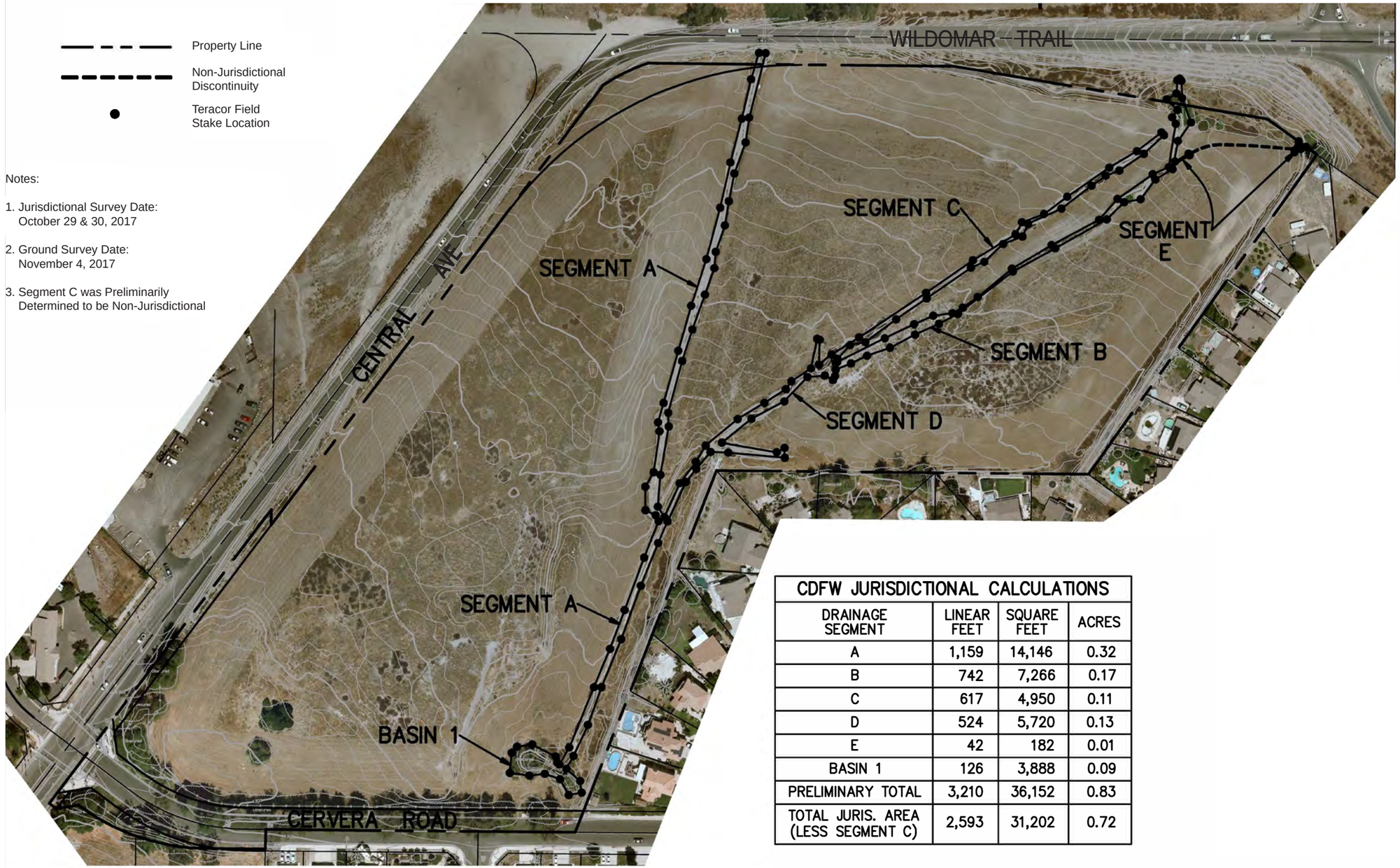
Property Line

Non-Jurisdictional Discontinuity

Teracor Field Stake Location

Notes:

1. Jurisdictional Survey Date: October 29 & 30, 2017
2. Ground Survey Date: November 4, 2017
3. Segment C was Preliminarily Determined to be Non-Jurisdictional



CDFW JURISDICTIONAL CALCULATIONS			
DRAINAGE SEGMENT	LINEAR FEET	SQUARE FEET	ACRES
A	1,159	14,146	0.32
B	742	7,266	0.17
C	617	4,950	0.11
D	524	5,720	0.13
E	42	182	0.01
BASIN 1	126	3,888	0.09
PRELIMINARY TOTAL	3,210	36,152	0.83
TOTAL JURIS. AREA (LESS SEGMENT C)	2,593	31,202	0.72

0 160
Scale (Feet)

Source: Teracor Resource Management, 2018

5. Environmental Analysis
BIOLOGICAL RESOURCES

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Floral Species

The species listed below were detected within the project area during field surveys conducted during field investigations; species listed with an asterisk are non-native (TERACOR 2021a [Appendix 5.3-1]):

- Pepper tree (*Schinus mole)**
- Greater periwinkle (*Vinca major*)*
- Western ragweed (*Ambrosia psilostachya)*
- California sagebrush (*Artemisia californica*)
- Mulefat (*Baccharis salicifolia)*
- Maltese star-thistle (*Centaurea melitensis*)*
- California-aster (*Corethrogyne filaginifolia*)
- Fascicled tarplant (*Deinandra fasciculata*)
- Horseweed (*Erigeron canadensis*)
- Common sunflower (*Helianthus annus*)
- Telegraph weed (*Heterotheca grandiflora*)
- Narrow-leaved cottonrose (*Logfia gallica*)*
- Common fiddleneck (*Amsinckia intermedia*)
- Bermusa grass (*Cynodon dactylon*)*
- Short pod mustard (*Hirschfeldia incana*)*
- London rocket (*Sisymbrium trio*)*
- Russian thistle (*Salsola tragus*)*
- Buffalo gourd (*Cucurbita foetidissima*)
- Deerweed (*Acmispon glaber var. glaber*)
- Mexican palo verde (*Parkinsonia aculeata*)*
- Coast live oak (*Quercus agrifolia var. agrifolia*)
- Everlasting nest-straw (*Stylocline gnaphaloides*)
- Valley oak (*Quercus lobata*)
- Cork oak (*Quercus suber*)*
- Red-stem filaree (*Erodium cicutarium*)*
- White sage (*Salvia apiana*)
- Vinegar weed (*Trichostema lanceolatum*)
- China berry (*Melia azedarach*)*
- Red iron bark (*Eucalyptus sideroxylon*)*
- European olive (*Olea europaea*)*
- Pine (*Pinus sp.*)*
- Wild oat (*Avena sp.*)*
- Ripgut grass (*Bromus diandrus*)*
- Red brome (*Bromus madritensis ssp. rubens*)*
- Winecup clarkia (*Clarkia purpurea ssp. quadrivulnera*)
- California buckwheat (*Eriogonum fasciculatum*)
- Fremont cottonwood (*Populus fremontii*)
- Goodding's black willow (*Salix gooddingii*)
- Arroyo willow (*Salix lasiolepis*)
- Jimson weed (*Datura wrightii*)
- Tree tobacco (*Nicoriana glauca*)*
- Saltcedar (*Tamarix ramosissima*)*
- Doveweed (*Croton setiger*)

Faunal Species

The species listed below were seen or otherwise detected. For a complete list of species that could occur in the project area, based on literature review, refer to Appendix A of Appendix 5.3-1; species listed with an asterisk are non-native (TERACOR 2021a):

Birds

- Red-tailed hawk (*Buteo jamaicensis)*
- Red-shouldered hawk (*Buteo lineatus*)
- Bushtit (*Psaltriparus minimus*)
- Black phoebe (*Sayornis nigricans)*
- Rock pigeon (*Columba livia*)*
- Mourning dove (*Zenaida macroura*)
- California towhee (*Melozone crissalis*)
- American kestrel (*Falco sparverius*)
- House sparrow (*Passer domesticus*)*
- American goldfinch (*Spinus tristis*)
- European starling (*Sturnus vulgaris*)*
- Anna's hummingbird (*Calypte anna*)

- American crow (*Corvus brachyrhynchos*)
- Common raven (*Corvus corax*)
- House finch (*Haemorhous mexicanus)*
- Lesser goldfinch (*Spinus psaltria*)
- Northern mockingbird (*Mimus polyglottos*)
- House wren (*Troglodytes aedon*)
- Turkey vulture (overhead) (*Eremophila alpestris actia*)
- Bewick's wren (*Thryomanes bewickii)*
- Western kingbird (*Tyrannus verticalis*)
- Western meadowlark (*Sturnella neglecta*)
- Savannah sparrow (*Passerculus sandwichensis*)
- Song sparrow (*Melospiza melodia*)
- Cassin's kingbird (*Tyrannus vociferans*)
- Say's phoebe (*Sayornis saya*)

Mammals

- Audubon's cottontail (*Sylvilagus audubonii*)
- California ground squirrel (*Ostospermophilus beecheyi*)

Amphibians and Reptiles

- Western fence lizard (*Sceloporus occidentalis*)

Prielipp-Yamas Property Rezone

Elevation on the site ranges from 1,310 feet in the southern portion of the site to approximately 1,375 feet in the northern portion of the site. The property is vacant and contains ruderal vegetation, and does not contain riparian areas

5.3.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

B-1 Have a substantial effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.

B-2 Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.

B-3 Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

B-4 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.

B-5 Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

B-6 Conflict with the provisions of an adopted habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

5.3.3 Plans, Programs, and Policies

PPP BIO-1 The project applicant will pay the applicable fees pursuant to Chapter 3.42, Multiple Species Habitat Conservation Plan Mitigation Fee, and Chapter 3.43, Stephens; Kangaroo Rat Mitigation Fee, of the City of Wildomar Municipal Code.

5.3.4 Environmental Impacts

The following impact analysis addresses thresholds of significance that are identified in brackets after the impact statement.

Impact 5.3-1: Development of the proposed project could impact the MSHCP-covered species. [Threshold B-1]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The project site is located within the boundaries of the MSHCP Elsinore Area Plan. The project site is not located within or adjacent to a conservation criteria cell, and is not located within a Special Linkage Area. The project site is therefore not targeted for conservation under the MSHCP. The nearest criteria cell is Cell No. 5248 which is approximately 1-mile northeast of the project site and I-15.

Table 4, Covered Species Not Adequately Conserved, of Appendix 5.3-1, shows the probability of occurrence of MSHCP-covered species onsite. Table 4 indicates that there are no MSCHP-covered plant, reptiles, birds, or mammals onsite.

The Wildomar Trail Town Center Project, however, is not within a Criteria Cell, therefore there are no outright land dedications which might otherwise be required. There are no MSHCP species present which require protection on the property. There are no burrowing owls present, therefore, at this time no specific BUOW-related mitigation is necessary. The Riparian/Riverine area is relatively small and very linear in extent, making on-site conservation impracticable. Reasonable larger scale mitigation which is valuable on a regional basis is expected to be available in a Responsible Agency-approved Mitigation Bank, such as the Riverpark Mitigation Bank (RMB) in the MSHCP Plan Area in the San Jacinto River (a sub-unit of the Santa Ana River watershed). Another adjacent watershed mitigation bank is the San Luis Rey River Mitigation Bank.

Additionally, mitigation could occur in a Responsible Agency-approved In-lieu Fee Program in the Santa Ana River watershed. Lastly, a viable privately-owned mitigation site has been identified and approved for mitigation utilization by Responsible Agencies in the Temecula Creek watershed (an in-watershed solution) which would involve in-perpetuity mitigation. Mitigation could include a mix of restoration, rehabilitation, and possibly re-establishment with long term monitoring and management.

MSHCP fee payment is, of course, required for all projects located within the MSHCP Plan Area in order to offset the overall and on-going County-wide loss of biological resources regionally. This Project would convert 25.8 acres of native or naturalized habitat and applicable MSHCP fees will be paid.

Project-associated impacts within the MSHCP Plan Area are typically offset and mitigated via a number of established procedures and processes. Within conservation cells, when conservation is required (the project site is not within a Cell), various combinations of fee-payment, land dedication/purchase, and other mechanisms as applicable can be utilized to offset impacts to sensitive species and habitats of all types. Fee payment based on the adopted fee schedule funds acquisition and management of lands that are similar to those found within the project site, including upland scrub conservation lands.

The proposed project would not result in direct impacts to any MSHCP-covered plant and animal species which are dependent on the habitat types present in riparian/riverine areas onsite, but incidental use of the riparian/riverine area is possible by animals such as Stephen's kangaroo rat, coyote, and several bird species. These impacts, however, are what the MSHCP anticipated in areas not situated in Criteria Area Cells. Impacts are to be offset through MSHCP fee payment, Stephen's kangaroo rat fee payment, and via Wildlife Agency-approved purchase of In-Lieu Fee Programs or off-site Mitigation Bank credits for impacts to riparian/riverine resources. Additionally, development of the project site requires adherence to BMPs to avoid impacts to other natural areas which could otherwise occur through contamination of atmospheric and water resources. Moreover, it is recommended that close coordination between the developer, the City of Wildomar, the project engineer, and the consulting qualified biologist to consider vegetation clearance outside of the normal bird nesting season (usually February 15 – September 1) to avoid impacts to nesting birds which would potentially violate the MBTA; adherence to standard mitigation measures would avoid direct impacts to nesting birds. Lastly, invasive plants that could potentially be used in landscape plans for the proposed project would not be allowed, therefore avoiding accidental introduction of exotic invasive species into the local environment from the project site.

TERACOR's Consistency Analysis also analyzed the potential for species which can require special protections under the MSHCP to occur on the site. Riparian/Riverine and vernal pool areas have the potential for 23 plant species and 11 animals species to occur within Riparian/Riverine and Vernal Pool areas, however, Table 5.3-2, *Riparian/Riverine and Vernal Pool Species (MSHCP Section 6.1.2*), demonstrates none of these organisms is present on-site:

Table 5.3-2 Riparian/Riverine and Vernal Pool Species (MSHCP Section 6.1.2)

Section 6.1.2 Species	Organismal Habitat Needs and Life History Parameters/Determination for the Project Site
Brand's star phacelia (*Phacelia stellaris*)	Not Present. Known only to occur along the Santa Ana River in Riverside County, this annual herb blooms from March through June. Elsewhere in CA it occurs in open areas within coastal dunes and coastal sage scrub below 400 meters. Habitat on-site is not suitable, and the subject property is outside of this species' known geographic range. Further, this species was not expected, due to habitat conditions, and it did not occur on-site.
California Orcutt grass (*Orcuttia californica*)	Not Present. This species is broadly distributed geographically, but confined to vernal pool complexes between fifteen (15) and 660 meters. It blooms from April through August. No vernal pools are present on-site.Habitat on the subject property, therefore, is unsuitable for this species, surveys are not required for the species in this area, and it was not detected on-site.
California black walnut (*Juglans californica*) Formerly *Juglans californica* var. *californica*	Not Present. This MSHCP-covered species occurs in western Riverside County. This deciduous tree occurs on slopes and in canyons between 50 and 900 meters along the south coast, south Transverse Ranges, and north Peninsular Ranges. It blooms from March through August. Walnut forest is a much fragmented, declining community. Individual trees themselves are not particularly relevant. Woodland stands would be considered sensitive and might warrant conservation or mitigation, not single trees. Walnut does not occur on the Project site.
Coulter's matilija poppy (*Romneya coulteri*)	Not Present. This MSHCP-covered species occurs in Riverside County. The matillja poppy is distinctive in that it has the largest flowers of any plant native to California. It typically blooms from March to July, and occasionally as late as August. It is often found in burned chaparral and coastal scrub in the Peninsular Ranges, Western Transverse Ranges, and the south coast area from 20 to 1200 meters in elevation. Surveys of the site revealed this species is not present.
Engelmann oak (*Quercus engelmannii*)	Not Present. This MSHCP-covered species occurs in western Riverside County; however, the subject property contains only juvenile oaks (*Q. agrifolia*) within mixed willow tree cells. This southern California oak occurs in chaparral, cismontane woodland, riparian woodland and valley and foothill grassland. Its elevation range is 50 to 1300 meters. This perennial deciduous tree blooms from March through June. It does not occur on-site.
Fish's milkwort (*Polygala cornuta* var. *fishiae*	Not Present. This perennial deciduous shrub blooms from May through August and occurs in chaparral, oak woodland and riparian woodland between 100 and 1000 meters in elevation. Vegetation surveys and mapping revealed this variety is not present on the subject property.
Graceful tarplant (*Holocarpha virgata* ssp. *elongata*)	Not Present. This MSHCP-covered annual plant blooms from May through November and occurs in chaparral, cismontane woodland, coastal scrub, and valley and foothill grassland between 60 and 1100 meters in elevation. It was not detected on-site.
Lemon lily (*Lilium parryi*)	Not Present. This MSHCP-covered bulbiferous plant blooms from Julythrough August and occurs in mesic areas within lower and upper montane coniferous forest, meadows and seeps, and riparian forest between 1220 and 2745 meters in elevation. The subject property is located outside of this species' known geographic and elevational range,and suitable habitat is not present on-site

Table 5.3-2 Riparian/Riverine and Vernal Pool Species (MSHCP Section 6.1.2)

Section 6.1.2 Species	Organismal Habitat Needs and Life History Parameters/Determination for the Project Site
Mojave tarplant (*Deinandra mohavensis*)	Not Present. This MSHCP-covered species is primarily a species found in the San Jacinto Mtns., however, it is also known to occur along washes at the eastern fringes of western Riverside Co. This annual herb blooms from May through January and occurs in mesic areas in chaparral, coastal scrub and riparian scrub between 640 and 1,600 meters in elevation. The subject property is outside this species' known geographic distribution, and this tarplant was not detected on-site.
Mud nama (*Nama stenocarpa*)Formerly known as *Nama stenocarpum*	Not Present. This MSHCP-covered species is very scarce in Riverside County, known only from the north shore of Mystic Lake (Boyd et al). Thisherb blooms from January through July and occurs on marshes, swamps,lake margins and streambanks between 5 and 500 meters. Habitat on-site is not suitable and it has a restricted distribution that does not includethe Lakeview Mountains. It was not detected on-site.
Ocellated Humboldt lily (*Lilium humboldtii* ssp. *ocellatum*)	Not Present. This perennial bulbiferous herb blooms from March through August and occurs often in stream settings or in mesic openings within chaparral, cismontane woodland, coastal scrub, lower montane coniferous forest and riparian woodland between 30 and 1800 meters in elevation. Suitable habitat is not present on-site for this tall, conspicuous and easily- detected lily.
Orcutt's brodiaea (*Brodiaea orcuttii*)	Not Present. Boyd et all note that this MSHCP-covered species occurs in the southern Santa Ana Mtns and on the Santa Rosa Plateau. This perennial bulbiferous herb blooms from May through July and occurs onmesic and clay soils in closed-cone coniferous forest, chaparral, cismontane woodland, meadows and seeps, valley and foothill grasslandand vernal pools between 30 and 1,692 meters in elevation. Suitable habitat is not present on-site, and the subject property is not located withinthe known geographic distribution of this species. Orcutt's brodiaea wasnot detected on-site.
Parish's meadowfoam (*Limnanthes alba* ssp. *parishii*) Formerly known as *Limnanthes gracilis* var. *parishii*	Not Present. This annual herb blooms from April through June and occurs in vernally mesic areas and along edges of ephemeral streams inlower montane coniferous forest, meadows and seeps, and vernal poolsbetween 600 and 2000 meters in elevation. Suitable habitat is not presenton-site, and the subject property is outside this subspecies' known geographic distribution. This subspecies is not present on-site.
Prostrate vernal pool navarretia (*Navarretia prostrata*)	Not Present. This MSHCP-covered species occurs in western RiversideCounty; however, focused surveys are not required for the subject property. This annual herb blooms from April through July and occurs inmesic areas in coastal scrub, meadows and seeps, alkaline valley and foothill grassland, and vernal pools between three (3) and 1210 meters inelevation. Suitable habitat is not present on-site. This species is not on the subject property.
San Diego button-celery (*Eryngium aristulatum* var. *parishii*)	Not Present. This MSHCP-covered this herb blooms from April throughJune and occurs in mesic areas in coastal scrub, valley and foothill grassland, vernal pools and marshes between 20 and 620 meters in elevation. Suitable habitat is not present on-site and it is only known to occur in vernal pools on the Santa Rosa Plateau.

Table 5.3-2 Riparian/Riverine and Vernal Pool Species (MSHCP Section 6.1.2)

Section 6.1.2 Species	Organismal Habitat Needs and Life History Parameters/Determination for the Project Site
San Jacinto Valley crownscale (*Atriplex coronata* var. *notatior*)	Not Present. This annual herb occurs in alkaline playas, mesic valley, foothill grasslands and vernal pools from 139 to 500 meters in elevationand blooms April through August. Threats: flood control, agriculture, non-native plants, urbanization, vehicles, road maintenance, and pipeline construction. According to the MSHCP, this species is primarily restrictedto the alkali floodplains of the San Jacinto River, Mystic Lake and Salt Creek in association with Willows, Domino and Traver soils. This varietyis also known to occur north of Diamond Valley Lake and on Willows soilsat Alberhill Creek near Lake Elsinore. Suitable habitat is not present on-site. It is not found on the property.
San Miguel savory (*Clinopodium chandleri*) Formerly known as *Satureja chandleri*	Not Present. This MSHCP-covered species is a perennial shrub that occurs in western Riverside County, in rocky, gabbroic or metavolcanic areas in chaparral, cismontane woodland. It blooms from March throughJuly. Habitats on-site overlie granitic material lower in mafic minerals. Suitable habitat for this species is absent on the subject property, and itwas not detected.
Santa Ana River woollystar (*Eriastrum densifolium* ssp. *sanctorum*)	Not Present. This MSHCP-covered perennial herb occurs in sandy or gravelly washes, floodplains, and dry riverbeds in chaparral and alluvialfan sage scrub from 91 to 610 meters in elevation. It blooms from April through September. This subspecies primarily occurs along the Santa Ana River from San Bernardino to Riverside. Suitable habitat is not present on-site and it was not detected.
Slender-horned spineflower (*Dodecahemaleptoceras*)	Not Present. Occurs in Riverside County mostly on old alluvial benchesalong the San Jacinto River, Bautista Canyon, Temescal Valley, and lowerAgua Tibia Mtns. Listed as federally endangered on 28 September 1987and state endangered in January 1982, this annual herb requires flood deposited terraces and washes in chaparral/coastal scrub and cismontanewoodland between 200 and 760 meters. It is also found at Vail Lake on sandstone. It blooms from April through June. This species was not expected due to lack of support habitat and did not occur on-site.
Smooth tarplant (*Centromadia pungens* ssp. *laevis*)	Not Present. This MSHCP-covered species occurs in Riverside Countyand blooms from April through September and occurs below 640 metersin elevation. Smooth tarplant occurs in open, poorly drained flats, depressions, waterway banks and beds, grassland and disturbed sites. CNPS states that this subspecies occurs in alkaline areas in chenopod scrub, meadows and seeps, playas, riparian woodland and grassland. High porosity of sandy loam soils on-site suggest the site is not suitable.
Spreading navarretia (*Navarretia fossalis*)	Not Present. This MSHCP-covered species occurs in southwest Riverside County; however, focused surveys are not required for the subject property. This annual blooms from April through June and occursin vernal pools, ditches, chenopod scrub, marshes and swamps with assorted shallow freshwater, and playas. Habitat on-site is not suitable forthis species, and it was not detected on-site.
Thread-leaved brodiaea (*Brodiaea filifolia*)	Not Present. This MSHCP-covered species occurs in western RiversideCounty. It is a bulbiferous perennial herb that blooms from March throughJune and is known to occur in chaparral openings, cismontane woodland,coastal scrub, playas, valley and foothill grasslands, and most often in vernal pool complexes and clay soils. It can be common in vernal poolscomplexes on the Santa Rosa Plateau and on alkali flats along the SanJacinto River. Suitable habitat is not

Table 5.3-2 Riparian/Riverine and Vernal Pool Species (MSHCP Section 6.1.2)

Section 6.1.2 Species	Organismal Habitat Needs and Life History Parameters/Determination for the Project Site
	present. This species was not detected and was not expected to occur on-site.
Vernal barley (*Hordeum intercedens*) Now known commonly as bobtail barley	Not Present. This MSHCP-covered species occurs in vernal pools, alkaliflats and ephemeral saline streams within coastal dunes, coastal scrub and grasslands below 1000 meters throughout southwestern California.An annual herb, it blooms from March through June. Suitable habitat isnot present on-site, and this species was not detected on the subject property.
Riverside fairy shrimp (*Streptocephalus woottoni*)	Not Present. The property was determined to be unsuitable for this species due to the lack of ponds and vernal pools. This species of fairyshrimp is endemic to western Riverside, Orange, and San Diego Countiesin areas of tectonic swales/earth slump basins in grassland and coastalsage scrub. It inhabits seasonally astatic pools filled by winter/spring rains, and hatches in warm water later in the season. Suitable habitat isnot present as vernal pools are not present on the subject property. Thisspecies is not present on-site.
Vernal pool fairy shrimp (*Branchinecta lynchi*)	Not Present. The property contains no vernal pools and thus was determined to be unsuitable for this species in the Habitat Suitability Assessment. Potential habitat includes short lived, cool temperature vernal pools. No vernal pools are present on-site; therefore, suitable habitat for this fairy shrimp is not present on the subject property.
Arroyo toad (*Anaxyrus californicus*) Formerly known as (*Bufo californicus*)	Not Present. This species has no potential to occur on-site. The arroyotoad breeds in sandy river washes and inundated arroyos; hence the name arroyo toad. This species has a very specialized breeding habitat inthat it requires shallow, slow moving water or overflow pools within a stream system comprised of silt-free sandy or gravelly substrates. Thisspecies also requires streamside terraces for burrowing. Suitable breeding habitat is not present on the subject property.
California red-legged frog (*Rana draytonii*) Formerly known as *Rana aurora draytonii*	Not Present. Populations of this frog are in serious decline primarily due to the introduction of non-native predators such as the American bullfrog(*Lithobates catesbeianus*), habitat loss, on-going drought and pollutants.This species prefers pond habitats for breeding; however, it will also utilizeslow, permanent streams. Necessary habitat is not present on-site.
Southern mountain yellow-legged frog (*Rana muscosa*) Formerly known as the mountain yellow-leggedfrog	Not Present. This species has no potential to occur on-site. This frog species, once abundant, has lost approximately 99% of its former range.Chytrid fungus, introduction of bullfrogs and trout species, pollution, fires,drought and cattle grazing are just a few of the suspected causes of this,likely fatal, decline of the species. Suitable habitat is not present. This species is not present on-site.
Santa Ana sucker (*Catostomus santaanae*)	Not Present. The property contains no aquatic habitat and was determined to be unsuitable for this species. This species is not presenton the subject property.
Bald eagle (*Haliaeetus leucocephalus*)	Not Present. Bald eagles typically nest in forested areas adjacent to large bodies of water and avoid heavily developed areas when possible.This species tolerates human activity when feeding, and may congregatearound fish processing plants, dumps, and below dams where fish concentrate. Bald eagles prefer tall, mature coniferous or deciduous treesfor perching, and can be seen in open, dry uplands if there is access to open water for fishing in winter. Bald eagles are

Table 5.3-2 Riparian/Riverine and Vernal Pool Species (MSHCP Section 6.1.2)

Section 6.1.2 Species	Organismal Habitat Needs and Life History Parameters/Determination for the Project Site
	becoming increasinglywidespread again following cessation of use of the pesticide DDT, recovery efforts and public education. They forage throughout the MSHCPPlan area now with increasing frequency. Suitable foraging and nestinghabitat is not present on-site.
Least Bell's vireo (*Vireo bellii pusillus*)	Not Present. This riparian-obligate subspecies generally requires less- disturbed areas of dense willow-associated riparian habitat and prefers areas with standing water. The habitat on-site does not support standingwater even seasonally or riparian vegetation in sufficient extent and density. This subspecies does not occur on-site.
Peregrine falcon (*Falco peregrinus anatum*) Formerly known as the peregrine falcon (*Falcoperegrinus*)	Not Present. This MSHCP-covered species can occur in western Riverside County. This subspecies occurs along the coast year-round, breeding from Santa Barbara to northern California. This subspecies alsobreeds in the Sierra Nevada and the Salton Sea. The wintering range forthis subspecies extends into the Central Valley and more inland in southern California. Most commonly occupied habitats contain cliffs fornesting, with open gulfs of air and generally open landscapes for foraging.In addition to natural habitats, many artificial habitats are now used by this subspecies (urban, human-built environments such as towers, buildings, etc.). Suitable nesting habitat is not present, and we did not observe this species foraging on or near the subject property.
Southwestern willow flycatcher (*Empidonaxtraillii extimus)*	Not Present. The property was determined to be unsuitable for this species based on the paucity of willow scrub on-site and because there isno seasonal standing water. The subspecies southwestern willow flycatcher occupies the southernmost breeding range of the willow flycatcher. Habitat loss and parasitism from brown-headed cowbirds havereduced the populations to the threshold of extinction. This species wouldnot utilize the site.
Western yellow-billed cuckoo (*Coccyzus americanus occidentalis*)	Not Present. The property is not suitable for this species. The western yellow-billed cuckoo prefers dense riverine woodlands. This subspecies iscommon in parts of its range, but has experienced serious declines due tohabitat loss and fragmentation. This subspecies is not present on-site.

Source: TERACOR 2021a (Appendix 5.3-1)

The entirety of the subject property would be developed with the proposed project; no areas onsite would be conserved. The proposed project's conditions of approval to improvement surrounding intersections (see Table 5.11-13 in Section 5.11, *Transportation*) would not result in significant impacts to MSHCP-covered species as the proposed improvements would occur in areas previously disturbed.

Other MSHCP-covered species do not yet have assurance of adequate conservation. These species are referenced to as MSHCP Table 9 Species (Covered Species Not Adequately Conserved. Table 5.3-3, *Covered Species Not Adequately Conserved (MSHCP Table 9-3),* demonstrates that these 28 species do not occur on-site.

Table 5.3-3 Covered Species Not Adequately Conserved (MSHCP Table 9-3)

Species	Conservation Requirement Status	Suitability of Subject Property for Organism-Life History and/or Habitat Description
Plants		
Beautiful hulsea (*Hulsea vestita* ssp. *callicarpha*)	MET	Not Present. This MSHCP-covered species is a perennial herb which blooms from May through October and occurs on open gravel, talus slopes, rocky and granitic areas in montane chaparraland coniferous forest between 915 and 3050 meters in elevation. Suitable habitat is not present on-site, and the subject property isoutside this subspecies' known geographic and elevational range.
California bedstraw (*Galium californicum* ssp.*primum*) Now known as AlvinMeadow bedstraw	NOT BEEN MET	Not Present. This subspecies is found on granitic or sandy substrates in chaparral and lower montane coniferous forests. Its blooming period is May through July and elevation range is 1350 to1700 meters above sea level. Suitable habitat is not present, and the subject property is below the subspecies' known elevational range.
California muhly(*Muhlenbergia californica*)	NOT BEEN MET	Not Present. This now uncommon perennial rhizomatous herb blooms from June through September and occurs in seeps and streambanks in chaparral, forests, scrub and meadows throughoutthe western Transverse Ranges and south coast regions. Its elevation range is between 100 and 2000 meters. Habitat on-siteis considered unsuitable for this species to occur on the subject property as seeps and moist streambanks are absent.
Chickweed oxytheca (*Sidotheca caryophylloides*) Formerly known as*Oxytheca caryophylloides*	NOT BEEN MET	Not Present. This annual herb occurs on sandy substrates in lower montane coniferous forest. It blooms from July to October and its elevation range is 1114 to 2600 meters. The subject property is outside of this species' known elevational and geographic ranges, and suitable habitat is not present on-site.
Cleveland's bushmonkeyflower (*Diplacus clevelandii*) Formerly known as *Mimulus clevelandii*	NOT BEEN MET	Not Present. This MSHCP-covered plant occurs in upper elevation chaparral in the Santa Ana and Agua Tibia Mtns. This perennial rhizomatous herb blooms from April through July and occurs in gabbroic, often in disturbed areas, openings and rocky areas in chaparral, cismontane woodland and lower montane coniferous forest between 450 and 2000 meters in elevation. Gabbroic parent material is absent, and the subject property is outside this species' known geographic range.

Table 5.3-3 Covered Species Not Adequately Conserved (MSHCP Table 9-3)

Species	Conservation Requirement Status	Suitability of Subject Property for Organism-Life History and/or Habitat Description
Cliff cinquefoil (*Potentilla rimicola*)	NOT BEEN MET	Not Present. This perennial herb occurs in granitic and rocky crevices in subalpine coniferous forest and upper montane coniferous forest between 2400 and 2800 meters in elevation. Thisspecies blooms from July through September. According to the CNPS, cliff cinquefoil is known only to occur in the San Jacinto Mountains. Suitable habitat is not present on-site, and the subject property is outside of this species' known geographic and elevational ranges.
Coulter's matilijapoppy (*Romneya coulteri*) Also a 6.1.2 species	MET	Not Present. This MSHCP-covered species occurs in RiversideCounty. The matillja poppy is distinctive in that it has the largest flowers of any plant native to California. It typically blooms from March to July, and occasionally as late as August. It is often foundin burned chaparral and coastal scrub in the Peninsular Ranges, Western Transverse Ranges, and the south coast area from 20 to1200 meters in elevation. It was not detected on-site during vegetation identification and mapping surveys.
Fish's milkwort (*Polygala cornuta* var. *fishiae* Also a 6.1.2 species	MET	Not Present. This perennial deciduous shrub blooms from May through August and occurs in chaparral, oak woodland and riparian woodland between 100 and 1000 meters in elevation. This perennial shrub was not detected on the Project site duringvegetation identification and mapping surveys.
Graceful tarplant (*Holocarpha virgata* ssp. *elongata*) Also a 6.1.2 species	MET	Not Present. This MSHCP-covered annual plant blooms from May through November and occurs in chaparral, cismontane woodland, coastal scrub, and valley and foothill grassland between 60 and 1100 meters in elevation. It was not detected on-site.
Lemon lily (*Lilium parryi*) Also a 6.1.2 species	NOT BEEN MET	Not Present. This MSHCP-covered bulbiferous plant blooms from July through August and occurs in mesic areas within lower and upper montane coniferous forest, meadows and seeps, and riparian forest between 1220 and 2745 meters in elevation. The subject property is located outside of this species' known geographic and elevational ranges, and suitable habitat is not present on-site.
Mojave tarplant (*Deinandra mohavensis*) Also a 6.1.2 species	NOT BEEN MET	Not Present. This MSHCP-covered species is primarily found in the San Jacinto Mtns. It is also known to occur along washes at the eastern fringes of western Riverside Co. This herb occurs in mesicareas in chaparral, coastal scrub and riparian scrub between 640and 1,600 meters in elevation. The subject

Table 5.3-3 Covered Species Not Adequately Conserved (MSHCP Table 9-3)

Species	Conservation Requirement Status	Suitability of Subject Property for Organism-Life History and/or Habitat Description
		property is outside thisspecies' known geographic distribution and below its elevational range. It was not detected on-site.
Ocellated Humboldt lily (*Lilium humboldtii* ssp. *ocellatum*) Also a 6.1.2 species	NOT BEEN MET	Not Present. This perennial bulbiferous herb blooms from Marchthrough August and occurs along streams and in openings within chaparral, cismontane woodland, coastal scrub, lower montane coniferous forest and riparian woodland between 30 and 1800 meters in elevation. Suitable habitat is not present on-site for thistall, conspicuous and easily-detected lily.
Parry's spineflower (*Chorizanthe parryi* var. *parryi*)	MET	Not Detected. This annual herb occurs in sandy or rocky openings in chaparral, cismontane woodland, coastal scrub and grassland between 275 and 1220 meters in elevation. It blooms from April through June. Much of the habitat on-site is consideredto be too disturbed for this variety to occur.
Peninsular spineflower (*Chorizantheleptotheca*)	MET	Not Detected. This annual herb blooms from May through August and occurs on alluvial fans and granitic areas in chaparral, coastalscrub and lower montane coniferous forests from 300 to 1,900 meters in elevation. Suitable habitat is not present on-site. It occurs on alluvial benches at the base of both the Santa Ana andAgua Tibia Mtns (Vail Like).
Plummer's mariposa lily (*Calochortus plummerae*)	MET	Not Present. This easily detected perennial bulbiferous herb is usually found on granitic, rocky slopes within chaparral, cismontane woodland, coastal scrub, and grassland from 100 to 1700 meters. Boyd et al cite the northeastern Santa Ana Mtns, BoxSprings Mtn, and Skinner Lake as occurrences. This species wasnot detected.
Rainbow manzanita (*Arctostaphylosrainbowensis*)	MET	Not Present. This MSHCP-covered species occurs in western Riverside County in both the Aqua Tibia Mountains and the hills above Murrieta in chaparral on basalt flows. This perennial evergreen shrub blooms from December through March andoccurs on granitic outcrops in chaparral between 205 and 670 meters in elevation. Suitable habitat for this shrub is not present, and this species is not known to occur within the area.
Shaggy-hairedalumroot (*Heuchera hirsutissima*)	NOT BEEN MET	Not Present. This perennial rhizomatous herb blooms from May through July and occurs in rocky and granitic areas in subalpine coniferous forest and upper montane coniferous forest between 1520 and 3500 meters in elevation. The subject property

Table 5.3-3 Covered Species Not Adequately Conserved (MSHCP Table 9-3)

Species	Conservation Requirement Status	Suitability of Subject Property for Organism-Life History and/or Habitat Description
		is outside of this species' known geographic and elevational ranges, and suitable habitat is not present on-site.
Small-flowered microseris (*Microseris douglasii* ssp. *platycarpha*)	MET	Not Present. This MSHCP-covered herb occurs in western Riverside County; in heavy clay soils associated with vernal pools, grasslands and similar habitats. It blooms from March through Mayand occurs below 1070 meters in the South Coast region, Peninsular Ranges and San Jacinto Mountains. Suitable habitat isnot present on-site.
Sticky dudleya (*Dudleya viscida*) Formerly known assticky-leaved dudleya	NOT BEEN MET	Not Present. This MSHCP-covered species occurs in western Riverside County. This perennial herb blooms from May through June and occurs in steep, rocky scrub, chaparral, and cismontanewoodland between ten (10) and 550 meters in elevation. This dudleya is not detected on-site.
Reptiles		
California mountain kingsnake (San Bernardino population) (*Lampropeltis zonata [parvirubra*]) California mountain kingsnake (San Diego population) (*Lampropeltis zonata [pulchra]*)	NOT BEEN MET	Not Present. These MSHCP-covered subspecies can occur in southwest Riverside County; however, focused surveys are not specified in the MSHCP and are not required for the subject property. The California mountain kingsnake inhabits mountainous regions across southern California. It prefers moist woods, coniferous forests, oak woodlands, and chaparral above 1000 meters. They are quite secretive, residing in rock crevices or beneath rock and debris piles. They may also utilize rotting logs and seek cover under dense shrubs. Habitat on-site is notparticularly suitable, and the subject property is located below these snakes' known elevational range.
Southern rubberboa (*Charina umbratica*) Formerly known as *Charina bottae umbratica*	NOT BEEN MET	Not Likely Present. The southern rubber boa frequents grassland, broken chaparral, woodland, and forest, in and beneathrotting logs, under rocks, and under bark of fallen and standing dead trees. Habitat on-site is not particularly suitable due to disturbance factors and the lack dead-wood and natural substrateson-site.
Southern sagebrush lizard (*Sceloporus graciosus vandenburgianus*)	NOT BEEN MET	Not Present. This MSHCP-covered subspecies occurs in westernRiverside County; however, this lizard is found within the San Jacinto and Santa Rosa Mountains above 1,524 meters in elevation. Suitable habitat includes montane chaparral, sagebrush (*Artemisia* sp.), hardwood and conifer forests and woodlands andjuniper woodlands. Habitat on-site is not particularly suitable, and

Table 5.3-3 Covered Species Not Adequately Conserved (MSHCP Table 9-3)

Species	Conservation Requirement Status	Suitability of Subject Property for Organism-Life History and/or Habitat Description
		the subject property is outside of this subspecies' known geographic range and below its elevational range.
Birds		
California spottedowl (*Strix occidentalisoccidentalis*)	NOT BEEN MET	Not Present. The California spotted owl has a sparse distributionwithin the Santa Ana Mountains, San Bernardino Mountains and the San Jacinto Mountains within the MSHCP Plan Area within montane coniferous forest and oak-deciduous woodlands and forests. Suitable habitat is not present on-site, and the subject property is outside this owl's known geographic range. This subspecies would not occur on the subject property.
Grasshopper sparrow (*Ammodramus savannarum*)	Partially met	Not Detected. This MSHCP-covered species is not likely to utilizethe subject property. The species prefers grasslands with sparseshrub cover. It occurs mainly on hillsides and mesas in coastal districts, but has bred up to 1500 meters in the San Jacinto Mountains. Somewhat suitable habitat is present on-site, but thissparrow is not commonly observed. It was not detected on the subject property.
Lincoln's sparrow - breeding (*Melospiza lincolnii*)	NOT BEEN MET	Not Present. The Lincoln's sparrow has a sparse and widespreaddistribution throughout the MSHCP Plan Area within a wide varietyof habitats. This species occurs within the lowland and foothills ofthe Plan Area as a transient in the spring and fall and may overwinter within the area. This sparrow prefers dense, low underbrush often in disturbed edges with grasses and weeds mixed with shrubs. It occurs in a variety of habitats including willow-sedge swamp, scrub-meadow, and flat land aspen. Breeding in southern California occurs in wet montane meadows ofcorn lily, sedges and low willows. At lower elevations, this organism prefers mesic willow shrubs and can be found in mixeddeciduous groves such as aspen and cottonwoods, mixed shrub-willows, bogs as well as a variety of other riparian habitats. Riparian habitat on-site is too limited in extent.
Williamson'ssapsucker (*Sphyrapicusthyroideus*)	NOT BEEN MET	Not Present. This species has declined throughout its' range presumably from loss of large snags for nesting. Habitat includes montane coniferous forest dominated by lodge pole pines and firs,and oak woodlands and forests in the San Bernardino and San Jacinto Mountains. Suitable habitat is not

Table 5.3-3 Covered Species Not Adequately Conserved (MSHCP Table 9-3)

Species	Conservation Requirement Status	Suitability of Subject Property for Organism-Life History and/or Habitat Description
		present on-site, and thesubject property is outside this species' known range.
Mammals		
San Bernardinoflying squirrel (*Glaucomys oregonensis californicus*) Formerly *Glaucomyssabrinus californicus*	NOT BEEN MET	Not Present. This MSHCP-covered species occurs in Riverside County; however, habitat for the San Bernardino flying squirrel in the Plan Area only occurs in the San Jacinto Mountains. Suitablehabitat is not present on-site. This squirrel would, therefore, not occur on the subject property.

Source: TERACOR 2021a (Appendix 5.3-1)

PRIELIPP-YAMAS PROPERTY REZONE

The property is current vacant and covered in ruderal vegetation. Prior to future development on the site, a biological resources analysis would be conducted to identify potential impact to species onsite. The future project applicant would be required to pay the Stephens' kangaroo rat fee and the MSHCP mitigation fee pursuant to the City's Municipal Code. If applicable, future development would also implement mitigation measures to ensure potentially significant impacts are reduced to less than significant.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.3-1 would be potentially significant.

Mitigation Measures

BIO-1 Prior to vegetation clearance and grading, the Project applicant shall retain a qualified biologist to conduct a pre-construction nesting bird survey in accordance with the following:

- The survey shall be conducted no more than three days prior to the initiation of clearance/construction work;
- If pre-construction surveys indicate that bird nests are not present or are inactive, or if potential habitat is unoccupied, no further mitigation is required;
- If active nests of birds are found during the surveys, a species-specific no disturbance buffer zone shall be established by a qualified biologist around active nests until a qualified biologist determines that all young have fledged (no longer reliant upon the nest);

BIO-2 The project applicant shall retain a qualified biologist to conduct a 30-day pre-construction survey for burrowing owl. The results of the survey would be submitted to the City prior to obtaining a grading permit. If burrowing owls are not detected during the pre-construction survey, no further mitigation is required. If burrowing owls are detected during the pre-construction survey, the project applicant shall implement relocation to safely relocate burrowing owl out of harm's way, in consultation with the CDFW. Notification to the CDFW shall occur if burrowing owls are found to be present onsite and the development of a conservation strategy in cooperation with the U.S. Fish and Service, the CDFW, and the Western Riverside County Regional Conservation Authority (RCA) shall be conducted.

BIO-3 In accordance with MSHCP provisions limiting the use of exotic and invasive plant species, the project's landscape plan shall exclude invasive species such as crimson fountain grass (*Pennisetum setaceaum),* pampas grass (*Cortaderia selloana),* giant reed (*Arundo donax)*, tree of heaven (*Ailanthus altissima)*, Eucalyptus, acacia groundcovers (*Acasia* sp.), and other ornamental landscape elements in accordance with the *Invasive Plants List* referenced by the MSHCP.

BIO-4 The project applicant shall implement dust control and all other project-specific Storm Water Pollution Prevention Plan (SWPPP) measures during grading and construction.

Level of Significance After Mitigation: Impact 5.3-1 would be less than significant with mitigation incorporated.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.3-1 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.3-1 would be less than significant.

Impact 5.3-2: Development of the proposed project would result in the loss of riparian/riverine areas. [Threshold B-2]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The project site is comprised of 0.72 acre of MSHCP Section 6.1.2 defined riparian/riverine areas, and all riparian/riverine areas onsite are anticipated to be impacted with project implementation. Impacts to the existing riparian/riverine area are unavoidable because the drainage segments to be affected transect the site in a manner that makes avoidance infeasible. To avoid altering the drainages, the associated floodplains would have to be preserved. This would result in a substantial loss of commercial, office, and residential development area. As the proposed development stands, the drainage segments and basin onsite would be removed, therefore, minimization of direct or indirect effects to the existing riparian/riverine area would not occur.

Impacts to this area would be mitigated with the purchase of 1.44 acres of restoration credits for an offsite riparian mitigation area through an approved in-lieu fee program or mitigation bank (TERACOR 2021c). While this represents a mitigation to impact ratio of 2:1, the actual mitigation ratio will be set through discussions with the resource agencies prior to ground disturbance as required by the MSHCP.

The functions and values of the restored offsite riparian mitigation area subsequent to habitat restoration would meet or exceed the existing habitat values and functions presently found within the onsite riparian/riverine area. Habitat would be improved for terrestrial and avian species which utilize the offsite area. The offsite mitigation area would be owned and managed by a qualified management entity. Riparian habitat would be permanently preserved within the mitigation area. The existing condition onsite, however, is subject to ongoing disturbances associated with disking and weed abatement. Overall, a superior quality habitat for insects, birds, herpetofauna, and some mammals would be provided offsite subsequent to mitigation activities relative to the existing condition onsite. Physical attributes and values (e.g. sediment transport, toxic trapping) within the offsite mitigation area would also be improved subsequent to proposed mitigation activities, and would likely exceed those of the onsite riparian area.

Additionally, during project construction, a number of best management practices (BMPs) would be implemented to protect offsite resources, which include, but are not limited to: dust control, fiber rolls (wattles), stabilized construction entrances, check dams, silt fencing, straw bale dikes, and sand bags. Post-construction BMPs would be in place to control erosion and sediment and improve water quality from runoff generated by the site. The three primary components to achieving this are: filterra stormwater bioretention filtration system, porous landscape detention (PLD) area, and stormwater antimicrobial treatment unit.

PRIELIPP-YAMAS PROPERTY REZONE

There are no riparian areas located on the property (Wetlands Mapper 2020). Future development would be required to implement BMPs to ensure impacts to offsite resources would be reduced to less than significant.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.3-2 would be potentially significant.

Mitigation Measures

BIO-5 The developer shall compensate impacts to riparian/riverine areas by providing a 2:1 ratio of offsite land within the Santa Margarita Watershed or an adjacent watershed to be acquired for the purpose of In-Perpetuity Preservation, or through the purchase of mitigation credits at an established off-site Mitigation Bank or In-lieu Fee Program. Purchase of mitigation credits shall occur prior to any impacts. Mitigation proposed on land acquired for the purpose of in-perpetuity mitigation that is not part of an agency-approved mitigation bank or in-lieu fee program shall include the preservation, creation, restoration, and/or enhancement of similar habitat within the Santa Margarita Watershed or an adjacent watershed pursuant to a Habitat

Mitigation and Monitoring Plan (HMMP) to be approved by the Lead and Responsible agencies. The HMMP shall be prepared prior to any impacts and it shall provide details as to the implementation of mitigation, maintenance, future monitoring, and management. The goal of the mitigation shall be to preserve, create, restore, and/or enhance similar habitat with equal or greater function and value than the affected habitat.

Level of Significance After Mitigation: Impact 5.3-2 would be less than significant with mitigation incorporated.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.3-2 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.3-2 would be less than significant.

Impact 5.3-3: The proposed project would impact approximately 0.72 acre of jurisdictional waters as a result of project implementation. [Threshold B-3]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

There are four drainage segments (Drainage Segments A, B, D, and E), one jurisdictional basin (Basin 1), and one non-riverine drainage segment (Drainage Segment C) onsite. Drainage Segment C appears to have been abandoned by stormwater flow that was picked up in Drainage B in 2005 (TERACOR 2021a).

Drainage A

The total CDFW jurisdictional "streambeds" and MSHCP 6.1.2 riparian/riverine area associated with Drainage Segment A is 14,146 square feet (0.32 acre).

The total potential Army Corps/RWQCB non-wetland "waters" associated Drainage A is 5,894 square feet (0.14 acre).

Drainage Segment B

The total CDFW jurisdictional "streambeds" and MSHCP 6.1.2 riparian/riverine area associated with Drainage Segment B is 7,266 square feet (0.17 acre).

The total potential Army Corps/RWQCB non-wetland "waters" associated Drainage B is 5,000 square feet (0.11 acre).

Drainage D

The total CDFW jurisdictional "streambeds" and MSHCP 6.1.2 riparian/riverine area associated with Segment D is 5,720 square feet (0.13 acre).

The total potential Army Corps/RWQCB non-wetland "waters" associated Drainage D is 1,430 square feet (0.03 acre).

The total potential Army Corps/RWQCB non-wetland "waters" associated Drainage D_1 is 354 square feet (0.01 acre).

Drainage Segment E

Drainage Segment E is 42 linear feet. The CDFW jurisdictional area associated with Segment E is 182 square feet (0.004 acre).

The total potential Army Corps/RWQCB non-wetland "waters" associated Drainage E is 65 square feet (0.001 acre).

Basin 1

TERACOR determined Basin 1 to be a wetland. The length associated with Basin 1 is 126 linear feet, while the total area is 3,888 square feet (0.09 acre).

Drainage Segments A, B, D, and E, and Basin 1 meet the definitional parameters of Riparian/Riverine resources. The total Riparian/Riverine area onsite is 31,202 square feet (0.72 acre).

The total potential Army Corps/RWQCB non-wetland "waters" associated Basin 1 is 2,200 square feet (0.05 acre).

The total Potential Army Corps/RWQCB jurisdictional area is 0.34 acre.

Drainage Segment C

It was determined that Drainage Segment C is not a MHSCP 6.1.2 riparian/riverine feature.

The drainage segments onsite are riverine with two small riparian cells associated with those drainages. The basin, which supports riparian vegetation, is human-constructed. Avoidance does not appear warranted since the property would continue to shed stormwater in the post-development condition, and that runoff must be treated and cleansed. There are no MSHCP-designated riparian species associated with the project site which would suggest avoidance is necessary. As all site resources would be removed and graded to construct the proposed project, 0.72-acre of riparian/riverine area would be permanently impacted.

Mitigation for impacts to wetlands and 0.72 acre of "streambeds"/riparian/riverine area will consist of offsite enhancement or restoration (rehabilitation) at a 2:1 mitigation ratio through purchase of fee credits through an approved mitigation fee payment program. A total of 1.44 acres of mitigation

"streambeds"/riparian/riverine area is therefore, proposed. Therefore, impacts would be potentially significant without mitigation.

PRIELIPP-YAMAS PROPERTY REZONE

There are no wetland areas located on the property (Wetlands Mapper 2020). Future development would be required to implement BMPs to ensure impacts to offsite resources would be reduced to less than significant.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.3-3 would be potentially significant.

Mitigation Measures

Implementation of Mitigation Measure BIO-5.

Level of Significance After Mitigation: Impact 5.3-3 would be less than significant.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.3-3 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.3-3 would be less than significant.

Impact 5.3-4: The proposed project would not affect wildlife movement within the City. [Threshold B-4]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

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

The project site is located in a relatively urbanized area and is not situated within an MSHCP-established core area or linkage. The surrounding area is comprised of residential and commercial development to the south, southeast, and west; Living Hope Lutheran Church and California Lutheran High School to the southwest; and open space to the north. Additionally, I-15 presents a substantial barrier for wildlife movement from one side of the Temecula Valley to the other. As such, the project site is poorly situated to serve as a movement or migratory corridor.

PRIELIPP-YAMAS PROPERTY REZONE

The property is vacant, and as it is surrounded by urbanized uses–residential to the east and south, and industrial uses to the southwest, the property is poorly situated to serve as a movement or migratory corridor. Additionally, I-15, which is 0.4 mile west of the property, presents a substantial barrier of wildlife movement from one side to the other. As such, impacts would be less than significant.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.3-4 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.3-4 would be less than significant.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.3-4 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.3-4 would be less than significant.

Impact 5.3-5: The proposed project would require compliance with the MSHCP. [Thresholds B-5 and B-6]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

Conservation Cells

The project site is generally located within the MSHCP Elsinore Area Plan. The project site is not located within or adjacent to a conservation criteria cell.

MSHCP Section 6.1.2 Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools

The project site is comprised of 0.72 acre of MSHCP Section 6.1.2 defined riparian/riverine areas. All riparian/riverine areas onsite are anticipated to be impacted with project implementation. The Determination of Biologically Equivalent or Superior Preservation (DBESP) provided mitigation (see Mitigation Measure BIO-5) to reduce impacts to a level of less than significant by requiring the purchase of offsite mitigation credits. Therefore, the proposed project would be consistent once the DBESP is approved by the City of Wildomar.

MSHCP Section 6.1.3 Protection of Narrow Endemic Plant Species

The project site is not within a Narrow Endemic Plant Species Survey Area, and therefore, a habitat assessment/survey for narrow endemic plant species is not required. The proposed project is therefore consistent with Section 6.1.3 of the MSHCP.

MSCHP Section 6.1.4 Guidelines Pertaining to the Urban/Wildlands Interface

The project site is not located within or near a conservation criteria cell. The project site is therefore not in proximity to the MSHCP Conservation Area. The guidelines established in Section 6.1.4 of the MSHCP therefore do not apply to the proposed project.

MSHCP Section 6.3.1 Vegetation Mapping

Vegetation mapping has been provided in the Consistency Analysis (Appendix 5.3-1) in conformance with Section 6.3.1 parameters in order to assist the City and resource agencies in review of this Consistency Analysis.

MSHCP Section 6.3.2 Additional Survey Needs and Procedures

Mammal Surveys

The project site does not require surveys for any mammal species. Ground squirrel is present in moderate densities due to high vegetative density. There are no mammal survey requirements for the property and none of the MSHCP-listed species have been detected.

Riparian Birds

There are no riparian vegetative communities on the project site that would justify focused surveys for least Bell's vireo, southwestern willow flycatcher, or western yellow-billed cuckoo. Focused riparian bird surveys were not warranted and were not conducted.

Amphibians/Reptiles

The project site does not support suitable habitat for the Section 6.1.2 listed amphibians which included arroyo toad, red-legged frog, and mountain yellow-legged frog. There are no natural pools, cienegas or tenajas which could provide breeding habitat for western pond turtle. Spadefoot toad would not be expected to utilize this 25.8-acre site for breeding due to disturbance factors, area development, and absence of adjacent surface water resources.

Burrowing Owl

The project site is located within a burrowing owl survey area. TERACOR conducted a habitat assessment and focused burrowing owl surveys in 2018, as well as in 2020, and no burrowing owls were detected. No impacts associated with the proposed project to burrowing owls are therefore anticipated. Because suitable burrowing owl habitat is present onsite, Mitigation Measure BIO-2 would be implemented. If no burrowing

owls are detected during the 30-day pre-construction survey, then no burrowing owls would be impacted by the proposed project. The project site is not located within a Criteria Area Plan Species Survey Area, an Amphibian Species Survey Area or Mammalian Species Survey Area. No habitat assessments or surveys for these species are therefore required for the proposed project.

PRIELIPP-YAMAS PROPERTY REZONE

Prior to future development, a MSHCP consistency analysis will be conducted for the property to ensure that future development would be consistent. No physical changes to the property can occur until compliance with the MSHCP is documented. It is likely that pre-construction mitigation such as BIO-2 will be required, however until the biological analysis is completed the level of mitigation is too speculative.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.3-5 would be potentially significant.

Mitigation Measures

Implementation of Mitigation Measure BIO-2.

Level of Significance After Mitigation: Impact 5.3-5 would be less than significant with mitigation incorporated.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.3-5 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.3-5 would be less than significant.

5.3.5 Cumulative Impacts

The area considered for cumulative impacts to biological resources is the project site and the region. Many other projects in the City could impact sensitive species directly and/or indirectly through impacts on those species' habitats. Other projects would be required to comply with existing laws and regulations protecting biological resources.

The proposed project would have a significant impact on sensitive species and habitats, however, with the implementation of mitigation measures, impacts to biological resources would not be cumulatively considerable. Additionally, future development on the Prielipp-Yamas Drive Property could require pre-construction mitigation measures in order to comply with the MSHCP, however, until a detailed biological

analysis is complete, it would be speculative to determine the level of mitigation, and therefore, biological resources on the Property would not be cumulatively considerable.

5.3.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, some impacts would be less than significant: 5.3-4.

Without mitigation, these impacts would be **potentially significant**:

- **Impact 5.3-1** Development of the proposed project could impact the MSHCP-covered species.
- **Impact 5.3-2** Development of the proposed project would result in the loss of riparian/riverine areas.
- **Impact 5.3-3** The proposed project could impact jurisdictional waters, but that has not been confirmed by regulatory agencies.
- **Impact 5.3-5** The proposed project would require compliance with the MSHCP.

5.3.7 Mitigation Measures

Impact 5.3-1

BIO-1 Prior to vegetation clearance and grading, the Project applicant shall retain a qualified biologist to conduct a pre-construction nesting bird survey in accordance with the following:

- The survey shall be conducted no more than three days prior to the initiation of clearance/construction work;
- If pre-construction surveys indicate that bird nests are not present or are inactive, or if potential habitat is unoccupied, no further mitigation is required;
- If active nests of birds are found during the surveys, a species-specific no disturbance buffer zone shall be established by a qualified biologist around active nests until a qualified biologist determines that all young have fledged (no longer reliant upon the nest);

BIO-2 The project applicant shall retain a qualified biologist to conduct a 30-day pre-construction survey for burrowing owl. The results of the survey would be submitted to the City prior to obtaining a grading permit. If burrowing owls are not detected during the pre-construction survey, no further mitigation is required. If burrowing owls are detected during the pre-construction survey, the project applicant shall implement relocation to safely relocate burrowing owl out of harm's way, in consultation with the CDFW. Notification to the CDFW shall occur if burrowing owls are found to be present onsite and the development of a conservation strategy in cooperation with the U.S. Fish and Service, the CDFW, and the Western Riverside County Regional Conservation Authority (RCA) shall be conducted.

BIO-3 In accordance with MSHCP provisions limiting the use of exotic and invasive plant species, the project's landscape plan shall exclude invasive species such as crimson fountain grass (*Pennisetum setaceaum),* pampas grass (*Cortaderia selloana),* giant reed (*Arundo donax)*, and tree of heaven (*Ailanthus altissima)*, in accordance with the *Invasive Plants List* referenced by the MSHCP.

BIO-4 The project applicant shall implement dust control and all other project-specific Storm Water Pollution Prevention Plan (SWPPP) measures during grading and construction.

Impact 5.3-2 and Impact 5.3-3

BIO-5 The developer shall compensate impacts to riparian/riverine areas by providing a 2:1 ratio of offsite land within the Santa Margarita Watershed or an adjacent watershed to be acquired for the purpose of In-Perpetuity Preservation, or through the purchase of mitigation credits at an established off-site Mitigation Bank or In-lieu Fee Program. Purchase of mitigation credits shall occur prior to any impacts. Mitigation proposed on land acquired for the purpose of in-perpetuity mitigation that is not part of an agency-approved mitigation bank or in-lieu fee program shall include the preservation, creation, restoration, and/or enhancement of similar habitat within the Santa Margarita Watershed or an adjacent watershed pursuant to a Habitat Mitigation and Monitoring Plan (HMMP) to be approved by the Lead and Responsible agencies. The HMMP shall be prepared prior to any impacts and it shall provide details as to the implementation of mitigation, maintenance, future monitoring, and management. The goal of the mitigation shall be to preserve, create, restore, and/or enhance similar habitat with equal or greater function and value than the affected habitat.

Impact 5.3-4

BIO-2 The project applicant shall retain a qualified biologist to conduct a 30-day pre-construction survey for burrowing owl. The results of the survey would be submitted to the City prior to obtaining a grading permit. If burrowing owls are not detected during the pre-construction survey, no further mitigation is required. If burrowing owls are detected during the pre-construction survey, the project applicant shall implement relocation to safely relocate burrowing owl out of harm's way, in consultation with the CDFW. Notification to the CDFW shall occur if burrowing owls are found to be present onsite and the development of a conservation strategy in cooperation with the U.S. Fish and Service, the CDFW, and the Western Riverside County Regional Conservation Authority (RCA) shall be conducted.

5.3.8 Level of Significance After Mitigation

The mitigation measures would reduce potential impacts to biological resources to a level that is less than significant. No significant unavoidable adverse impacts to biological resources have been identified.

5.3.9 References

TERACOR. 2021a, March 22. MSHCP Consistency Analysis for the Wildomar Trail Town Center. (Appendix 5.3-1).

_____. 2021b, March 16. Step II, Part A Focused Burrow Survey and Step II, Part B Focused Burrowing Owl Surveys for a 25.8-acre Property. (Appendix 5.3-2).

_____. 2021c, March 25. Determination of Biologically Equivalent or Superior Preservation for the 25.8-acre Property. (Appendix 5.3-3).

Wetlands Mapper. 2020. https://www.fws.gov/wetlands/data/mapper.html.

5.4 ENERGY

This section evaluates the potential for energy-related impacts with the project and ways in which the project would reduce unnecessary energy consumption, consistent with the suggestions in Appendix F of the CEQA Guidelines. Energy service provides to the site include Southern California Edison (SCE) for electrical service and Southern California Gas Company (SoCalGas) for natural gas.

5.4.1 Environmental Setting

Section 21100(b)(3) of CEQA requires that an EIR include a detailed statement with mitigation measures proposed to minimize significant effects on the environment, including but not limited to, measures to reduce the wasteful, inefficient, and unnecessary consumption of energy. Appendix F of the State CEQA Guidelines states that, in order to ensure that energy implications are considered in project decisions, the potential energy implications of a project shall be considered in an EIR, to the extent relevant and applicable to the project. Appendix F further states that a project's energy consumption and proposed conservation measures may be addressed, as relevant and applicable, in the project description, environmental setting, and impact analysis portions of technical sections, as well as through mitigation measures and alternatives.

In accordance with Appendices F and G of the State CEQA Guidelines, this EIR includes relevant information and analyses that address the energy implications of the proposed project. This section summarizes the proposed project's anticipated energy needs, impacts, and conservation measures. The information in this section and other aspects of the proposed project's energy implications are also discussed in Chapter 3, *Project Description,* and Sections 5.2, *Air Quality,* 5.5, *Greenhouses Gas Emissions,* and Chapter 5.11, *Transportation.*

5.4.1.1 REGULATORY BACKGROUND

Federal

Energy Independence and Security Act of 2007

The Energy Independence and Security Act of 2007 (Public Law 110-140) seeks to provide the nation with greater energy independence and security by increasing the production of clean renewable fuels; improving vehicle fuel economy; and increasing the efficiency of products, buildings, and vehicles. It also seeks to improve the energy performance of federal government. The Act sets increased Corporate Average Fuel Economy Standards; the Renewable Fuel Standard; appliance energy efficiency standards; building energy efficiency standards; and accelerated research and development tasks on renewable energy sources (e.g., solar energy, geothermal energy, and marine and hydrokinetic renewable energy technologies), carbon capture, and sequestration (USEPA 2019).

State

Renewables Portfolio Standard

The California Renewables Portfolio Standard (RPS) was established in 2002 under SB 1078 and was amended in 2006, 2011, and 2018. The RPS program requires investor-owned utilities, electric service providers, and community choice aggregators to increase the use of eligible renewable energy resources to 33 percent of total procurement by 2020. The California Public Utilities Commission is required to provide quarterly progress reports on progress toward RPS goals. This has accelerated the development of renewable energy projects throughout the State. California's three large investor-owned utilities met or surpassed the 2019 annual RPS percentage target of 31 percent. Since 2003, 8,248 megawatts (MW) of renewable energy projects have started operations (CPUC 2016). SB 350 (de Leon) was signed into law September 2015 and establishes tiered increases to the RPS—40 percent by 2024, 45 percent by 2027, and 50 percent by 2030. SB 350 also set a new goal to double the energy-efficiency savings in 2018 puts California on the path to 100 percent fossil-fuel-free electricity by the year 2045.

State Alternative Fuels Plan

AB 1007 requires the California Energy Commission (CEC) to prepare a plan to increase the use of alternative fuels in California. The State Alternative fuels plan was prepared by the CEC with the California Air Resources Board and in consultation with other federal, state, and local agencies to reduce petroleum consumption; increase use of alternative fuels (e.g., ethanol, natural gas, liquefied petroleum gas, electricity, and hydrogen); reduce greenhouse gas (GHG) emissions; and increase in-state production of biofuels. The State Alternative Fuels Plan recommends a strategy that combines private capital investment, financial incentives, and advanced technology that will increase the use of alternative fuels; result in significant improvements in the energy efficiency of vehicles; and reduce trips and vehicle miles traveled through changes ion travel habits and land management policies. The Alternative Fuels and Vehicle Technologies Funding Program legislation (AB 118, Statutes of 2007) proactively implements this plan (CEC 2007).

Appliance Efficiency Regulations

California's Appliance Efficiency Regulations contain energy performance, energy design, water performance, and water design standards for appliances (including refrigerators, ice makers, vending machines, freezers, water heaters, fans, boilers, washing machines, dryers, air conditioners, pool equipment, and plumbing fittings) that are sold or offered for sale in California (California Code of Regulations Title 20, Parts 1600–1608). These standards are updated regularly to allow consideration of new energy efficiency technologies and methods (CEC 2017).

Title 24, Part 6, Energy Efficiency Standards

Energy conservation standards for new residential and non-residential buildings were adopted by the California Energy Resource Conservation and Development Commission (now the CEC) in June 1977 and most recently revised in 2016 (California Code of Regulations Title 24, Part 6). Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow

for consideration and possible incorporation of new energy efficiency technologies and methods. The CEC adopted the 2019 Building Energy Efficiency Standards on May 9, 2018, which went into effect on January 1, 2020.

The 2019 Standards improve upon the previous 2016 Standards for new construction of and additions and alterations to residential and nonresidential buildings. The 2019 Standards move toward cutting energy use in new homes by more than 50 percent and will require installation of solar photovoltaic systems for single-family homes and multifamily buildings of three stories and less. The 2019 Standards focus on four key areas: 1) smart residential photovoltaic systems; 2) updated thermal envelope standards (preventing heat transfer from interior to exterior and vice versa); 3) residential and nonresidential ventilation requirements; and 4) nonresidential lighting requirements (CEC 2018a). Under the 2019 Standards, nonresidential buildings would be 30 percent more energy efficient compared to the 2016 Standards, and single-family homes would be 7 percent more energy efficient (CEC 2018b). When accounting for the electricity generated by solar photovoltaic system, single-family homes would use 53 percent less energy compared homes built to the 2016 Standards (CEC 2018b).

Title 24, Part 11, Green Building Standards

On July 17, 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code (California Code of Regulations Title 24, Part 11, known as "CALGreen") was adopted as part of the California Building Standards Code. It includes mandatory requirements for new residential and nonresidential buildings throughout California. CALGreen is intended to: 1) reduce GHG emissions from buildings; 2) promote environmentally responsible, cost-effective, healthier places to live and work; 3) reduce energy and water consumption; and 4) respond to the directives by the Governor. The mandatory provisions of the California Green Building Code Standards became effective January 1, 2011, and were last updated in 2016. On October 3, 2018, the CEC adopted the voluntary standards of the 2019 CALGreen which became effective on January 1, 2020.

Overall, the code is established to reduce construction waste, make buildings more efficient in the use of materials and energy, and reduce environmental impact during and after construction. CALGreen contains requirements for construction site selection; stormwater control during construction; construction waste reduction; indoor water use reduction; materials selection; natural resource conservation; site irrigation conservation; and more. The Code provides for design options allowing the designer to determine how best to achieve compliance for a given site or building condition. The Code also requires building commissioning, which is a process for verifying that all building systems (e.g., heating and cooling equipment and lighting systems) are functioning at their maximum efficiency (CBSC 2019).

Assembly Bill 1493

California vehicle GHG emission standards were enacted under AB 1493 (Pavley I). Pavley I is a clean-car standard that reduces GHG emissions from new passenger vehicles (light-duty auto to medium-duty vehicles) from 2009 through 2016 and is anticipated to reduce GHG emissions from new passenger vehicles by 30 percent in 2016. California implements the Pavley I Standards through a waiver granted to California by the EPA. In 2012, the EPA issued a Final Rulemaking that sets even more stringent fuel economy and GHG

emissions standards for model year 2017 through 2025 light-duty vehicles. In January 2012, the California Air Resources Board approved the Pavley Advanced Clean Cars program (formerly known as Pavley II) for model years 2017 through 2025. The program combines the control of smog, soot, and global warming gases and requirements for greater numbers of zero-emission vehicles into a single package of standards. Under California's Advanced Clean Car program, by 2025, new automobiles will emit 34 percent fewer global warming gases and 75 percent fewer smog-forming emissions (CARB 2017).

Local

City of Wildomar Municipal Code

According to Chapter 15.20, Green Building Code, the City has adopted the 2019 Green Building Standards Code, and according to Chapter 15.22, the City has adopted the 2019 California Energy Code.

5.4.1.2 EXISTING CONDITIONS

Electricity

The City of Wildomar is in SCE's service area which spans much of southern California from Orange and Riverside counties on the south to Santa Barbara County on the west to Mono County on the north. Total electricity consumption in SCE's service area in gigawatt-hours (GWh) was 105,162 GWh in 2019 (CEC 2020a).[1] Sources of electricity sold by SCE in 2018, the latest year for which data are available, were:

- 36 percent renewable sources
- 4 percent large hydroelectric
- 17 percent natural gas
- 6 percent nuclear
- 37 percent unspecified sources of power—that is, not traceable to specific generation sources (CEC 2020b).

Gas

SoCalGas provides gas service in the City of Wildomar and has facilities throughout the City. The service area of SoCalGas spans much of the southern half of California, from Imperial County to the southeast to San Luis Obispo County on the northwest to part of Fresno County on the north, to Riverside County, and most of San Bernardino County on the east (CEC 2015b). Total natural gas supplies available to SoCalGas for 2020 is 3,175 million cubic feet per day (MMcf/day) (CGEU 2020). Total natural gas consumption in SoCalGas's service area was 7,498 million therms which is equivalent to 2,054 MMcf/day (CEC 2020b).

[1] One GWh is equivalent to one million kilowatt-hours.

Wildomar Trail Town Center Mixed-Use Project

The project site is currently vacant, and does not consume electricity or gas.

Prielipp-Yamas Property Rezone

The property is currently vacant, and does not consume electricity or gas.

5.4.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

E-1 Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.

E-2 Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

5.4.3 Plans, Programs, and Policies

Plans, programs, and policies (PPP), including applicable regulatory requirements and conditions of approval for energy impacts are identified below.

PPP E-1 New buildings are required to achieve the current California Building Energy Efficiency Standards (Title 24, Part 6) and California Green Building Standards Code (CALGreen) (Title 24, Part 11). The 2019 Building Energy Efficiency Standards became effective on January 1, 2020. The Building Energy Efficiency Standards and CALGreen are updated tri-annually with a goal to achieve zero net energy for residential buildings by 2020 and non-residential buildings by 2030.

PPP E-2 New buildings are required to adhere to the California Green Building Standards Code (CALGreen) requirement to provide bicycle parking for new non-residential buildings, or meet local bicycle parking ordinances, whichever is stricter (CALGreen Sections 5.106.4.1, 14.106.4.1, and 5.106.4.1.2).

PPP E-3 California's Green Building Standards Code (CALGreen) requires the recycling and/or salvaging for reuse at minimum of 65 percent of the nonhazardous construction and demolition waste generated during most "new construction" projects (CALGreen Sections 4.408 and 5.408). Construction contractors are required to submit a construction waste generated during most "new construction" projects (CALGreen Sections 4.408 and 5.408). Construction contractors are required to submit a construction waste management plan that identifies the construction and demolition waste materials to be diverted from disposal of recycling, reuse on the project, or salvaged for future use or sale and the amount (by weight or volume).

PPP E-4 Construction activities are required to adhere to Title 13 California Code of Regulations Section 2499, which requires that nonessential idling of construction equipment is restricted to five minutes or less.

PPP E-5 New buildings are required to adhere to the California Green Building Standards Code and Water Efficient Landscape Ordinance requirements to increase water efficiency and reduce urban per capita water demand.

PPP E-6 The California Air Resources Board's Renewable Portfolio Standard (RPS) is a foundational element of the State's emissions reduction plan. These mandates apply directly to investor-owned utilities, which in the case of the proposed project is Southern California Edison. On September 10, 2018, Senate Bill 100 was signed into law and established the following RPS targets: 50 percent renewable resources target by December 31, 2026, and 60 percent target by December 31, 2030. SB 100 also requires that retail sellers and local publicly owned electric utilities procure a minimum quantity of electricity products from eligible renewable energy resources so that the total kilowatt hours of those products sold to their retail end-use customers achieve 44 percent of retail sales by December 31, 2024; 52 percent by December 31, 2027; and 60 percent by December 31, 2030.

PPP E-7 The 2007 Energy Bill creates new federal requirements for increases in fleetwide fuel economy for passenger vehicles and light trucks under the Federal Corporate Average Fuel Economy Standards. The federal legislation requires a fleetwide average of 35 miles per gallon (mpg) to be achieved by 2020. The National Highway Traffic Safety Administration is directed to phase in requirements to achieve this goal. Analysis by the California Air Resources Board suggests that this will require an annual improvement of approximately 3.4 percent between 2008 and 2020.

PPP E-8 SB 375 requires the reduction of GHG emissions from light trucks and automobiles through land use and transportation efforts that will reduce vehicle miles traveled. In essence, SB 375's goal is to control GHGs by curbing urban sprawl and through better land use planning. SB 375 essentially becomes the land use contribution to the GHG reduction requirements of AB 32, California's global warming bill enacted in 2006, and SB 32.

5.4.4 Environmental Impacts

5.4.4.1 METHODOLOGY

Based on CEQA Guidelines Appendix F, Energy Conservation, in order to ensure energy implications are considered in project decisions, EIRs include a discussion of the potential impacts of proposed projects, with particular emphasis on avoiding or reducing wasteful, unnecessary, or inefficient use of energy resources. Environmental effects may include the proposed project's energy requirements and its energy use efficiencies by amount and fuel type during construction and operation; the effects of the proposed project on peak- and base-period demands for electricity and other forms of energy; the degree to which the proposed project complies with existing standards; the effects of the proposed project on energy resources; and the proposed

project's projected transportation energy use requirements and its overall use of efficient transportation alternatives, if applicable.

5.4.4.2 IMPACT ANALYSIS

The following impact analysis addresses thresholds of significance that are identified in brackets after the impact statement.

Impact 5.4-1: Project construction and operation would not result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources. [Threshold E-1]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

Short-Term Construction Impacts

Construction of the proposed project would create temporary increased demands for electricity and vehicle fuels compared to existing conditions and would result in short-term transportation-related energy use.

Electrical Energy

Electricity use during construction would vary during different phases of construction: the majority of construction equipment during grading would be gas- or diesel-powered, and the later construction phases would require electricity-powered equipment for interior construction and architectural coatings. Overall, the use of electricity would be temporary during construction and would fluctuate according to the phase of construction. Additionally, it is anticipated that electric-powered construction equipment would be hand tools (e.g., power drills, table saws, compressors) and lighting, which would result in minimal electricity usage during construction activities. Electrical equipment would draw energy from the grid that follows the state requirements for renewable energy. The equipment itself is commercially available and subject to energy requirements of the state and federal government. Because the electrical construction equipment is commercially available, and the power grid must comply with state renewable energy requirements, construction activities would not result in wasteful or unnecessary electricity demands, and impacts would be less than significant.

Natural Gas Energy

It is not anticipated that construction equipment used for the proposed project would be powered by natural gas, and no natural gas demand is anticipated during construction. Therefore, there would be no impact on natural gas.

Transportation Energy

Transportation energy use depends on the type and number of trips, vehicle miles traveled, fuel efficiency of vehicles, and travel mode. Transportation energy use during construction would come from the transport and use of construction equipment, delivery vehicles and haul trucks, and construction employee vehicles that

would use diesel fuel and/or gasoline. The use of energy resources by these vehicles would fluctuate according to the phase of construction and would be temporary. It is anticipated that off-road construction equipment, such as those used during grading (e.g. graders, bulldozers, backhoes, trenching equipment, pickup trucks), would be gas- or diesel-powered. In addition, all the use of construction-equipment would cease upon completion of project construction. Therefore, impacts related to transportation energy use during construction would be temporary and would not require expanded energy supplies or the construction of new infrastructure. Furthermore, to limit wasteful and unnecessary energy consumption, the construction contractors are anticipated to minimize nonessential idling of construction equipment during construction, in accordance with Section 2449 of the California Code of Regulations, Title 13, Article 4.8, Chapter 9.

Because it is in the contractor's economic interest to minimize fuel and maintenance costs, is anticipated that the construction equipment would be well maintained and meet the appropriate tier ratings per CALGreen or EPA emissions standards, so that adequate energy efficiency level is achieved. Construction trips would not result in unnecessary use of energy since the project area is served by I-15 which would provide the most direct route from various areas of the region. Electrical energy would be available for use during construction from existing power lines and connections, precluding the use of less-efficient electrical generators. Therefore, energy use during construction of the proposed project would not be considered inefficient, wasteful, or unnecessary. Impact would be less than significant.

Long-Term Operational Impacts

Operation of the proposed project would create additional demands for electricity and natural gas compared to existing conditions and would result in increased transportation energy use. Operational use of energy would include heating, cooling, and ventilation of buildings; water heating; operation of electrical systems; use of on-site equipment and appliances; and indoor, outdoor, perimeter, and parking lot lighting.

Electrical Energy

Operation of the existing facility consumes electricity for various purposes, including heating, cooling, and ventilation of buildings; water heating; operation of electrical systems; security and control center functions; lighting; and use of onsite equipment and appliances. The proposed project would be consistent with the requirements of the current Building Energy Efficiency Standards and CALGreen and, therefore, would not result in wasteful or unnecessary electricity demands. Therefore, the proposed project would not result in a significant impact related to electricity.

Natural Gas Energy

The proposed natural gas consumption for the proposed project would be increased compared to existing conditions. Because the proposed project would be built to meet the Building Energy Efficiency Standards, it would not result in wasteful or unnecessary natural gas demands. Therefore, operation of the proposed project would result in less than significant impacts with respect to natural gas usage.

Transportation Energy

The proposed project would consume transportation energy during operations from the use of motor vehicles. The efficiency of motor vehicles in use, such as the average miles per gallon for motor vehicles involved with the proposed project, are unknown. Therefore, estimates of transportation energy use is assessed based on the overall vehicle miles traveled (VMT) and related transportation energy use. Since the proposed project would involve development of commercial, office, and residential uses, its implementation would provide more opportunities for employment for residents in the City and opportunities to reside within an urbanized area with nearby amenities and public transit options. In addition, in compliance with CALGreen, the proposed project would include short- and long-term bicycle parking for employees of the office buildings. These features of the proposed project would contribute to minimizing per capita VMT and transportation-related fuel usage. Therefore, it is expected that operation-related fuel usage associated with the proposed project would not be any more inefficient, wasteful, or unnecessary than similar development projects. Therefore, impacts would be less than significant with respect to operation-related fuel usage.

PRIELIPP-YAMAS PROPERTY REZONE

Short-Term Construction Impacts

During construction, future development would consume energy in two general forms: 1) the fuel energy consumed by construction vehicles and equipment; and 2) bound energy in construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Construction of future development on the property would require the use of construction equipment for grading, hauling, and building activities. Electricity use during construction would vary during different phases of construction. It is expected that the majority of construction equipment during grading would be gas-powered or diesel-powered, and the later construction phases would require electricity-powered equipment, such as interior construction and architectural coatings. Construction also includes the vehicles of construction workers traveling to and from the project site and haul trucks for the export of materials from site clearing.

The surrounding area is already served by electricity provided by Southern California Edison (SCE) and natural gas infrastructure provided by the Southern California Gas Company. Future development would connect to the existing lines. Adequate infrastructure capacity in the vicinity of the property would be available to accommodate the electricity and natural gas demand for construction activities and would not require additional or expanded infrastructure.

Future construction contractors would minimize idling of construction equipment during construction as required by state law and reduce construction waste by recycling. These required practices would limit wasteful and unnecessary electrical energy consumption. Therefore, the future short-term construction activities would not result in inefficient, wasteful, or unnecessary fuel consumption.

Transportation

Transportation energy use depends on the type and number of tips, vehicle miles traveled, fuel efficiency of vehicles, and travel mode. Transportation energy use during construction would come from the transport and use of future construction equipment, delivery vehicles and haul trucks, and construction employee vehicles that would use diesel fuel and/or gasoline. The use of energy resources by these vehicles would fluctuate according to the phase of construction and would be temporary. It is expected that construction equipment during grading would be gas-powered or diesel-powered, and the later construction phases would require electricity-powered equipment. Impacts related to transportation energy use during future construction would be temporary and would not require expanded energy supplies or the construction of new infrastructure. Impacts would not be significant.

Long-Term Operational Impacts

Future operational use of energy would include heating, cooling, and ventilation of buildings; water heating; operation of electrical systems, security, and control center functions; use of on-site equipment and appliances; and indoor, outdoor, perimeter, and parking lot lighting. Additionally, future uses onsite would operate as residential uses, and would not result in an excessive consumption of energy compared to other residential uses.

Electricity

Prior to final building plan submittal, the future project applicant would provide project plans to SCE to prepare a Method-of-Service Study to determine exact location of electrical connections at the property and establish estimated electricity demand. Additionally, because future development would be subject to the most recently adopted Green Buildings Standards Code and California Energy Code, the future project's electricity demand would not result in significant impacts. Therefore, impacts are less than significant.

Natural Gas

Future development would construct new facilities on the property that would result in an increase in gas demands. The use of natural gas would be limited to building heating. Because future development would be built to meet the Building Energy Efficiency Standards, it would not result in wasteful or unnecessary natural gas demands. Therefore, operation of future development would result in less than significant impacts.

Transportation Energy

Transportation energy use depends on the type and number of trips, vehicle miles traveled (VMT), fuel efficiency of vehicles, and travel mode. Transportation energy used during operation of the site would come from delivery, employee, and visitor vehicles that would use diesel fuel and/or gasoline. The use of energy resources by these vehicles would be temporary and would fluctuate throughout the lifespan of the future development. Therefore, it is expected that operation-related fuel usage associated with the future development would not be any more inefficient, wasteful, or unnecessary than similar development projects. Therefore, impacts would be less than significant with respect to operation-related fuel usage.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impacts 5.4-1 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impacts 5.4-1 would be less than significant.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impacts 5.4-1 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impacts 5.4-1 would be less than significant.

Impact 5.4-2: The proposed project would not conflict with or obstruct a state or local plan for renewable energy efficiency. [Threshold E-2]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The City of Wildomar is within SCAG's 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals.

The RTP/SCS sets forth a development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, would reduce GHG emissions from transportation (excluding goods movement). The RTP/SCS is meant to provide individual jurisdictions with growth strategies that, when taken together, achieve the regional GHG emissions reduction targets. Specifically, the SCS distributes growth forecast data to transportation analysis zones for the purpose of modeling performance.

The City of Wildomar does not have its own renewable energy plan; however, the City does encourage the use of renewable energy via solar panels, recycling, etc. Future development would be subject to 2019 Title 24, Part 6, standards, which sets standards that improve energy efficiency of newly constructed buildings. Additionally, all contractors and waste haulers are required to comply with the Countywide Integrated Waste Management Plan, which requires minimum diversion of 50 percent of waste project materials from disposal. Therefore, the project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

PRIELIPP-YAMAS PROPERTY REZONE

Future development on the site would be subject to the latest energy and building standards. Additionally, future contractors and waste haulers would be required to comply with the Countywide Integrated Waste Management Plan, which requires a minimum diversion of 50 percent of waste project materials from disposal. Therefore, future development on the property would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impacts 5.4-2 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impacts 5.4-2 would be less than significant.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impacts 5.4-2 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impacts 5.4-2 would be less than significant.

5.4.5 Cumulative Impacts

The areas considered for cumulative impacts to electricity and natural gas supplies are the service areas of SCE and SoCalGas, respectively. Other projects would generate increased electricity and natural gas demands. However, all projects within the SCE and SoCalGas service areas would be required to comply with the Building Energy Efficiency Standards and CALGreen, which would contribute in minimizing wasteful energy consumption. Therefore, cumulative impacts would be less than significant, and projects impacts would not be cumulatively considerable.

5.4.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, all impacts would be less than significant.

5.4.7 Mitigation Measures

No mitigation measures are required.

5.4.8 Level of Significance After Mitigation

Impacts would be less than significant.

5.4.9 References

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5.5 GREENHOUSE GAS EMISSIONS

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential for the Wildomar Trail Town Center Mixed-use Project (Project) to cumulatively contribute to greenhouse gas (GHG) emissions impacts. Because no single project is large enough to result in a measurable increase in global concentrations of GHG emissions, climate change impacts of a project are considered on a cumulative basis. This evaluation is based on the methodology recommended by the South Coast Air Quality Management District (SCAQMD). Transportation-sector impacts are based on trip generation and vehicle miles traveled, as provided by IEG (see Appendix 5.11-2) for trips generated in the City of Wildomar. GHG emissions modeling for the project is included in Appendix 5.2-1 of this DEIR.

Terminology

The following are definitions for terms used throughout this section.

- **Greenhouse gases (GHG).** Gases in the atmosphere that absorb infrared light, thereby retaining heat in the atmosphere and contributing to a greenhouse effect.
- **Global warming potential (GWP).** Metric used to describe how much heat a molecule of a greenhouse gas absorbs relative to a molecule of carbon dioxide (CO_2) over a given period of time (20, 100, and 500 years). CO_2 has a GWP of 1.
- **Carbon dioxide-equivalent (CO_2e).** The standard unit to measure the amount of greenhouse gases in terms of the amount of CO_2 that would cause the same amount of warming. CO_2e is based on the GWP ratios between the various GHGs relative to CO_2.
- **$MTCO_2e$.** Metric ton of CO_2e.
- **$MMTCO_2e$.** Million metric tons of CO_2e.

5.5.1 Environmental Setting

Scientists have concluded that human activities are contributing to global climate change by adding large amounts of heat-trapping gases, known as GHGs, to the atmosphere. The "greenhouse effect" is the natural process that retains heat in the troposphere, which is the bottom layer of the atmosphere. Without the greenhouse effect, thermal energy would escape into space, resulting in a much colder and inhospitable planet. GHGs are the components of the atmosphere responsible for the greenhouse effect. The amount of heat that is retained is proportional to the concentration of GHGs in the atmosphere. As more GHGs are released into the atmosphere, GHG concentrations increase and the atmosphere retains more heat, increasing the effects of climate change.

The primary source of these GHGs is fossil fuel use. The Intergovernmental Panel on Climate Change (IPCC) has identified four major GHGs—water vapor, carbon dioxide (CO_2), methane (CH_4), and ozone (O_3)—that are the likely cause of an increase in global average temperatures observed in the 20th and 21st

centuries. Other GHGs identified by the IPCC that contribute to global warming to a lesser extent are nitrous oxide (N_2O), sulfur hexafluoride (SF_6), hydrofluorocarbons, perfluorocarbons, and chlorofluorocarbons (IPCC 2001).[1,2] The major GHGs applicable to the proposed project are briefly described.

- **Carbon dioxide (CO_2)** enters the atmosphere through the burning of fossil fuels (oil, natural gas, and coal), solid waste, trees and wood products, and respiration, and also as a result of other chemical reactions (e.g., manufacture of cement). Carbon dioxide is removed from the atmosphere (sequestered) when it is absorbed by plants as part of the biological carbon cycle.

- **Methane (CH_4)** is emitted during the production and transport of coal, natural gas, and oil. Methane emissions also result from livestock and other agricultural practices and from the decay of organic waste in landfills and water treatment facilities.

- **Nitrous oxide (N_2O)** is emitted during agricultural and industrial activities as well as during the combustion of fossil fuels and solid waste.

GHGs are dependent on the lifetime, or persistence, of the gas molecule in the atmosphere. Some GHGs have a stronger greenhouse effect than others. These are referred to as high GWP gases. The GWP of GHG emissions are shown in Table 5.5-1. The GWP is used to convert GHGs to CO2-equivalence (CO_2e) to show the relative potential that different GHGs have to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. For example, under IPCC's Fourth Assessment Report (AR4), GWP values for CH_4, 10 MT of CH_4 would be equivalent to 250 MT of CO_2.

Table 5.5-1 GHG Emissions and Their Relative Global Warming Potential Compared to CO_2

GHGs	Second Assessment Report Atmospheric Lifetime (Years)	Fourth Assessment Report Atmospheric Lifetime (Years)	Second Assessment Report Global Warming Potential Relative to CO_2[1]	Fourth Assessment Report Global Warming Potential Relative to CO_2[1]
Carbon Dioxide (CO_2)	50 to 200	50 to 200	1	1
Methane[2] (CH_4)	12 (±3)	12	21	25
Nitrous Oxide (N_2O)	120	114	310	298

Source: IPCC 1995, 2007.

Notes: The IPCC published updated GWP values in its Fifth Assessment Report (2013) that reflect new information on atmospheric lifetimes of GHGs and an improved calculation of the radiative forcing of CO_2. However, GWP values identified in AR4 are used to maintain consistency in statewide GHG emissions modeling. In addition, the 2014 Scoping Plan Update was based on the GWP values in AR4.

1 Based on 100-year time horizon of the GWP of the air pollutant compared to CO_2.

2 The methane GWP includes direct effects and indirect effects due to the production of tropospheric ozone and stratospheric water vapor. The indirect effect due to the production of CO_2 is not included.

1 Water vapor (H_2O) is the strongest GHG and the most variable in its phases (vapor, cloud droplets, ice crystals). However, water vapor is not considered a pollutant because it is considered part of the feedback loop rather than a primary cause of change.

2 Black carbon contributes to climate change both directly, by absorbing sunlight, and indirectly, by depositing on snow (making it melt faster) and by interacting with clouds and affecting cloud formation. Black carbon is the most strongly light-absorbing component of particulate matter (PM) emitted from burning fuels such as coal, diesel, and biomass. Reducing black carbon emissions globally can have immediate economic, climate, and public health benefits. California has been an international leader in reducing emissions of black carbon, with close to 95 percent control expected by 2020 due to existing programs that target reducing PM from diesel engines and burning activities (CARB 2017a). However, state and national GHG inventories do not include black carbon due to ongoing work resolving the precise global warming potential of black carbon. Guidance for CEQA documents does not yet include black carbon.

California's GHG Sources and Relative Contribution

In 2019, the statewide GHG emissions inventory was updated for 2000 to 2017 emissions using the GWPs in IPCC's AR4.[3] Based on these GWPs, California produced 424.10 $MMTCO_2e$ GHG emissions in 2017. The California Air Resources Board (CARB) categorizes GHG generation into the following seven sectors (CARB 2019b).

- **Transportation.** Consists of direct tailpipe emissions from on-road vehicle and direct emissions from off-road transportation mobile sources, intrastate aviation, rail, and watercraft. Emissions are generated from the combustion of fuels in on- and off-road vehicles in addition to aviation, rail, and ships.

- **Electric.** Includes emissions from instate power generation (including the portion of cogeneration emissions attributed to electricity generation) and emissions from imported electricity.

- **Industrial.** Includes emissions primarily driven by fuel combustion from sources that include refineries, oil and gas extraction, cement plants, and the portion of cogeneration emissions attribute to thermal energy output.

- **Commercial and Residential.** Accounts for emissions generated from combustion of natural gas and other fuels for household and commercial business use, such as space heating, cooking, and hot water or steam generation. Emissions associated with electricity usage are accounted for in the Electric Sector.

- **Recycling and Waste.** Consists of emissions generated at landfills and from commercial-scale composting.

- **Agriculture.** Primarily includes methane (CH_4) and nitrous oxide (N_2O) emissions generated from enteric fermentation and manure management from livestock. Also accounts for emissions associated with crop production (fertilizer use, soil preparation and disturbance, and crop residue burning) and fuel combustion associated with stationary agricultural activities (e.g., water pumping, cooling or heating buildings).

- **High Global Warming Potential Gases.** Associated with substitutes for ozone-depleting substances, emissions from electricity transmission and distribution system, and gases emitted in the semiconductor manufacturing process. Substitutes for ozone-depleting substances are used in refrigeration and air conditioning equipment, solvent cleaning, foam production, fire retardants, and aerosols.

California's transportation sector was the single largest generator of GHG emissions, producing 40.1 percent of the state's total emissions. Industrial sector emissions made up 21.1 percent, and electric power generation made up 14.7 percent of the state's emissions inventory. Other major sectors of GHG emissions include commercial and residential (9.7 percent), agriculture and forestry (7.6 percent), high GWP (4.7 percent), and recycling and waste (2.1 percent) (CARB 2019a).

[3] Methodology for determining the statewide GHG inventory is not the same as the methodology used to determine statewide GHG emissions under Assembly Bill 32 (2006).

California's GHG emissions have followed a declining trend since 2007. In 2017, emissions from routine GHG-emitting activities statewide were 424 $MMTCO_2e$, 5 $MMTCO_2e$ lower than 2016 levels. This represents an overall decrease of 14 percent since peak levels in 2004 and 7 $MMTCO_2e$ below the 1990 level and the state's 2020 GHG target. During the 2000 to 2017 period, per capita GHG emissions in California have continued to drop from a peak in 2001 of 14.0 $MTCO_2e$ per capita to 10.7 $MTCO_2e$ per capita in 2017, a 24 percent decrease. Overall trends in the inventory also demonstrate that the carbon intensity of California's economy (the amount of carbon pollution per million dollars of gross domestic product) has declined 41 percent since the 2001 peak, while the state's gross domestic product has grown 52 percent during the same period. For the first time since California started to track GHG emissions, California uses more electricity from zero-GHG sources (hydro, solar, wind, and nuclear energy) (CARB 2019b).

Human Influence on Climate Change

For approximately 1,000 years before the Industrial Revolution, the amount of GHGs in the atmosphere remained relatively constant. During the 20th century, however, scientists observed a rapid change in the climate and the quantity of climate change pollutants in the Earth's atmosphere that is attributable to human activities. The amount of CO_2 in the atmosphere has increased by more than 35 percent since preindustrial times and has increased at an average rate of 1.4 parts per million per year since 1960, mainly due to combustion of fossil fuels and deforestation (IPCC 2007). These recent changes in the quantity and concentration of climate change pollutants far exceed the extremes of the ice ages, and the global mean temperature is warming at a rate that cannot be explained by natural causes alone. Human activities are directly altering the chemical composition of the atmosphere through the buildup of climate change pollutants (CAT 2006). In the past, gradual changes in the earth's temperature changed the distribution of species, availability of water, etc. However, human activities are accelerating this process so that environmental impacts associated with climate change no longer occur in a geologic time frame but within a human lifetime (IPCC 2007).

Like the variability in the projections of the expected increase in global surface temperatures, the environmental consequences of gradual changes in the Earth's temperature are hard to predict. Projections of climate change depend heavily upon future human activity. Therefore, climate models are based on different emission scenarios that account for historical trends in emissions and on observations of the climate record that assess the human influence of the trend and projections for extreme weather events. Climate-change scenarios are affected by varying degrees of uncertainty. For example, there are varying degrees of certainty on the magnitude of the trends for:

- Warmer and fewer cold days and nights over most land areas.
- Warmer and more frequent hot days and nights over most land areas.
- An increase in frequency of warm spells/heat waves over most land areas.
- An increase in frequency of heavy precipitation events (or proportion of total rainfall from heavy falls) over most areas.

- Larger areas affected by drought.
- Intense tropical cyclone activity increases.
- Increased incidence of extreme high sea level (excluding tsunamis).

Potential Climate Change Impacts for California

Observed changes over the last several decades across the western United States reveal clear signs of climate change. Statewide, average temperatures increased by about 1.7°F from 1895 to 2011, and warming has been greatest in the Sierra Nevada (CCCC 2012). The years from 2014 through 2016 have shown unprecedented temperatures with 2014 being the warmest (OEHHA 2018). By 2050, California is projected to warm by approximately 2.7°F above 2000 averages, a threefold increase in the rate of warming over the last century. By 2100, average temperatures could increase by 4.1 to 8.6°F, depending on emissions levels (CCCC 2012).

In California and western North America, observations of the climate have shown: 1) a trend toward warmer winter and spring temperatures; 2) a smaller fraction of precipitation falling as snow; 3) a decrease in the amount of spring snow accumulation in the lower and middle elevation mountain zones; 4) advanced shift in the timing of snowmelt of 5 to 30 days earlier in the spring; and 5) a similar shift (5 to 30 days earlier) in the timing of spring flower blooms (CAT 2006). Overall, California has become drier over time, with five of the eight years of severe to extreme drought occurring between 2007 and 2016, with unprecedented dry years occurring in 2014 and 2015 (OEHHA 2018). Statewide precipitation has become increasingly variable from year to year, with the driest consecutive four years occurring from 2012 to 2015 (OEHHA 2018). According to the California Climate Action Team—a committee of state agency secretaries and the heads of agencies, boards, and departments, led by the Secretary of the California Environmental Protection Agency—even if actions could be taken to immediately curtail climate change emissions, the potency of emissions that have already built up, their long atmospheric lifetimes (see Table 5.5-1), and the inertia of the Earth's climate system could produce as much as 0.6°C (1.1°F) of additional warming. Consequently, some impacts from climate change are now considered unavoidable. Global climate change risks to California are shown in Table 5.5-2 and include impacts to public health, water resources, agriculture, coastal sea level, forest and biological resources, and energy.

Table 5.5-2 Summary of GHG Emissions Risks to California

Impact Category	Potential Risk
Public Health Impacts	Heat waves will be more frequent, hotter, and longer Fewer extremely cold nights Poor air quality made worse Higher temperatures increase ground-level ozone levels
Water Resources Impacts	Decreasing Sierra Nevada snowpack Challenges in securing adequate water supply Potential reduction in hydropower Loss of winter recreation

Table 5.5-2 Summary of GHG Emissions Risks to California

Impact Category	Potential Risk
Agricultural Impacts	Increasing temperature Increasing threats from pests and pathogens Expanded ranges of agricultural weeds Declining productivity Irregular blooms and harvests
Coastal Sea Level Impacts	Accelerated sea level rise Increasing coastal floods Shrinking beaches Worsened impacts on infrastructure
Forest and Biological Resource Impacts	Increased risk and severity of wildfires Lengthening of the wildfire season Movement of forest areas Conversion of forest to grassland Declining forest productivity Increasing threats from pest and pathogens Shifting vegetation and species distribution Altered timing of migration and mating habits Loss of sensitive or slow-moving species
Energy Demand Impacts	Potential reduction in hydropower Increased energy demand

Sources: CEC 2006, 2009; CCCC 2012; CNRA 2014.

5.5.1.1 REGULATORY BACKGROUND

This section describes the federal, state, and local regulations applicable to GHG emissions.

Federal

The US Environmental Protection Agency (EPA) announced on December 7, 2009, that GHG emissions threaten the public health and welfare of the American people and that GHG emissions from on-road vehicles contribute to that threat. The EPA's final findings respond to the 2007 US Supreme Court decision that GHG emissions fit within the Clean Air Act definition of air pollutants. The findings did not themselves impose any emission reduction requirements but allowed the EPA to finalize the GHG standards proposed in 2009 for new light-duty vehicles as part of the joint rulemaking with the Department of Transportation (USEPA 2009).

To regulate GHGs from passenger vehicles, EPA was required to issue an endangerment finding. The finding identifies emissions of six key GHGs—CO_2, CH_4, N_2O, hydrofluorocarbons, perfluorocarbons, and SF_6—that have been the subject of scrutiny and intense analysis for decades by scientists in the United States and around the world.

US Mandatory Reporting Rule for GHGs (2009)

In response to the endangerment finding, the EPA issued the Mandatory Reporting of GHG Rule that requires substantial emitters of GHG emissions (large stationary sources, etc.) to report GHG emissions data. Facilities that emit 25,000 $MTCO_2e$ or more per year are required to submit an annual report.

Update to Corporate Average Fuel Economy Standards (2021 to 2026)

The federal government issued new Corporate Average Fuel Economy (CAFE) standards in 2012 for model years 2017 to 2025, which required a fleet average of 54.5 miles per gallon in 2025. However, on March 30, 2020, the EPA finalized an updated CAFE and GHG emissions standards for passenger cars and light trucks and established new standards, covering model years 2021 through 2026, known as the Safer Affordable Fuel Efficient (SAFE) Vehicles Final Rule for Model Years 2021-2026. However, consortium of automakers and California have agreed on a voluntary framework to reduce emissions that can serve as an alternative path forward for clean vehicle standards nationwide. Automakers who agreed to the framework are Ford, Honda, BMW of North America, and Volkswagen Group of America. The framework supports continued annual reductions of vehicle greenhouse gas emissions through the 2026 model year, encourages innovation to accelerate the transition to electric vehicles, and provides industry the certainty needed to make investments and create jobs. This commitment means that the auto companies party to the voluntary agreement will only sell cars in the United States that meet these standards (CARB 2019c).

EPA Regulation of Stationary Sources under the Clean Air Act (Ongoing)

Pursuant to its authority under the Clean Air Act, the EPA has been developing regulations for new, large stationary sources of emissions such as power plants and refineries. Under former President Obama's 2013 Climate Action Plan, the EPA was directed to develop regulations for existing stationary sources as well. On June 19, 2019, the EPA issued the final Affordable Clean Energy (ACE) rule which became effective on August 19,2019. The ACE rule was crafted under the direction of President Trump's Energy Independence Executive Order. It officially rescinds the Clean Power Plan rule issued during the Obama Administration and sets emissions guidelines for states in developing plans to limit CO_2 emissions from coal-fired power plants.

State

Current State of California guidance and goals for reductions in GHG emissions are generally embodied in Executive Orders S-03-05 and B-30-15, Assembly Bill (AB) 32, Senate Bill (SB) 32, and SB 375.

Executive Order S-03-05

Executive Order S-03-05, signed June 1, 2005, set the following GHG reduction targets for the state:

- 2000 levels by 2010
- 1990 levels by 2020
- 80 percent below 1990 levels by 2050

Assembly Bill 32, the Global Warming Solutions Act (2006)

State of California guidance and targets for reductions in GHG emissions are generally embodied in the Global Warming Solutions Act, adopted with passage of AB 32. AB 32 was passed by the California state legislature on August 31, 2006, to place the state on a course toward reducing its contribution of GHG emissions. AB 32 follows the 2020 emissions reduction goal established in Executive Order S-03-05.

CARB 2008 Scoping Plan

The first Scoping Plan was adopted by CARB on December 11, 2008. The 2008 Scoping Plan identified that GHG emissions in California are anticipated to be 596 MMTCO2e in 2020. In December 2007, CARB approved a 2020 emissions limit of 427 $MMTCO_2e$ (471 million tons) for the state (CARB 2008). To effectively implement the emissions cap, AB 32 directed CARB to establish a mandatory reporting system to track and monitor GHG emissions levels for large stationary sources that generate more than 25,000 $MTCO_2e$ per year, prepare a plan demonstrating how the 2020 deadline can be met, and develop appropriate regulations and programs to implement the plan by 2012.

First Update to the Scoping Plan

CARB completed a five-year update to the 2008 Scoping Plan, as required by AB 32. The First Update to the Scoping Plan, adopted May 22, 2014, highlights California's progress toward meeting the near-term 2020 GHG emission reduction goals defined in the 2008 Scoping Plan. As part of the update, CARB recalculated the 1990 GHG emission levels with the updated AR4 GWPs, and the 427 $MMTCO_2e$ 1990 emissions level and 2020 GHG emissions limit, established in response to AB 32, are slightly higher at 431 $MMTCO_2e$ (CARB 2014).

As identified in the Update to the Scoping Plan, California is on track to meet the goals of AB 32. The update also addresses the state's longer-term GHG goals in a post-2020 element. The post-2020 element provides a high-level view of a long-term strategy for meeting the 2050 GHG goal, including a recommendation for the state to adopt a midterm target. According to the Update to the Scoping Plan, local government reduction targets should chart a reduction trajectory that is consistent with or exceeds the trajectory created by statewide goals (CARB 2014). CARB identified that reducing emissions to 80 percent below 1990 levels will require a fundamental shift to efficient, clean energy in every sector of the economy. Progressing toward California's 2050 climate targets will require significant acceleration of GHG reduction rates. Emissions from 2020 to 2050 will have to decline several times faster than the rate needed to reach the 2020 emissions limit (CARB 2014).

Executive Order B-30-15

Executive Order B-30-15, signed April 29, 2015, sets a goal of reducing GHG emissions in the state to 40 percent below 1990 levels by year 2030. Executive Order B-30-15 also directs CARB to update the Scoping Plan to quantify the 2030 GHG reduction goal for the state and requires state agencies to implement measures to meet the interim 2030 goal as well as the long-term goal for 2050 in Executive Order S-03-05. It also requires the Natural Resources Agency to conduct triennial updates of the California adaption strategy,

Safeguarding California, in order to ensure climate change is accounted for in state planning and investment decisions.

Senate Bill 32 and Assembly Bill 197

In September 2016, Governor Brown signed Senate Bill 32 and Assembly Bill 197, making the Executive Order goal for year 2030 into a statewide, mandated legislative target. AB 197 established a joint legislative committee on climate change policies and requires the CARB to prioritize direction emissions reductions rather than the market-based cap-and-trade program for large stationary, mobile, and other sources.

2017 Climate Change Scoping Plan

Executive Order B-30-15 and SB 32 required CARB to prepare another update to the Scoping Plan to address the 2030 target for the state. On December 24, 2017, CARB approved the 2017 Climate Change Scoping Plan Update, which outlines potential regulations and programs, including strategies consistent with AB 197 requirements, to achieve the 2030 target. The 2017 Scoping Plan establishes a new emissions limit of 260 $MMTCO_2e$ for the year 2030, which corresponds to a 40 percent decrease in 1990 levels by 2030 (CARB 2017b).

California's climate strategy will require contributions from all sectors of the economy, including enhanced focus on zero- and near-zero emission vehicle technologies; continued investment in renewables such as solar roofs, wind, and other types of distributed generation; greater use of low carbon fuels; integrated land conservation and development strategies; coordinated efforts to reduce emissions of short-lived climate pollutants (methane, black carbon, and fluorinated gases); and an increased focus on integrated land use planning to support livable, transit-connected communities and conserve agricultural and other lands. Requirements for GHG reductions at stationary sources complement local air pollution control efforts by the local air districts to tighten emissions limits for criteria air pollutants and toxic air contaminants on a broad spectrum of industrial sources. Major elements of the 2017 Scoping Plan framework include:

- Implementing and/or increasing the standards of the Mobile Source Strategy, which include increasing zero-emission (ZE) buses and trucks.
- Low Carbon Fuel Standard (LCFS), with an increased stringency (18 percent by 2030).
- Implementation of SB 350, which expands the Renewables Portfolio Standard (RPS) to 50 percent RPS and doubles energy efficiency savings by 2030.
- California Sustainable Freight Action Plan, which improves freight system efficiency by 25 percent by 2030 and utilizes near-zero emissions technology and deployment of ZE trucks.
- Implementing the proposed Short-Lived Climate Pollutant Strategy, which focuses on reducing methane and hydrofluorocarbon emissions by 40 percent and anthropogenic black carbon emissions by 50 percent by year 2030.
- Post-2020 Cap-and-Trade Program that includes declining caps.

- Continued implementation of SB 375.
- Development of a Natural and Working Lands Action Plan to secure California's land base as a net carbon sink.

In addition to these statewide strategies, the 2017 Climate Change Scoping Plan also identified local governments as essential partners in achieving the state's long-term GHG reduction goals and recommended local actions to reduce GHG emissions—for example, statewide targets of no more than 6 $MTCO_2e$ or less per capita by 2030 and 2 $MTCO_2e$ or less per capita by 2050. CARB recommends that local governments evaluate and adopt quantitative, locally appropriate goals that align with the statewide per capita targets and sustainable development objectives and develop plans to achieve the local goals. The statewide per capita goals were developed by applying the percent reductions necessary to reach the 2030 and 2050 climate goals (i.e., 40 percent and 80 percent, respectively) to the state's 1990 emissions limit established under AB 32. For CEQA projects, CARB states that lead agencies have discretion to develop evidenced-based numeric thresholds (mass emissions, per capita, or per service population) consistent with the Scoping Plan and the state's long-term GHG goals. To the degree a project relies on GHG mitigation measures, CARB recommends that lead agencies prioritize on-site design features that reduce emissions, especially from vehicle miles traveled (VMT), and direct investments in GHG reductions within the project's region that contribute potential air quality, health, and economic co-benefits. Where further project design or regional investments are infeasible or not proven to be effective, CARB recommends mitigating potential GHG impacts through purchasing and retiring carbon credits.

The Scoping Plan scenario is set against what is called the "business as usual" yardstick—that is, what would the GHG emissions look like if the state did nothing at all beyond the policies that are already required and in place to achieve the 2020 limit, as shown in Table 5.5-3. It includes the existing renewables requirements, advanced clean cars, the "10 percent" LCFS, and the SB 375 program for more vibrant communities, among others. However, it does not include a range of new policies or measures that have been developed or put into statute over the past two years. Also shown in the table, the known commitments are expected to result in emissions that are 60 $MMTCO_2e$ above the target in 2030. If the estimated GHG reductions from the known commitments are not realized due to delays in implementation or technology deployment, the post-2020 Cap-and-Trade Program would deliver the additional GHG reductions in the sectors it covers to ensure the 2030 target is achieved.

Table 5.5-3 2017 Climate Change Scoping Plan Emissions Reductions Gap

Modeling Scenario	2030 GHG Emissions $MMTCO_2e$
Reference Scenario (Business-as-Usual)	389
With Known Commitments	320
2030 GHG Target	260
Gap to 2030 Target	60

Source: CARB 2017b.

Table 5.5-4 provides estimated GHG emissions compared to 1990 levels, and the range of GHG emissions for each sector estimated for 2030.

Table 5.5-4 2017 Climate Change Scoping Plan Emissions Change by Sector

Scoping Plan Sector	1990 $MMTCO_2e$	2030 Proposed Plan Ranges $MMTCO_2e$	% Change from 1990
Agricultural	26	24 to 25	-8% to -4%
Residential and Commercial	44	38 to 40	-14% to -9%
Electric Power	108	30 to 53	-72% to -51%
High GWP	3	8 to 11	267% to 367%
Industrial	98	83 to 90	-15% to -8%
Recycling and Waste	7	8 to 9	14% to 29%
Transportation (including TCU)	152	103 to 111	-32% to -27%
Net Sink[1]	-7	TBD	TBD
Sub Total	431	294 to 339	-32% to -21%
Cap-and-Trade Program	NA	34 to 79	NA
Total	431	260	-40%

Source: CARB 2017b.
Notes: TCU = Transportation, Communications, and Utilities; TBD = To Be Determined.
[1] Work underway through 2017 was used to estimate the range of potential sequestration benefits from the natural and working lands sector.

Senate Bill 375

In 2008, SB 375, the Sustainable Communities and Climate Protection Act, was adopted to connect the GHG emissions reductions targets established in the 2008 Scoping Plan for the transportation sector to local land use decisions that affect travel behavior. Its intent is to reduce GHG emissions from light-duty trucks and automobiles (excludes emissions associated with goods movement) by aligning regional long-range transportation plans, investments, and housing allocations to local land use planning to reduce VMT and vehicle trips. Specifically, SB 375 required CARB to establish GHG emissions reduction targets for each of the 18 metropolitan planning organizations (MPOs). The Southern California Association of Governments (SCAG) is the MPO for the Southern California region, which includes the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial.

Pursuant to the recommendations of the Regional Transportation Advisory Committee, CARB adopted per capita reduction targets for each of the MPOs rather than a total magnitude reduction target. SCAG's targets are an 8 percent per capita reduction from 2005 GHG emission levels by 2020 and a 13 percent per capita reduction from 2005 GHG emission levels by 2035 (CARB 2010). The 2020 targets are smaller than the 2035 targets because a significant portion of the built environment in 2020 has been defined by decisions that have already been made. In general, the 2020 scenarios reflect that more time is needed for large land use and transportation infrastructure changes. Most of the reductions in the interim are anticipated to come from improving the efficiency of the region's transportation network. The targets would result in 3 $MMTCO_2e$ of reductions by 2020 and 15 $MMTCO_2e$ of reductions by 2035. Based on these reductions, the passenger vehicle target in CARB's Scoping Plan (for AB 32) would be met (CARB 2010).

2017 Update to the SB 375 Targets

CARB is required to update the targets for the MPOs every eight years. In June 2017, CARB released updated targets and technical methodology and recently released another update in February 2018. The updated targets consider the need to further reduce VMT, as identified in the 2017 Scoping Plan Update, while balancing the need for additional and more flexible revenue sources to incentivize positive planning and action toward sustainable communities. Like the 2010 targets, the updated SB 375 targets are in units of percent per capita reduction in GHG emissions from automobiles and light trucks relative to 2005. This excludes reductions anticipated from implementation of state technology and fuels strategies and any potential future state strategies such as statewide road user pricing. The proposed targets call for greater per capita GHG emission reductions from SB 375 than are currently in place, which for 2035, translate into proposed targets that either match or exceed the emission reduction levels in the MPOs' currently adopted sustainable communities strategies (SCS). As proposed, CARB staff's proposed targets would result in an additional reduction of over 8 MMTCO$_2$e in 2035 compared to the current targets. For the next round of SCS updates, CARB's updated targets for the SCAG region are an 8 percent per capita GHG reduction in 2020 from 2005 levels (unchanged from the 2010 target) and a 19 percent per capita GHG reduction in 2035 from 2005 levels (compared to the 2010 target of 13 percent) (CARB 2018). CARB adopted the updated targets and methodology on March 22, 2018. All SCSs adopted after October 1, 2018, are subject to these new targets.

SCAG's Regional Transportation Plan / Sustainable Communities Strategy

SB 375 requires each MPO to prepare a sustainable communities strategy in its regional transportation plan. For the SCAG region, the 2016-2040 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) was adopted on April 7, 2016, and is an update to the 2012 RTP/SCS (SCAG 2016). SCAG approved and adopted the 2020-2045 RTP/SCS (Connect SoCal) in September 2020. In general, the SCS outlines a development pattern for the region that, when integrated with the transportation network and other transportation measures and policies, would reduce vehicle miles traveled from automobiles and light duty trucks and thereby reduce GHG emissions from these sources.

Connect SoCal focuses on the continued efforts of the previous RTP/SCSs to integrate transportation and land uses strategies in development of the SCAG region through horizon year 2045 (SCAG 2020). Connect SoCal forecasts that the SCAG region will meet its GHG per capita reduction targets of 8 percent by 2020 and 19 percent by 2035. Additionally, Connect SoCal also forecasts that implementation of the plan will reduce VMT per capita in year 2045 by 4.1 percent compared to baseline conditions for that year. Connect SoCal includes a "Core Vision" that centers on maintaining and better managing the transportation network for moving people and goods while expanding mobility choices by locating housing, jobs, and transit closer together, and increasing investments in transit and complete streets (SCAG 2020).

Transportation Sector Specific Regulations

Assembly Bill 1493

California vehicle GHG emission standards were enacted under AB 1493 (Pavley I). Pavley I is a clean-car standard that reduces GHG emissions from new passenger vehicles (light-duty auto to medium-duty vehicles)

from 2009 through 2016 and is anticipated to reduce GHG emissions from new passenger vehicles by 30 percent in 2016. California implements the Pavley I standards through a waiver granted to California by the EPA. In 2012, the EPA issued a Final Rulemaking that sets even more stringent fuel economy and GHG emissions standards for model years 2017 through 2025 light-duty vehicles (see also the discussion on the update to the Corporate Average Fuel Economy standards under *Federal Laws*, above). In January 2012, CARB approved the Advanced Clean Cars program (formerly known as Pavley II) for model years 2017 through 2025. The program combines the control of smog, soot, and global warming gases with requirements for greater numbers of ZE vehicles into a single package of standards. Under California's Advanced Clean Car program, by 2025 new automobiles will emit 34 percent less global warming gases and 75 percent less smog-forming emissions.

Executive Order S-01-07

On January 18, 2007, the state set a new LCFS for transportation fuels sold in the state. Executive Order S-01-07 sets a declining standard for GHG emissions measured in CO_2e gram per unit of fuel energy sold in California. The LCFS requires a reduction of 2.5 percent in the carbon intensity of California's transportation fuels by 2015 and a reduction of at least 10 percent by 2020. The standard applies to refiners, blenders, producers, and importers of transportation fuels, and would use market-based mechanisms to allow these providers to choose how they reduce emissions during the "fuel cycle" using the most economically feasible methods.

Executive Order B-16-2012

On March 23, 2012, the state identified that CARB, the California Energy Commission (CEC), the Public Utilities Commission, and other relevant agencies worked with the Plug-in Electric Vehicle Collaborative and the California Fuel Cell Partnership to establish benchmarks to accommodate ZE vehicles in major metropolitan areas, including infrastructure to support them (e.g., electric vehicle charging stations). The executive order also directed the number of ZE vehicles in California's state vehicle fleet to increase through the normal course of fleet replacement so that at least 10 percent of fleet purchases of light-duty vehicles are ZE by 2015 and at least 25 percent by 2020. The executive order also establishes a target for the transportation sector of reducing GHG emissions 80 percent below 1990 levels.

Renewables Portfolio: Carbon Neutrality Regulations

Senate Bills 1078, 107, and X1-2 and Executive Order S-14-08

A major component of California's Renewable Energy Program is the renewables portfolio standard established under Senate Bills 1078 (Sher) and 107 (Simitian). Under the RPS, certain retail sellers of electricity were required to increase the amount of renewable energy each year by at least 1 percent in order to reach at least 20 percent by December 30, 2010. Executive Order S-14-08, signed in November 2008, expanded the state's renewable energy standard to 33 percent renewable power by 2020. This standard was adopted by the legislature in 2011 (SB X1-2). Renewable sources of electricity include wind, small hydropower, solar, geothermal, biomass, and biogas. The increase in renewable sources for electricity production will decrease indirect GHG emissions from development projects because electricity production from renewable sources is generally considered carbon neutral.

Senate Bill 350

Senate Bill 350 (de Leon) was signed into law September 2015 and establishes tiered increases to the RPS—40 percent by 2024, 45 percent by 2027, and 50 percent by 2030. SB 350 also set a new goal to double the energy-efficiency savings in electricity and natural gas through energy efficiency and conservation measures.

Senate Bill 100

On September 10, 2018, Governor Brown signed SB 100. Under SB 100, the RPS for public-owned facilities and retail sellers consist of 44 percent renewable energy by 2024, 52 percent by 2027, and 60 percent by 2030. Additionally, SB 100 also established a new RPS requirement of 50 percent by 2026. Furthermore, the bill establishes an overall state policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all state agencies by December 31, 2045. Under the bill, the state cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

Executive Order B-55-18

Executive Order B-55-18, signed September 10, 2018, sets a goal "to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter." Executive Order B-55-18 directs CARB to work with relevant state agencies to ensure future Scoping Plans identify and recommend measures to achieve the carbon neutrality goal. The goal of carbon neutrality by 2045 is in addition to other statewide goals, meaning not only should emissions be reduced to 80 percent below 1990 levels by 2050, but that, by no later than 2045, the remaining emissions be offset by equivalent net removals of CO_2e from the atmosphere, including through sequestration in forests, soils, and other natural landscapes.

Energy Efficiency Regulations

California Building Code: Building Energy Efficiency Standards

Energy conservation standards for new residential and nonresidential buildings were adopted by the California Energy Resources Conservation and Development Commission (now the CEC) in June 1977 and most recently revised in 2019 (Title 24, Part 6, of the California Code of Regulations [CCR]). Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods. The 2019 Building Energy Efficiency Standards, which were adopted on May 9, 2018, went into effect starting January 1, 2020.

The 2019 standards move toward cutting energy use in new homes by more than 50 percent and require installation of solar photovoltaic systems for single-family homes and multifamily buildings of three stories and less. The 2019 standards focus on four key areas: 1) smart residential photovoltaic systems; 2) updated thermal envelope standards (preventing heat transfer from the interior to exterior and vice versa); 3) residential and nonresidential ventilation requirements; 4) and nonresidential lighting requirements (CEC 2018a). Under the 2019 standards, nonresidential buildings are 30 percent more energy efficient compared to the 2016 standards, and single-family homes are 7 percent more energy efficient (CEC 2018b). When

accounting for the electricity generated by the solar photovoltaic system, single-family homes would use 53 percent less energy compared to homes built to the 2016 standards (CEC 2018b).

California Building Code: CALGreen

On July 17, 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code (24 CCR, Part 11, known as "CALGreen") was adopted as part of the California Building Standards Code. CALGreen established planning and design standards for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants.[4] The mandatory provisions of the California Green Building Code Standards became effective January 1, 2011, and were last updated in 2019. The 2019 CALGreen standards became effective January 1, 2020.

2006 Appliance Efficiency Regulations

The 2006 Appliance Efficiency Regulations (20 CCR §§ 1601–1608) were adopted by the CEC on October 11, 2006 and approved by the California Office of Administrative Law on December 14, 2006. The regulations include standards for both federally regulated appliances and non–federally regulated appliances. Though these regulations are now often viewed as "business as usual," they exceed the standards imposed by all other states, and they reduce GHG emissions by reducing energy demand.

Solid Waste Diversion Regulations

AB 939: Integrated Waste Management Act of 1989

California's Integrated Waste Management Act of 1989 (AB 939, Public Resources Code §§ 40050 et seq.) set a requirement for cities and counties throughout the state to divert 50 percent of all solid waste from landfills by January 1, 2000, through source reduction, recycling, and composting. In 2008, the requirements were modified to reflect a per capita requirement rather than tonnage. To help achieve this, the act requires that each city and county prepare and submit a source reduction and recycling element. AB 939 also established the goal for all California counties to provide at least 15 years of ongoing landfill capacity.

AB 341

AB 341 (Chapter 476, Statutes of 2011) increased the statewide goal for waste diversion to 75 percent by 2020 and requires recycling of waste from commercial and multifamily residential land uses. Section 5.508 of CALGreen also requires that at least 65 percent of the nonhazardous construction and demolition waste from nonresidential construction operations be recycled and/or salvaged for reuse.

AB 1327

The California Solid Waste Reuse and Recycling Access Act (AB 1327, Public Resources Code §§ 42900 et seq.) requires areas to be set aside for collecting and loading recyclable materials in development projects. The act required the California Integrated Waste Management Board to develop a model ordinance for adoption by any local agency requiring adequate areas for collection and loading of recyclable materials as part of development projects. Local agencies are required to adopt the model or an ordinance of their own.

[4] The green building standards became mandatory in the 2010 edition of the code.

AB 1826

In October of 2014, Governor Brown signed AB 1826 requiring businesses to recycle their organic waste on and after April 1, 2016, depending on the amount of waste they generate per week. This law also requires that on and after January 1, 2016, local jurisdictions across the state implement an organic waste recycling program to divert organic waste generated by businesses and multifamily residential dwellings with five or more units. Organic waste means food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed with food waste.

Water Efficiency Regulations

SBX7-7

The 20x2020 Water Conservation Plan was issued by the Department of Water Resources (DWR) in 2010 pursuant to Senate Bill 7, which was adopted during the 7th Extraordinary Session of 2009–2010 and therefore dubbed "SBX7-7." SBX7-7 mandated urban water conservation and authorized the DWR to prepare a plan implementing urban water conservation requirements (20x2020 Water Conservation Plan). In addition, it required agricultural water providers to prepare agricultural water management plans, measure water deliveries to customers, and implement other efficiency measures. SBX7-7 requires urban water providers to adopt a water conservation target of 20 percent reduction in urban per capita water use by 2020 compared to 2005 baseline use.

AB 1881, Water Conservation in Landscaping Act

The Water Conservation in Landscaping Act of 2006 (AB 1881) requires local agencies to adopt the updated DWR model ordinance or an equivalent. AB 1881 also requires the CEC to consult with the DWR to adopt, by regulation, performance standards and labeling requirements for landscape irrigation equipment, including irrigation controllers, moisture sensors, emission devices, and valves to reduce the wasteful, uneconomic, inefficient, or unnecessary consumption of energy or water.

Short-Lived Climate Pollutant Reduction Strategy

Senate Bill 1383

On September 19, 2016, the Governor signed SB 1383 to supplement the GHG reduction strategies in the Scoping Plan to consider short-lived climate pollutants, including black carbon and CH_4. Black carbon is the light-absorbing component of fine particulate matter produced during incomplete combustion of fuels. SB 1383 required the state board, no later than January 1, 2018, to approve and begin implementing a comprehensive strategy to reduce emissions of short-lived climate pollutants to achieve a reduction in methane by 40 percent, hydrofluorocarbon gases by 40 percent, and anthropogenic black carbon by 50 percent below 2013 levels by 2030. The bill also established targets for reducing organic waste in landfills. On March 14, 2017, CARB adopted the Short-Lived Climate Pollutant Reduction Strategy, which identifies the state's approach to reducing anthropogenic and biogenic sources of short-lived climate pollutants. Anthropogenic sources of black carbon include on- and off-road transportation, residential wood burning, fuel combustion (charbroiling), and industrial processes. According to CARB, ambient levels of black carbon in California are 90 percent lower than in the early 1960s, despite the tripling of diesel fuel use (CARB

2017a). In-use on-road rules are expected to reduce black carbon emissions from on-road sources by 80 percent between 2000 and 2020.

5.5.1.2 EXISTING CONDITIONS

Wildomar Trail Town Center Mixed-Use Project

The project site is currently vacant, and does not produce GHGs.

Prielipp-Yamas Property Rezone

The project site is currently vacant, and does not produce GHGs.

5.5.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

GHG-1 Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

GHG-2 Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

5.5.2.1 SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

South Coast AQMD has adopted a significance threshold of 10,000 $MTCO_2e$ per year for permitted (stationary) sources of GHG emissions for which South Coast AQMD is the designated lead agency. To provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents, South Coast AQMD convened a GHG CEQA Significance Threshold Working Group (Working Group). The Working Group identified GHG emissions thresholds for land use projects that could be used by local lead agencies in the SCAB. The Working Group developed several different options that are contained in the SCAQMD Draft Guidance Document – Interim CEQA GHG Significance Threshold – that could be applied by lead agencies. Although the SCAQMD Board has not approved the thresholds, in 2010, the Guidance Document provides substantial evidence supporting the approaches to significance of GHG emissions that can be considered by the lead agency in adopting its own threshold.

Based on the last Working Group meeting (Meeting No. 15) in September 2010, South Coast AQMD identified a tiered approach for evaluating GHG emissions for development projects where South Coast AQMD is not the lead agency (South Coast AQMD 2010a). If the proposed project exceeds the Tier 3 screening GHG threshold, then the City and project applicant would proceed to Tier 4, which is the efficiency metric thresholds subject to Year 2035 GHG reduction targets.

This following tiered approach has not been formally adopted by South Coast AQMD.

- **Tier 1.** If a project is exempt from CEQA, project-level and contribution to significant cumulative GHG emissions are less than significant.

- **Tier 2.** If the project complies with a GHG emissions reduction plan or mitigation program that avoids or substantially reduces GHG emissions in the project's geographic area (e.g., city or county), project-level and contribution to significant cumulative GHG emissions are less than significant.

- **Tier 3.** If GHG emissions are less than the screening-level criterion, project-level and contribution to significant cumulative GHG emissions are less than significant.

  For projects that are not exempt or where no qualifying GHG reduction plans are directly applicable, the South Coast AQMD methodology calls for an assessment of GHG emissions. Project-related GHG emissions include on-road transportation, energy use, water use, wastewater generation, solid waste disposal, area sources, off-road emissions, and construction activities. The South Coast AQMD Working Group identified that because construction activities would result in a "one-time" net increase in GHG emissions, construction activities should be amortized into the operational phase GHG emissions inventory based on the service life of a building. For buildings in general, it is reasonable to look at a 30-year time frame, since this is a typical interval before a new building requires the first major renovation. South Coast AQMD identified a screening-level threshold of 3,000 $MTCO_2e$ annually for all land use types. The bright-line screening-level criteria are based on a review of the Governor's Office of Planning and Research database of CEQA projects. Based on their review of 711 CEQA projects, 90 percent of CEQA projects would exceed the bright-line thresholds. Therefore, projects that do not exceed the bright-line threshold would have a nominal, and therefore, less than cumulatively considerable impact on GHG emissions. South Coast AQMD recommends use of the 3,000 $MTCO_2e$ interim bright-line screening-level criterion for all project types (South Coast AQMD 2010b).

- **Tier 4.** If emissions exceed the screening threshold, a more detailed review of the project's GHG emissions is warranted.[5]

  The South Coast AQMD Working Group has identified an efficiency target for projects that exceed the screening threshold of 4.8 $MTCO_2e$ per year per service population ($MTCO_2e$/year/SP) for project-level analyses and 6.6 $MTCO_2e$/year/SP for plan level projects (e.g., program-level projects such as general plans) for the year 2020.[6] The per capita efficiency targets are based on the AB 32 GHG reduction target and 2020 GHG emissions inventory prepared for CARB's 2008 Scoping Plan.[7]

[5] South Coast AQMD had identified an efficiency target for projects that exceed the bright-line threshold: a 2020 efficiency target of 4.8 $MTCO_2e$ per year per service population ($MTCO_2e$/year/SP) for project-level analyses and 6.6 $MTCO_2e$/year/SP for plan-level projects (e.g., general plans). Service population is generally defined as the sum of residential and employment population of a project. The per capita efficiency targets are based on the AB 32 GHG reduction target and 2020 GHG emissions inventory prepared for CARB's 2008 Scoping Plan.[5]

[6] It should be noted that the Working Group also considered efficiency targets for 2035 for the first time in this Working Group meeting.

[7] South Coast AQMD took the 2020 statewide GHG reduction target for land use only GHG emissions sectors and divided it by the 2020 statewide employment for the land use sectors to derive a per capita GHG efficiency metric that coincides with the GHG reduction targets of AB 32 for year 2020.

The buildout year of the proposed project is 2026, and GHG efficiency targets were calculated based on statewide GHG reduction goals and the statewide service population. The SCAQMD proposed a draft threshold of 3,000 MT CO_2e/year for mixed-use developments such as the proposed project. If the proposed project would exceed this Tier 3 screening threshold, the project shall then be compared to the SCAQMD-recommended Tier 4 efficiency-based thresholds of 4.8 MT CO_2e/year per service population in 2020 and 3.8 MT CO_2e/year per service population in 2026.

Summary

For purposes of this analysis, because the City has not developed its own numeric GHG significance threshold, the South Coast AQMD Working Group's bright-line screening-level criterion of 3,000 $MTCO_2e$ per year is used as the significance threshold for this project. If the project operation-phase emissions exceed this criterion, GHG emissions would be considered potentially significant in the absence of mitigation measures.

5.5.2.2 MASS EMISSIONS AND HEALTH EFFECTS

On December 24, 2018, in *Sierra Club et al. v. County of Fresno et al.* (Friant Ranch), the California Supreme Court determined that the EIR for the proposed Friant Ranch project failed to adequately analyze the project's air quality impacts on human health. The EIR prepared for the project, a master planned retirement community in Fresno County, showed that project-related mass emissions would exceed the San Joaquin Valley Air Pollution Control District's regional significance thresholds. In its findings, the California Supreme Court affirmed the holding of the Court of Appeal that EIRs for projects must not only identify impacts to human health, but also provide an "analysis of the correlation between the project's emissions and human health impacts" related to each criteria air pollutant that exceeds the regional significance thresholds or explain why it could not make such a connection. In general, the ruling focuses on the correlation of emissions of toxic air contaminants and criteria air pollutants and their impact to human health.

In 2009, the EPA issued an endangerment finding for six GHGs (CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6) in order to regulate GHG emissions from passenger vehicles. The endangerment finding is based on evidence that shows an increase in mortality and morbidity associated with increases in average temperatures, which increase the likelihood of heat waves and elevated ozone levels. The effects of climate change are identified in Table 5.5-2. While effects such as sea level rise and extreme weather can indirectly impact human health, neither the EPA nor CARB has established ambient air quality standards for GHG emissions. The state's GHG reduction strategy outlines a path to avoid the most catastrophic effects of climate change. Yet the state's GHG reduction goals and strategies are based on the state's path toward reducing statewide cumulative GHGs as outlined in AB 32, SB 32, and Executive Order S-03-05. As described further below, the two significance thresholds that the City uses to analyze GHG impacts are based on achieving those statewide GHG reduction goals (Impact 5.5-1, relying on the South Coast AQMD's recommended bright-line screening-level criterion; and Impact 5.5-2 relying on consistency with policies or plans adopted to reduce GHG emissions). Further, because no single project is large enough to result in a measurable increase in global concentration of GHG emissions, climate change impacts of a project are considered on a cumulative basis. Without federal ambient air quality standards for GHG emissions and given the cumulative nature of

GHG emissions and the City's significance thresholds that are tied to reducing the state's cumulative GHG emissions, it is not feasible at this time to connect the project's specific GHG emission to the potential health impacts of climate change.

5.5.3 Plans, Programs, and Policies

Plans, programs, and policies (PPP) are identified below, including applicable regulatory requirements and conditions of approval for GHG emissions.

PPP GHG-1 New buildings are required to achieve the current California Building Energy and Efficiency Standards (Title 24, Part 6) and California Green Building Standards Code (CALGreen) (Title 24, Part 11). The 2019 Building and Energy Efficiency Standards were effective on January 1, 2020. The Building Energy and Efficiency Standards and CALGreen are updated tri-annually with a goal to achieve zero net energy for residential buildings by 2020 and nonresidential buildings by 2030.

PPP GHG-2 New buildings are required to adhere to the California Green Building Standards Code (CALGreen) requirement to provide bicycle parking for new nonresidential buildings, or meet local bicycle parking ordinances, whichever is stricter (CALGreen §§ 5.106.4.1, 14.106.4.1, and 5.106.4.1.2). Development within the Plan Area would be required to provide anchored bicycle racks and long-term secured bicycle parking.

PPP GHG-3 California's Green Building Standards Code (CALGreen) requires the recycling and/or salvaging for reuse at minimum of 65 percent of the nonhazardous construction and demolition waste generated during most "new construction" projects (CALGreen §§ 4.408 and 5.508). Construction contractors are required to submit a construction waste management plan that identifies the construction and demolition waste materials to be diverted from disposal by recycling, reuse on the project, or salvaged for future use or sale and the amount (by weight or volume).

PPP GHG-4 Construction activities are required to adhere to California Code of Regulations, Title 13, Section 2449, which requires that nonessential idling of construction equipment be restricted to five minutes or less.

PPP GHG-5 New buildings are required to adhere to the California Green Building Standards Code and Water Efficient Landscape Ordinance requirements to increase water efficiency and reduce urban per capita water demand.

5.5.4 Environmental Impacts

5.5.4.1 METHODOLOGY

This GHG emissions evaluation was prepared in accordance with the requirements of CEQA to determine if significant GHG emissions impacts are likely in conjunction with the type and scale of development

associated with the proposed project. Air pollutant emissions are calculated using the California Emissions Estimator Model (CalEEMod), version 2016.3.2.25 CalEEMod compiles an emissions inventory of construction (fugitive dust, off-gas emissions, on-road emissions, and off-road emissions) and area sources and indirect emissions from energy use, mobile sources, waste disposal (annual only), and water/wastewater (annual only).

The following provides a summary of the assumptions used for the proposed project. GHG emissions modeling datasheets are in Appendix 5.2-1.

Construction Phase

Construction would entail demolition of existing asphalt, site preparation, grading, building construction, architectural coating, and asphalt paving on the 25.8-acre site.

The 25.8-acre property will be divided into four phases: 1) 22-pump gas station and 4,000-square foot (sf) convenience store along with a car wash, access roads, and parking lot for the Phase 2 construction project and a 1.57-acre storm water basin; 2) a regional shopping center and remainder of the surface roads and associated parking lot for Phase 2; 3) medical office buildings with an associated parking lot; and 4) multifamily midrise apartments and surface roads. Because construction emissions are one-time emissions, construction emissions are amortized over a 30-year building lifetime in accordance with the South Coast AQMD Working Group recommendations (South Coast AQMD 2010).

Operational Phase

- **Transportation.** Daily vehicle miles traveled (VMT) and average daily trip (ADT) generation was provided by LSA Associates, Inc. for the proposed Wildomar Trail Town Center Mixed-Use Project. The primary source of mobile criteria air pollutant emissions is tailpipe exhaust emissions from the combustion of fuel (i.e., gasoline and diesel). Additionally, for criteria air pollutants, brake and tire wear and fugitive dust from vehicles traveling roadways also generate particulate matter.

- **Area Sources.** Area source emissions from use of consumer cleaning products, landscaping equipment, and VOC emissions from paints are based on CalEEMod default values and the square footage of the proposed buildings and surface parking lot areas.

- **Energy.** Criteria air pollutant emissions from energy use (natural gas used for cooking, heating, etc.) are based on the CalEEMod defaults for natural gas usage for residential and nonresidential land uses. Criteria air pollutant emissions from energy use are associated with natural gas used for heating.

- **Solid Waste Disposal:** Indirect emissions from waste generation are based on CalEEMod default values.

- **Water/Wastewater:** Emissions from this sector are based on CalEEMod default values Emissions of GHG are associated with the embodied energy used to supply, treat, and distribute water.

5.5.4.2 IMPACT ANALYSIS

The following impact analysis addresses thresholds of significance that are identified in brackets after the impact statement.

Impact 5.5-1: Implementation of the project would generate a substantial increase in the magnitude of GHG emissions. [Threshold GHG-1]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

Construction Phase

Table 5.5-5 lists the annual CO_2e emissions for each of the planned construction phases based on the results from CalEEMod.

Table 5.5-5 Construction Greenhouse Gas Emissions

Construction Activities	Emissions (MT)				Total Emissions (MT/CO_2e)
	CO_2	CH_4	N_2O	CO_2e	
Construction Phase 1					
Site Preparation	3.34	<0.01	0	3.37	338.33
Grading	5.72	<0.01	0	5.76	
Building Construction	317.80	0.05	0	319.0	
Paving	8.45	<0.01	0	8.51	
Architectural Coating	1.69	<0.01	0	1.69	
Construction Phase 2					
Site Preparation	3.34	<0.01	0	3.37	328.93
Grading	5.71	<0.01	0	5.75	
Building Construction	308.53	0.04	0	309.70	
Paving	8.42	<0.01	0	8.48	
Architectural Coating	1.63	<0.01	0	1.63	
Construction Phase 3					
Site Preparation	8.76	<0.01	0	8.83	485.96
Grading	10.96	<0.01	0	11.04	
Building Construction	444.33	0.07	0	446.08	
Paving	16.29	<0.01	0	16.40	
Architectural Coating	3.61	<0.01	0	3.61	
Construction Phase 4					
Site Preparation	8.75	<0.01	0	8.82	457.79
Grading	10.94	<0.01	0	11.02	
Building Construction	413.81	0.07	0	415.59	
Paving	16.22	<0.01	0	16.34	
Architectural Coating	6.11	<0.01	0	6.12	
Construction Phase Totals					
Site Preparation	24.19	<0.01	0	24.39	1,611.01
Grading	33.33	0.01	0	33.57	
Building Construction	1,484.24	0.23	0	1,490.27	

Table 5.5-5 Construction Greenhouse Gas Emissions

Construction Activities	Emissions (MT)				Total Emissions (MT/CO_2e)
	CO_2	CH_4	N_2O	CO_2e	
Paving	49.38	<0.01	0	49.73	
Architectural Coating	13.04	<0.01	0	13.05	
Total Construction Emissions Amortized over 30 Years					53.70

Source: Compiled by LSA (February 2021)
CH_4 = methane
CO_2 = carbon dioxide
CO_2e = carbon dioxide equivalent
MT = metric tons
MT/ CO_2e = metric tons of carbon dioxide equivalent
N_2O = nitrous oxide

Operational Phase

Long-term operation of the proposed project would generate GHG emissions from area and mobile sources and indirect emissions from stationary sources associated with energy consumption. Mobile-source emissions of GHGs would result from project-generated vehicle trips. Area-source emissions would be associated with activities including landscaping and maintenance of the proposed project, natural gas for heating, and other sources. Increases in stationary-source emissions would also occur at off-site utility providers as a result of demand for electricity, natural gas, and water by the proposed project.

The GHG emission estimates presented in Table 5.5-6 shows the emissions associated with the level of development envisioned by the proposed project at opening. Appendix 5.2-1 includes the worksheets for the GHG emissions. Area sources include consumer products and landscaping.

Table 5.5-6 Operational Greenhouse Gas Emissions

Source	Pollutant Emissions (MT/yr)					
	Bio-CO_2	NBio-CO_2	Total CO_2	CH_4	N_2O	CO_2e
Construction Emissions Amortized over 30 Years	0	53.47	53.47	0.01	0	53.70
Operational Emissions						
Area	0	2.58	2.58	<0.01	0	2.64
Energy	0	635.80	635.80	0.03	<0.01	638.98
Mobile	0	4,940.25	4,940.25	0.23	0	4,945.95
Waste	186.07	0	186.07	11.00	0	460.99
Water	5.67	81.82	87.49	0.59	0.01	106.54
Total Project Emissions	191.75	5,713.92	5,905.66	11.85	0.01	6,208.80
					SCAQMD Tier 3 Threshold	3,000
					Significant?	Yes

Source: Compiled by LSA (February 2021)
Bio-CO_2 = biologically generated CO_2
CH_4 = methane
CO_2 = carbon dioxide
CO_2e = carbon dioxide equivalent
MT/yr = metric tons per year
N_2O = nitrous oxide
Nbio-CO_2 = non-biologically generated CO_2
MT/ CO_2e = metric tons of carbon dioxide equivalent

As shown in Table 5.5-6, the project would result in GHG emissions of 6,208.80 MT CO_2e/year, which is 0.00621 MMT CO_2e per year (MMT CO_2e/year). Table 5.5-6 shows that the project operational emissions of CO_2 would exceed the corresponding SCAQMD yearly emission thresholds. Thus, project-related emissions would have a potentially significant impact related to generation of GHG emissions.

Therefore, the project is compared with the efficiency-based threshold of 4.8 MT CO_2e/year per project service population (project employees + residents) by the year 2020, and 3.4 MT CO_2e/year per project service population in 2026. The SCAQMD's approach is to identify the emissions level for which a project would not be expected to substantially conflict with existing California legislation adopted to reduce statewide GHG emissions. The SCAQMD efficiency-based threshold describes an efficiency limit using "per service population." An advantage of the service population approach is its application to both residential land uses and employment-oriented land uses. The per capita or per service population metrics represent the rates of emissions needed to achieve a fair share of the State's emission reduction mandate. The use of "fair share" in this instance indicates the GHG efficiency level that, if applied statewide or to a defined geographic area, would meet the year 2020 and post-2020 emissions targets. The intent of AB 32 and SB 32 is to accommodate population and economic growth in California but do so in a way that achieves a lower rate of GHG emissions, as evidenced in the statement from ARB's Scoping Plan. If projects can achieve targeted rates of emissions per the sum of residents plus jobs (i.e., service population), California can accommodate expected population growth and achieve economic development objectives, while also abiding by AB 32's emissions target and future post-2020 targets.

The proposed project includes several uses and is distinguished by four separate components that include retail stores, medical office buildings, gas service station, and multifamily residential development. According to the CalEEMod output files, the number of residences is estimated at 435 residents. The apartment

employees are assumed to include two groundskeepers, one maintenance worker, and six sales/office staff. The number of retail, medical office buildings, and gas service station employees is not currently known, yet according to the U.S. Green Building Council (2008), retail use can be expected to employ one person per 588 sf of building space. Thus, based on the estimated total building square footage of 113,609 square feet, the total number of employees for the proposed project is estimated at 193.

As demonstrated, the project is estimated to have approximately 435 residents and employ 193 employees daily per generic employee generation rates identified by the U.S. Green Building Council. Therefore, the project service population is 628 (435 residents + 193 employees = 628).

For analysis purposes herein, the service population threshold for the project's buildout year of 2026 was calculated by linear interpolation of the 2020 target of 4.8 MT CO_2e/year and the 2030 target of 2.88 MT CO_2e/year. As such, the target for the project's buildout year of 2026 is 3.4 MT CO_2e/year.

As shown in Table 5.5-7, the service population with residents and employees would yield a metric ton per service population ratio of 9.9.

Table 5.5-7 Greenhouse Gas Emissions per Service Population

Per Capita Emissions	Project Emissions	Service Population Increase (Residents Employees)	Metric Tons of CO_2e/SP/Year	SCAQMD Threshold for Buildout Year 2026	Exceed Threshold?
Year 2026 Project Buildout	6,208.80	628	9.9	3.4	Yes

Source: Compiled by LSA with CalEEMod Version 2016.3.2 (February 2021)
CO2e/SP/Year = carbon dioxide equivalent per service population per year

As shown in Table 5.5-7, the proposed project would surpass the SCAQMD efficiency-based significance thresholds. SCAQMD thresholds were developed based on substantial evidence that such thresholds represent quantitative levels of GHG emissions, compliance with which means that the environmental impact of the GHG emissions will normally not be cumulatively considerable under CEQA. These thresholds were 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 and is composed of a wide variety of stakeholders including the State OPR, ARB, the Attorney General's Office, a variety of city and county planning departments in the Southern California Air Basin, various utilities such as sanitation and power companies throughout the basin, industry groups, and environmental and professional organizations. Compliance with such thresholds will be part of the solution to the cumulative GHG emissions problem rather than a hindrance to the State's ability to meet its goals of reduced statewide GHG emissions.

Therefore, the proposed project's impacts related to GHG emissions would be considered significant, and mitigation measures are required.

PRIELIPP-YAMAS PROPERTY REZONE

Future development of residential uses on the property would produce GHG emissions during construction. Construction-related GHG emissions would occur during site preparation, grading, building construction, paving, and architectural coating. Long-term operation of the residential uses would generate GHG emissions from area and mobile sources and indirect emissions from stationary sources associated with energy consumption. Mobile-source emissions of GHGs would result from project-generated vehicle trips. Area-source emissions would be associated with activities including landscaping and maintenance of the residential uses, natural gas for heating, and other sources. Increases in stationary-source emissions would also occur at off-site utility providers as a result of demand for electricity, natural gas, and water by the residential uses. Future development of the site would be evaluated pursuant to SCAQMD efficiency-based significance thresholds. As indicated in Section 5.2, *Air Quality,* of this DEIR, development under the existing I-P zoning designation for the site would result in a higher development intensity than the proposed R-3 zoning designation, due to the larger minimum lot size allowed under the I-P zoning designation. Additionally, the Horizons project amended the City of Wildomar General Plan by changing the land use designation of the site from Business Park (BP) to High Density Residential (HDR) on 10.68 net acres, and found that potential traffic would be reduced as a result of the change from business park to residential land uses. Therefore, future GHG emissions as a result of the Prielipp-Yamas Property Rezone would be less than the existing zoning designation of the site.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.5-1 would be potentially significant.

Mitigation Measures

Mitigation Measure AQ-1 from Section 5.2, *Air Quality*, applies to this impact and would reduce GHG emissions of the project.

GHG-1 **Transportation Demand Management (TDM) Program.** The Applicant/Developer shall develop a TDM Program for on-site residents and workers with the goal of reducing project-related vehicle miles traveled (VMT). The TDM Program must be submitted to the City for approval, prior to implementation. As the TDM strategies are occupant-dependent, the following strategies could be implemented:

i. Prior to the issuance of a building permit for any of the project's buildings, the Applicant/Developer shall provide evidence to the satisfaction of the Director of the City of Wildomar Planning Department, or designee, that a bicycle rack or a secured bicycle storage area shall be installed within 50 feet of each proposed building.

ii. Prior to the issuance of a certificate of occupancy for the apartment building, the Apartment Building Manager shall provide evidence to the Director of the City of

Wildomar Planning Department, or designee, that bike route maps, local transit route maps and schedules, and other transportation information, such as the existing carpooling program sponsored by the Riverside County Transportation Commission (RCTC), are displayed in a prominent area accessible to residents and employees.

iii. Prior to the issuance of a building permit, the Applicant/Developer shall provide evidence of creating a pedestrian network that connects the uses on the project site to Wildomar Trail and to nearby destinations.

Level of Significance After Mitigation: Impact 5.5-1 would significant and unavoidable.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.5-1 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.5-1 would be less than significant.

Impact 5.5-2: Implementation of the project would conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. [Threshold GHG-2])

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

As shown in Table 5.5-6, the proposed project would generate 6,208.80 MT CO_2e/year. As shown in Table 5.5-7, the proposed project's 9.9 MT CO_2e/SP/year is greater than the SCAQMD SP threshold of 3.4 MT CO_2e/SP/year for Buildout year 2026. While these exceed the SCAQMD GHG thresholds, a project's incremental contribution to a cumulative GHG effect is not cumulatively considerable if the project complies with the requirements in a previously adopted plan or mitigation program under specified circumstances. In June 2014, the City adopted the WRCOG CAP, which qualifies as a plan for the reduction of GHG emissions pursuant to the State CEQA Guidelines. The WRCOG CAP identifies local GHG reduction measures by sector and the GHG reduction potential associated with each measure.

The proposed project incorporates certain measures as design features. Table 5.5-8 details the project design features that are necessary to ensure consistency with applicable local reduction measures of the WRCOG CAP. With implementation of these project design features, the project would be consistent with the WRCOG CAP.

Table 5.5-8 Western Riverside Council of Governments Climate Action Plan (WRCOG CAP) Consistency Analysis

Measures by Sector	WRCOG CAP Consistency Analysis
State and Regional Measures	
Energy	
Measure SR-2: 2013 California Building Energy Efficiency Standards (Title 24, Part 6). Maximize energy efficiency building and appliance standards, and pursue additional efficiency efforts including new technologies, and new policy and implementation mechanisms. = Pursue comparable investment in energy efficiency from all retail providers of electricity in California (including both investor-owned and publicly owned utilities).	Consistent. The proposed project would comply with the requirements of the 2019 California Building Energy Efficiency Standards (Title 24, Part 6), including measures to incorporate energy-efficient building design features detailed in Subchapter 3 (Nonresidential Mandatory Requirements), Subchapter 4 (Residential Mandatory Requirements), Section 120.7 (Mandatory Insulation Requirements), and Section 120.8 (Nonresidential Building Commissioning).
Measure SR-4: HERO Commercial Program. A public-private partnership administered by WRCOG, offering financing to business owners in the subregion for the installation of energy efficient, renewable energy, and water conservation improvements.	Consistent. The proposed project would work with WRCOG to determine any project features that are eligible and to add any new features, as appropriate.
Measure SR-5: Utility Programs. Southern California Edison (SCE) and Southern California Gas Company (SCG) each offer rebate programs to reduce energy consumption.	Consistent. The proposed project would work with SCE and SCG to determine any project features that are eligible and to add any new features, as appropriate.
Water	
Measure SR-14: Water Conservation and Efficiency. Reduce per capita water use by 20 percent by 2020. SB X7-7 is part of a California legislative package passed in 2009 that requires urban retail water suppliers to reduce per-capita water use by 10 percent from a baseline level by 2015, and to reduce per capita water use by 20% by 2020. Green accountability performance (GAP) Goal 16 directly aligns with SB X7-7. In Southern California, energy costs and GHG emissions associated with the transport, treatment, and delivery of water from outlying regions are high. Therefore, the region has extra incentive to reduce water consumption. While this is considered a State measure, it is up to the local water retailers, jurisdictions, and water users to meet these targets.	Consistent. The proposed project would install water-efficient irrigation systems and devices and drought -tolerant landscaping.
Solid Waste	
Measure SR-13: Construction and Demolition Waste Diversion. Meet mandatory requirement to divert 50 percent of C&D waste from landfills by 2020 and exceed requirement by diverting 90 percent of C&D waste from landfills by 2035.	Consistent. The proposed project would comply with California Green Building Standards Code requirements. At least 50 percent of all nonhazardous construction waste generated by the proposed project (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard) will be recycled and/or salvaged.
Transportation	
Measure SR-6: Pavley and Low Carbon Fuel Standard (LCFS). CARB identified this measure as a "Discrete Early Action Measure." This measure would reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020.	Consistent. The proposed project does not involve the manufacture, sale, or purchase of vehicles. However, vehicles that operate within and access the project site will comply with Pavley and the Low Carbon Fuel Standard. Passenger cars and medium- and heavy-duty trucks and trailers making deliveries will be subject to aerodynamic and hybridization requirements as established by the CARB; no feature of the project will interfere with implementation of these requirements and programs.
Measure SR-10: Telecommuting. Telecommuting would reduce GHG emissions associated with vehicles no longer on the road.	Consistent. The proposed project would provide telecommuting materials to encourage future tenants to telecommute.
Measure SR-11: Goods Movement Efficient movement of goods through inland Southern California.	Consistent. The proposed project would provide efficient movement of goods through inland Southern by optimizing business practices.

Table 5.5-8 Western Riverside Council of Governments Climate Action Plan (WRCOG CAP) Consistency Analysis

Measures by Sector	WRCOG CAP Consistency Analysis
Local Reduction Measures	
Energy	
Measure E-1: Energy Action Plans Improve municipal and community-wide energy efficiency and reduce energy consumption through the adoption of local Energy Action Plans (EAP).	Consistent. Building energy efficiency elements shall include, at a minimum, 2019 Title 24 Energy Code standards, as amended. The installation and use of on-site renewable energy systems shall be investigated to reduce demand on existing energy grid infrastructure and to support the City of Wildomar energy efficiency goals. Buildings will be designed to maximize daylight access for interior occupied spaces. Top lighting and side lighting strategies shall be combined to optimize daylight access for building occupants. Daylighting strategies to be investigated for feasibility include, but are not limited to, exterior/interior light shelves, skylights and monitors, clerestory windows, tubular skylights, and light wells. Nonessential exterior lighting shall be turned off by automatic controllers from 11:00 p.m. until the following evening at dusk. Lighting shall be ramped up to full power(based on zones) when motion is detected in the vicinity.
Measure E-3, Shade Trees: Strategically plant trees at new nonresidential developments to reduce the urban heat island effect.	Consistent. As established by the landscape plan and/or determined by the owner/tenants, shade trees would be provided on site. Shade trees in new landscape designs would be provided to reduce heat island impacts (when shading paved/developed surfaces) and to support the City of Wildomar goals.
Transportation	
Measure T-3, End of Trip Facilities: Encourage use of non-motorized transportation modes by providing appropriate facilities and amenities for commuters. Measure T-4, Promotional Transportation Demand Management: Encourage transportation demand management strategies. Measure T-5: Transit Service Expansion; Collaborate with local and regional transit providers to increase transit service provided in the subregion. Measure T-6: Transit Frequency Expansion; Collaborate with local and regional transit providers to provide more frequent transit in the subregion. Measure T-7, Traffic Signal Coordination: Incorporate technology to synchronize and coordinate traffic signals along local arterials. Measure T-8, Density: Improve jobs-housing balance and reduce vehicle miles traveled by increasing household and employment densities. Measure T-10: Design/Site Planning: Design neighborhoods and sites to reduce VMT.	Consistent. Project development will be within already urbanized parts of Wildomar, utilizing existing facilities and infrastructure to promote pedestrian, bicycle, and transit-oriented mobility. The Riverside Transit Agency currently provides bus service to the City of Wildomar, Route 8; the Lake Elsinore – Wildomar Loop route runs along Mission Trail and Malgana Road near the project site and connects to other bus routes in Wildomar and the surrounding communities. Two bus stops facilitate bus service to the project site, supporting the City of Wildomar's General Plan objectives and policies related to alternative modes of transportation. Because the project site is located in close proximity to an existing bus route, the proposed project would be accessible to existing transit systems. The project site is in a rapidly developing area, it is expected that existing bus service will be expanded to provide more convenient service to the project.

Source: Western Riverside Council of Governments Subregional Climate Action Plan. Adopted June 2014; and LSA (2020).
CARB = California Air Resources Board
C&D = Construction and Demolition SB = Senate Bill VMT = vehicle miles traveled

Although the proposed project would comply with most of the applicable provisions of the WRCOG CAP, which was prepared to achieve the AB 32 GHG reduction target to achieve 1990 emission levels by 2020, in the absence of mitigation it cannot be ensured that the project would implement certain applicable measures from the WRCOG CAP that are not already a requirement of the City's Municipal Code and/or the 2019 Green Building Standards Code. The city did not adopt the WRCOG regional CAP but does consider the measures in the CAP when reviewing development projects. However, the CAP does not adequately address the GHG reduction target established by SB 32 to reduce emission levels to 40 percent below 1990 levels by 2030. As such, prior to mitigation, the project would result in a cumulatively considerable impact due to GHG emissions that may have a significant impact on the environment.

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

PRIELIPP-YAMAS PROPERTY REZONE

Future development of residential uses on the property would produce GHG emissions during construction and long-term operation via area and mobile sources and indirect emissions from stationary sources. Future development of the site would be evaluated pursuant to SCAQMD efficiency-based significance thresholds and the City of Wildomar's exceedance threshold of 3,000 MT CO_2e for consistency with the WRCOG CAP. If applicable, future development would implement mitigation measures to reduce impacts to the extent feasible. While impacts from future residential development would be similar to other multi-family residential development in the local area, it would be speculative to determine whether future development exceeds the City's threshold of 3,000 MT CO_2e. Therefore, future development of the Prielipp-Yamas property is considered to be less than significant.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.5-2 would be potentially significant.

Mitigation Measures

Mitigation Measure AQ-1 from Section 5.2, *Air Quality*, applies to this impact and would reduce GHG emissions of the project.

GHG-1 **Transportation Demand Management (TDM) Program.** The Applicant/Developer shall develop a TDM Program for on-site residents and workers with the goal of reducing project-related vehicle miles traveled (VMT). The TDM Program must be submitted to the City for approval, prior to implementation. As the TDM strategies are occupant-dependent, the following strategies could be implemented:

i. Prior to the issuance of a building permit for any of the project's buildings, the Applicant/Developer shall provide evidence to the satisfaction of the Director of the City of Wildomar Planning Department, or designee, that a bicycle rack or a secured bicycle storage area shall be installed within 50 feet of each proposed building.

ii. Prior to the issuance of a certificate of occupancy for the apartment building, the Apartment Building Manager shall provide evidence to the Director of the City of Wildomar Planning Department, or designee, that bike route maps, local transit route maps and schedules, and other transportation information, such as the existing carpooling program sponsored by the Riverside County Transportation Commission (RCTC), are displayed in a prominent area accessible to residents and employees.

iii. Prior to the issuance of a building permit, the Applicant/Developer shall provide evidence of creating a pedestrian network that connects the uses on the project site to Wildomar Trail and to nearby destinations.

Level of Significance After Mitigation: Impact 5.5-2 would significant and unavoidable.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.5-2 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.5-2 would be less than significant.

5.5.5 Cumulative Impacts

Project-related GHG emissions are not confined to a particular air basin but are dispersed worldwide. Therefore, Impact 5.5-1 is not project-specific impacts, but the project's contribution to a cumulative impact. Implementation of the project would result in annual emissions that would exceed South Coast AQMD's numeric threshold and service population thresholds. Therefore, project-related GHG emissions and their contribution to global climate change are cumulatively considerable, and GHG emissions impacts would be significant and unavoidable.

5.5.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, none of the impacts would be less than significant.

Without mitigation, these impacts would be **potentially significant**:

- **Impact 5.5-1** Implementation of the project would generate a substantial increase in magnitude of GHG emissions and would have a significant impact on the environment.

- **Impact 5.5-2** Implementation of the project would conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

5.5.7 Mitigation Measures

Impact 5.5-1 and Impact 5.5-2

Mitigation Measure AQ-1 from Section 5.2, *Air Quality*, applies to this impact and would reduce GHG emissions of the project.

GHG-1 **Transportation Demand Management (TDM) Program.** The Applicant/Developer shall develop a TDM Program for on-site residents and workers with the goal of reducing project-related vehicle miles traveled (VMT). The TDM Program must be submitted to the City for approval, prior to implementation. As the TDM strategies are occupant-dependent, the following strategies could be implemented:

i. Prior to the issuance of a building permit for any of the project's buildings, the Applicant/Developer shall provide evidence to the satisfaction of the Director of the City of Wildomar Planning Department, or designee, that a bicycle rack or a secured bicycle storage area shall be installed within 50 feet of each proposed building.

ii. Prior to the issuance of a certificate of occupancy for the apartment building, the Apartment Building Manager shall provide evidence to the Director of the City of Wildomar Planning Department, or designee, that bike route maps, local transit route maps and schedules, and other transportation information, such as the existing carpooling program sponsored by the Riverside County Transportation Commission (RCTC), are displayed in a prominent area accessible to residents and employees.

iii. Prior to the issuance of a building permit, the Applicant/Developer shall provide evidence of creating a pedestrian network that connects the uses on the project site to Wildomar Trail and to nearby destinations.

5.5.8 Level of Significance After Mitigation

GHG emissions generated by the project would be considered to cumulatively contribute to statewide GHG emissions. Implementation of Mitigation Measures AQ-1 and GHG-1 would reduce GHG emissions to the extent feasible. However, Impact 5.5-1 and 5.5-2 would remain **significant and unavoidable**.

5.5.9 References

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5.6 HAZARDS AND HAZARDOUS MATERIALS

This section evaluates the potential impacts of the proposed project on human health and the environment due to exposure to hazardous materials or conditions associated with the project site, project construction, and project operations. Potential project impacts and appropriate mitigation measures or standard conditions are included as necessary. The analysis in this section is based, in part, upon the following source(s):

- *All Appropriate Inquiry (AAI)*, eScreenLogic, September 6, 2017

A complete copy of this study is included in Appendix 5.6-1.

5.6.1 Environmental Setting

5.6.1.1 AGENCIES THAT REGULATE HAZARDOUS MATERIALS

Hazardous materials are substances that exhibit corrosive, poisonous, flammable, and/or reactive properties and have the potential to harm human health and/or the environment. Hazardous materials are used in products (e.g., household cleaners, industrial solvents, paints, pesticides, etc.) and manufacturing (e.g., of electronics, newspapers, plastic products, etc.) Examples of hazardous materials are petroleum, natural and synthetic gas, and other toxic chemicals that may be used in agriculture or commercial and industrial uses, businesses, hospitals, and households. Accidental releases of hazardous materials have a variety of causes, including highway incidents, warehouse fires, train derailments, shipping accidents, and industrial incidents.

The term "hazardous materials," as used in this section, includes all materials defined in the California Health and Safety Code:

> A material that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. "Hazardous materials" include, but are not limited to, hazardous substances, hazardous waste, and any material that a handler or the unified program agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment. (§§ 25411, 25501)

Federal and state hazardous waste definitions are similar, but different enough that separate classifications are in place for federal Resource Conservation and Recovery Act (RCRA) hazardous wastes and state non-RCRA hazardous wastes.

Federal Agencies

Several federal agencies regulate hazardous materials.

- **US Environmental Protection Agency.** The USEPA is the primary federal agency that regulates hazardous materials and waste. In general, the USEPA develops and enforces regulations that implement environmental laws enacted by Congress. The agency is responsible for researching and setting national standards for a variety of environmental programs, and delegates to states and tribes the responsibility

for issuing permits and for monitoring and enforcing compliance. USEPA programs promote handling hazardous wastes safely, cleaning up contaminated land, and reducing trash. Under the authority of the RCRA and in cooperation with state and tribal partners, the Waste Management Division manages a hazardous waste program, and underground storage tank program, and a solid waste program, which includes development of waste reduction strategies such as recycling. The USEPA has also promulgated regulations for the transport of hazardous wastes. These more stringent requirements include tracking shipments with manifests to ensure that wastes are delivered to their intended destinations.

- **Occupational Safety and Health Administration.** OSHA oversees administration of the Occupational Safety and Health Act, which requires specific training for hazardous materials handlers, provision of information to employees who may be exposed to hazardous materials, and acquisition of material safety data sheets from manufacturers. Material safety data sheets describe the risks associated with particular hazardous materials, and proper handling and procedures. Employee training must include response and remediation procedures for hazardous materials releases and exposures.

- **US Department of Transportation.** The USDOT has developed regulations pertaining to the transport of hazardous materials and hazardous wastes by all modes of transportation. The US Postal Service has developed additional regulations for the transport of hazardous materials by mail. USDOT regulations specify packaging requirements for different types of materials.

State Agencies

Responsible state agencies that regulate hazardous materials and waste in accordance with the federal and state laws include:

- **California Environmental Protection Agency.** CalEPA was created in 1991 by Governor's Executive Order. Six boards, departments, and offices were placed under the CalEPA umbrella to create a cabinet-level voice for the protection human health and the environment and to ensure the coordinated deployment of state resources. CalEPA oversees hazardous materials and hazardous waste compliance throughout California. Among those responsible for hazardous materials and waste management are the Department of Toxic Substances Control, Department of Pesticide Regulation, and Office of Environmental Health Hazard Assessment. CalEPA also oversees the unified hazardous waste and hazardous materials management regulatory program (Unified Program), which consolidates and coordinates:

  - Hazardous Materials Release Response Plans and Inventories (Business Plans)
  - Underground Storage Tank Program
  - Aboveground Petroleum Storage Tank Act
  - Hazardous Waste Generator and Onsite Hazardous Waste Treatment Programs
  - California Uniform Fire Code: Hazardous Material Management Plans and Inventory Statements
  - California Accidental Release Prevention Program.

- **California Department of Toxic Substances Control.** DTSC is the department of CalEPA that carries out the RCRA and CERCLA programs in California to project people from exposure to hazardous substances and wastes. The department regulates hazardous waste, cleans up existing contamination, and looks for ways to control and reduce the hazardous waste produced in California primarily under the authority of RCRA and in accordance with the California Hazardous Waste Control Law (Health and Safety Code Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (California Code of Regulations, Title 22, Divisions 4 and 4.5). Permitting, inspection, compliance, and corrective action programs ensure that people who manage hazardous waste follow state and federal requirements and other laws that affect hazardous waste specific to handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning.

- **California Department of Forestry and Fire Protection.** CAL FIRE is dedicated to the fire protection and stewardship of over 13 million acres of California's wildlands. The Office if the State Fire Marshal (OSFM) supports CAL FIRE's mission to protect life and property through fire prevention engineering programs, law and code enforcements, and education. OSFM provides for fire prevention by enforcing fire-related laws in state- owned or -operated buildings; investigating arson fires; licensing those who inspect and service fire protection systems; approving fireworks for use in California; regulating the use of chemical flame retardants; evaluating building materials against fire safety standards; regulating hazardous liquid pipelines; and tracking incident statistics for local and state government emergency response agencies. The California Fire Plan is the state's road map for reducing the risk of wildfire through planning and preservation to reduce firefighting costs and property losses, increase firefighter safety, and contribute to ecosystem health. The California Fire Plan is a cooperative effort between the State Board of Forestry and Fire Protection and CAL FIRE.

Regional Agencies

Responsible regional agencies that regulate hazardous materials and waste in accordance with the federal and state laws include:

- **Riverside County Department of Environmental Health.** The Certified Unified Program Agency (CUPA) for the City of Wildomar is the Riverside County Department of Environmental Health (DEH), which is responsible for regulating hazardous waste and tiered permitting; underground storage tanks; Regulatory Background.

5.6.1.2 REGULATORY BACKGROUND

Hazardous wastes require special handling and disposal because of their potential to impact public health and the environment. Some materials are designated "acutely" or "extremely" hazardous under relevant statutes and regulations. Hazardous materials and wastes can pose significant actual or potential hazards to human health and the environment when improperly treated, stored, transported, disposed of, or otherwise managed. Many federal, state, and local programs regulate the use, storage, and transportation of hazardous materials and hazardous waste. These programs are designed to reduce the danger that hazardous substances may pose to people and businesses under normal, daily conditions and as a result of emergencies.

Federal

Resource Conservation and Recovery Act of 1976, as amended by the Hazardous and Solid Waste Amendments of 1984

The RCRA if 1976 is the principal federal law enacted by Congress that regulates the generation, management, and transportation of waste. In general, the USEPA works to develop and enforce regulations that implement environmental laws enacted by Congress. The agency is responsible for researching and setting national standards for a variety of environmental programs and delegates to states and tribes the responsibility of issuing permits and for monitoring and enforcing compliance. USEPA programs promote handling hazardous wastes safely, cleaning up contaminated land, and reducing trash. Hazardous waste management includes the treatment, storage, or disposal of hazardous waste. The RCRA gave the USEPA the authority to control hazardous waste from "cradle to grave," that is, from generation to transportation, treatment, storage, and disposal. The RCRA also set forth a framework for the management of nonhazardous wastes. The 1986 amendments to RCRA enabled the USEPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances. It should be noted that RCRA focuses only on active future facilities and does not address abandoned or historical sites.

Comprehensive Environmental Response, Compensation, and Liability Act and the Superfund Amendments and Reauthorization Act of 1986

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) of 1980, commonly known as Superfund, established prohibitions and requirements concerning closed and abandoned hazardous waste sites, provided for liability of persons responsible for releases of hazardous waste at these sites, and established a trust fund to provide for cleanup when no responsible party could be identified. CERCLA was amended by the Superfund Amendments and Reauthorization Act (SARA) on October 17, 1986. SARA stressed the importance of permanent remedies and innovative treatment technologies in cleaning up hazardous waste sites, required Superfund actions to consider the standards and requirements found in other state and federal environmental laws and regulations, provided new enforcement authorities and settlement tools, increased state involvement in every phase of the Superfund program, increased the focus on human health problems posed by hazardous waste sites, encouraged greater citizen participation in site cleanup decisions, and increased the size of the trust fund to $8.5 billion. CERCLA also enabled the revision of the National Contingency Plan, which provided the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, or contaminants. The National Contingency Plan also established the National Priority List of Superfund sites.

Emergency Planning and Community Right-to-Know Act

The Emergency Planning and Community Right-to-Know Act (EPCRA), also known as SARA Title III, was enacted by Congress as the national legislation on community safety. This law helps local communities protect public health, safety, and the environment from chemical hazards in their areas by requiring businesses to report the locations and quantities of chemicals stored onsite to state and local agencies. These reports help communities prepare to respond to chemical spills and similar emergencies.

Section 3131 of EPCRA requires manufacturers to report releases to the environment (air, soil, and water) of more than 600 designated toxic chemicals, report offsite transfers of waste for treatment or disposal at separate facilities, develop pollution prevention measures and activities, and participate in chemical recycling. These annual reports are submitted to the USEPA and state agencies. EPCRA Sections 301 through 312 are administered by the USEPA's Office of Emergency Management. The USEPA's Office of Information Analysis and Access implements the EPCRA Section 313 program. In California, SARA Title III is implemented through the California Accidental Release Prevention Program.

The USEPA maintains and publishes a database that contains information on toxic chemical releases and other waste management activities by certain industry groups and federal facilities. This online, publicly available, national digital database is called the Toxics Release Inventory and was expanded by the Pollution Prevention Act of 1990.

Disaster Mitigation Act of 2000

The Disaster Mitigation Act of 2000 requires state and local governments to prepare mitigation plans that identify hazards, potential losses, mitigation needs, goals, and strategies. It is intended to facilitate cooperation between state and local governments.

Toxic Substances Control Act

The Toxic Substances Control Act of 1976 was enacted by Congress to give the USEPA the ability to track the 75,000 industrial chemicals currently produced by or imported into the United States. The USEPA repeatedly screens these chemicals and can require reporting or testing of any that may pose an environmental or human health hazard. It can ban the manufacture and import of chemicals that pose an unreasonable risk. Also, the USEPA has mechanisms in place to track the thousands of new chemicals that industry develops each year with either unknown or dangerous characteristics. It then can control these chemicals as necessary to protect human health and the environment. The Act supplements other federal statutes, including the Clean Air Act and the Toxics Release Inventory under EPCRA.

Hazardous Materials Transportation Act

The USDOT regulates hazardous materials transportation under Title 49 of the Code of Federal Regulations (CFR). State agencies that have primary responsibility for enforcing federal and state regulations and responding to hazardous materials transportation emergencies are the California Highway Patrol and the California Department of Transportation. These agencies also govern permitting for hazardous materials transportation. Title 49 CFR reflects laws passed by Congress as January 2, 2006.

Federal Response Plan

The Federal Response Plan of 1999 is a signed agreement among 27 federal departments and agencies and the American Red Cross that: 1) provide the mechanism for coordinating delivery of federal assistance and resources to augment efforts of state and local government overwhelmed by a major disaster or emergency; 2) supports implementation of the Robert T. Stafford Disaster Relief and Emergency Act, as well as individual agency statutory authorities; and 3) supplements other federal emergency operations plans

developed to address specific hazards. The Federal Response Plan is implemented in anticipation of a significant event likely to result in a need for federal assistance or in response to an actual event requiring federal assistance under a presidential declaration of a major disaster or emergency.

State

California Health and Safety Code and Code of Regulations

California Health and Safety Code Chapter 6.95 and California Code of Regulations (CCR), Title 19, Section 2729 describe the minimum requirements for business emergency plans and chemical inventory reporting. These regulations require businesses to provide emergency response plans and procedures, training program information, and a hazardous material inventory disclosing hazardous materials stored, used, or handled onsite. A business that uses hazardous materials, or mixtures containing them, in certain quantities must establish and implement a business plan.

Tanner Act (Assembly Bill 2948)

Although numerous state policies deal with hazardous waste, the most comprehensive is the Tanner Act (Assembly Bill 2948), which was adopted in 1986. The Tanner Act governs the preparation of hazardous waste management plans and the siting of hazardous waste facilities in California. To be in compliance with the Tanner Act, local or regional hazardous waste management plans need to include provisions that define: 1) the planning process for waste management, 2) the permit process for new and expanded facilities, and 3) the appeals process to the state available for certain local decisions.

California Building Code

The state of California provided a minimum standard for building design through California Building Code (CBC), which is in Part of 2 Title 24 of the CCR. The CBC is based on the International Building Code, modified for California conditions. It is generally adopted on a jurisdiction-by-jurisdiction basis, subject to further modification based on local conditions. Commercial and residential buildings are plan checked by city and county building official for compliance with the CBC.

State Hazardous Waste Management Programs

Numerous state programs regulate hazardous waste management.

Underground Storage Tank Program

Releases of petroleum and other products from USTs are the leading source of groundwater contamination in the United States. The RCRA Subtitle I establishes regulations governing the storage of petroleum products and hazardous substances in USTs and the prevention and cleanup of leaks. In USEPA Region 9 (California, Arizona, Hawaii, Nevada, Pacific Islands, and over 140 tribal nations) the UST program operates primarily through state agency programs with USEPA oversight. In California, the State Water Resources Control Board (SWRCB), under the umbrella of CalEPA, provides assistance to local agencies enforcing UST requirements. The purpose of the UST program is to protect public health and safety and the environment

from releases of petroleum and other hazardous substances. The program consists of four elements: leak prevention, cleanup, enforcement, and tank tester licensing. In September 2004, the SWRCB adopted regulations that require electronic submittal of information for groundwater cleanup programs, including groundwater analytical data, the surveyed locations of monitoring wells, and other data. The SWRCB's GeoTracker system currently has information submitted by responsible parties for over 10,000 leaking UST (LUST) sites statewide and has been extended to include all SWRCB groundwater cleanup programs, including the LUST, non-LUST (Spill, Leaks, Investigation, and Cleanup), Department of Defense, and landfill programs.

Hazardous Materials Disclosure Programs

Both the federal government (CFR, USEPA, SARA, and Title III) and the state (Health and Safety Code, Division 20, Chapter 6.95, §§ 2500-25520; 19 CCR, Chapter 2, Subchapter 3, Article 4, §§ 2729-2734) require all businesses that handle more than specified amount of hazardous materials or extremely hazardous materials, termed a reporting quantity, to submit a hazardous materials emergency/contingency plan (also known as a hazardous materials business plan) to their local CUPA. The responsible CUPA in Riverside County is the Riverside County Environmental Health Division, which is responsible for conducting compliance inspections of regulated facilities in Wildomar.

The hazardous materials business plan includes the business owner/operator identification page, hazardous materials inventory chemical description page, and an emergency response plan and training plan. Business plans must include an inventory of the hazardous materials at the facility. The entire hazardous materials business plan needs to be reviewed and recertified every three years. Business plans are required to include emergency response plans and procedures to be used in the event of a significant or threatened significant release of a hazardous material. These plans need to identify the procedures to follow for immediate notification to all appropriate agencies and personnel of a release, identification of local emergency medical assistance appropriate for potential accident scenarios, contact information for all emergency coordinators of the business, a listing and location of emergency equipment at the business, an evacuation plan, and a training program for business personnel. All facilities must keep a copy of their plan onsite.

Hazardous materials business plans are designed to be used for responding agencies, such as the Wildomar Fire Department, during a release or spill to allow for a quick and accurate evaluation of each situation for appropriate response. Businesses that handle hazardous materials are required by law to provide an immediate verbal report of any release or threatened release of hazardous materials if there is a reasonable belief that the release or threatened release poses a significant present or potential hazard to human health and safety, property, or the environment. If a release involves a hazardous substance listed in Title 40 of the CFR in an amount equal to or exceeding the reportable quantity for that material, a notice must be filed with the California Office of Emergency Services within 15 days of the incident.

Hazardous Materials Incident Response

Under Title III of SARA, the Local Emergency Planning Committee (LEPC) is responsible for developing an emergency plan for preparing for and responding to chemical emergencies in that community. The State

Emergency Response Commission (SERC) established six emergency planning districts. The SERC appointed a LEPC for each planning district and supervises and coordinates their activities.

The emergency plan developed by the LEPCs must include:

- An identification of local facilities and transportation routes where hazardous materials are present.
- The procedures for immediate response in case of an accident (this must include a community-wide evacuation plan).
- A plan for notifying the community that an incident has occurred.
- The names of response coordinators at local facilities.
- A plan for conducting exercises to test the plan.

The plan is reviewed by the SERC and publicized throughout the community. The LEPC is required to review, test, and update the plan each year.

Hazardous Materials Spill/Release Notification Guidance

All significant spills, releases, or threatened releases of hazardous materials must be immediately reported. Federal and state emergency notification are required for all significant releases of hazardous materials. Requirements for immediate notification of all significant spills or threatened releases cover owners, operators, persons in charge, and employers. Notification is required regarding significant releases from facilities, vehicles, vessels, pipelines, and railroads. The following state statutes require emergency notification of a hazardous chemical release:

- Health and Safety Codes, Sections 25270.7, 25270.8, and 25507
- Vehicle Code, Section 23112.5
- Public Utilities Code, Section 7673 (PUC General Orders #22-b, 161)
- Government Code, Sections 51018, 8670.25.5(a)
- Water Code, Sections 13271, 13272
- California Labor Code, Section 6409.1(b)10.

In addition, all releases that result in injuries or workers harmfully exposed must be immediately reported to California OSHA (California Labor Code, Section 6409.1[b]). Additional reporting requirements are in the Safe Drinking Water and Toxic Enforcement Act of 1986, better known as Proposition 65, and Section 9030 of the California Labor Code.

California Accidental Release Prevention Program

The CalARP became effective on January 1, 1997, in response to Senate Bill 1889. CalARP replaced the California Risk Management and Prevention Program. Under CalARP, the Governor's Office of Emergency Services must adopt implementing regulations and seek delegation of the program from the USEPA. CalARP aims to be proactive and therefore requires businesses to prepare risk management plans, which are detailed engineering analyses of the potential accident factors present at a business and the migration measures that can be implemented to reduce this accident potential. In most cases, local governments will have the lead role for working directly with businesses in this program. The Riverside County Environmental Health Division is the CUPA designated as the administering agency for CalARP.

Regional

Local Hazard Mitigation Plan

The purpose of the City of Wildomar Local Hazard Mitigation Plan (September 2012) is to identify the County's hazards, review and assess past disaster occurrences, estimate the probability of future occurrences and set goals to mitigate potential risks to reduce or eliminate long-term risk to people and property from natural and man-made hazards.

Local

City of Wildomar General Plan

The City of Wildomar General Plan Chapter 6, Public Safety, includes goals and policies aimed at protecting the community from hazards such as hazardous materials and wildland fires. Applicable policies include:

- **Policy S-1.1:** Mitigate hazard impacts through adoption and strict enforcement of current building codes, which will be amended as necessary when local deficiencies are identified.

- **Policy S-5.1:** Develop and enforce construction and design standards that ensure that proposed development incorporates fire prevention features through the following:

    - All proposed construction shall meet minimum standards for fire safety as defined in the County Building or Fire Codes, or by County zoning, or as dictated by the Building Official or the Transportation Land Management Agency based on building type, design, occupancy, and use.

    - In addition to the standards and guidelines of the Uniform Building Code and Uniform Fire Code fire safety provisions, continue additional standards for high-risk, high occupancy, dependent, and essential facilities where appropriate under the Riverside County Fire Protection Ordinance. These shall include assurance that structural and nonstructural architectural element of the building will not:

        - Impede emergency egress for fire safety staffing/personnel, equipment, and apparatus; nor
        - Hinder evacuation from fire, including potential blockage of stairway or fire doors.

- Proposed development in Hazardous Fire areas shall provide secondary public access, unless determined otherwise by the County Fire Chief.
- Proposed development in Hazardous Fire areas shall use single loaded roads to enhance fuel modification areas, unless otherwise determined by the County Fire Chief.

- **Policy S-5.2:** Reduce fire threat ad strengthen fire-fighting capability so that the County could successfully respond to multiple fires (AI 88).
- **Policy S-5.3:** Require automatic natural gas shutoff earthquake sensors in high-occupancy industrial and commercial facilities, and encourage them for all residences.
- **Policy S-5.5:** Conduct and implement long-range fire safety planning, including stringent building, fire, subdivision, and municipal code standards, improved mutual aid agreements with the private and public sector.
- **Policy S-5.6:** Ensure coordination between the Fire Department and the Transportation Land Management Agency, Environmental Health Department and private and public water purveyors to improve fire fighting infrastructure, during implementation of the County's capital improvement programs, by obtaining:
  - Replacement and/or relocation of old cast-iron pipelines and inadequate water mains when street improvements are planned;
  - Assessment of impact fees as a condition of development; and
  - Redundant emergency distribution pipelines in areas of potential ground failure or where determined to be necessary.
- **Policy S-5.10:** Continue to utilize the Riverside County Fire Protection Master Plan as the base document to implement the goals and objectives of the Safety Element.
- **Policy S-6.1:** Enforce the policies and siting criteria and implement the programs identified in the County of Riverside Hazardous Waste Management plan, which includes the following: (AI 98)
  - Comply with federal and state laws pertaining to the management of hazardous wastes and materials.
  - Ensure active public participation in hazardous waste and hazardous materials management decisions in Riverside County.
  - Coordinate hazardous waste facility responsibilities on a regional basis through the Southern California Hazardous Waste Management Authority (SCHWMA).
  - Encourage and promote the programs, practices, and recommendations contained in the County Hazardous Waste Management Plan, giving the highest waste management priority to the reduction of hazardous waste at its source.

- **Policy S-7.3:** Require commercial businesses, utilities, and industrial facilities that handle hazardous materials to:
  - Install automatic fire and hazardous materials detection, reporting, and shut-off devices; and
  - Install an alternative communication system in the event power is out or telephone service is saturated following an earthquake.
- **Policy S-7.4:** Use incentives and disincentives to persuade private businesses, consortiums, and neighborhoods to be self-sufficient in an emergency by:
  - Maintaining a fire control plan, including an onsite fire fighting capability and volunteer fire response teams to respond to and extinguish small fires; and
  - Identifying medical personnel or local residents who are capable and certified in first aid and CPR.

City of Wildomar Municipal Code

- **Chapter 2.32, Disaster Relief:** The purpose of this Chapter is to provide for the preparation and carrying out of plans for the protection of persons and property within the City in the event of an emergency.
- **Chapter 8.52, Hazardous Waste Control:** The intent of this Chapter is to administer a program for the purpose of monitoring establishments where hazardous waste is generated, stored, handled, disposed, treated, or recycled, and to regulate by the issuance of permits, the activities of establishments where hazardous waste is generated.

5.6.1.3 EXISTING CONDITIONS

Wildomar Trail Town Center Mixed-Use Project

The project site is vacant and includes ruderal vegetation. The AAI Report (Appendix 5.6-1) conducted a regulatory database records search and identified the following on federal and state databases:

- **Federal:**
  - One site listed on RCRA Non-Gen was identified within 0.25-mile of the project site.
- **State:**
  - Two sites listed on EnviroStor were identified within 1-mile of the project site.
  - One site listed on Historical Hazardous Substance Storage Information Database was found within 0.25-mile of the project site.
  - One site listed on Aboveground Storage Tanks (AST) was identified within 0.25-mile of the project site.

An additional screen of these summarized sites was performed specific to the project site, adjacent properties, and identified Recognized Environmental Condition (REC) sites within 500 feet of the project

site. No environmental concerns were identified on the project site, however, 31705 Central Avenue, which is approximately 100 feet west of the project site, was listed on the several databases, however, no reports or RECs were listed for this site (eScreenLogic 2017).

Prielipp-Yamas Property Rezone

The Property is vacant and contains ruderal vegetation. According to EnviroStor and GeoTracker, there are no hazardous sites located on the Property; the Inland Valley Regional Medical Center located 0.32-mile west of the Property is listed as a LUST Cleanup site, however, the case was closed as of October 13, 2006 (EnviroStor 2020; GeoTracker 2020).

5.6.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

H-1 Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

H-2 Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

H-3 Emit hazardous emissions or handle hazardous or acutely hazardous materials, substance, or waste within one-quarter mile of an existing or proposed school.

H-4 Be located on a site which is included on a list of hazardous materials compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment.

H-5 For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would result in a safety hazard or excessive noise for people residing or working in the project area.

H-6 Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

H-7 Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

5.6.3 Plans, Programs, and Policies

Plans, programs, and policies (PPP), including applicable regulatory requirements and conditions of approval for hazards and hazardous materials impacts are identified below:

PPP HAZ-1 Any project-related hazardous materials and hazardous wastes will be transported to and/or from the project site in compliance with any applicable state and federal requirements,

including the US Department of Transportation regulations listed in the Code of Federal Regulations (Title 49, Hazardous Materials Transportation Act); California Department of Transportation standards; and the California Occupational Safety and Health Administration standards.

PPP HAZ-2 Any project-related hazardous waste generation, transportation, treatment, storage, and disposal will be conducted in compliance with the Subtitle C of the Resource Conservation and Recovery Act (Code of Federal Regulations, Title 40, Part 263), including the management of nonhazardous solid wastes and underground tanks storing petroleum and other hazardous substances. The proposed project will be designed and constructed in accordance with the regulations of the Riverside County Environmental Health Department, which is the designated Certified Unified Program Agency and which implements state and federal regulations for the following programs: 1) Hazardous Waste Generator Program, 2) Hazardous Materials Release Response Plans and Inventory Program, 3) California Accidental Release Prevention, 4) Aboveground Storage Tank Program, and 5) Underground Storage Tank Program.

PPP HAZ-3 Any project-related new construction, excavations, and/or new utility lines within 10 feet or crossing existing high-pressure pipelines, natural gas/petroleum pipelines, or electrical lines greater than 60,000 volts will be designed and constructed in accordance with the California Code of Regulations (Title 8, Section 1541).

PPP HAZ-4 The project applicant shall incorporate the recommendations of the Geotechnical Report into the project plans related to the project. The project's building plans shall demonstrate that they incorporate all applicable recommendations of the Geotechnical Report and comply with all applicable requirements of the latest adopted version of the California Building Code.

PPP HAZ-5 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's 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 an accredited repository.

5.6.4 Environmental Impacts

The following impact analysis addresses thresholds of significance that are identified in brackets after the impact statement.

IMPACT 5.6-1: Project construction and operations of the proposed project could involve the transport, use, and/or disposal of hazardous materials; however, compliance with existing local, state, and federal regulations would ensure impacts are minimized. [Thresholds H-1, H-2, and H-3]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

Project construction would require small amounts of hazardous materials, including fuels, greases and other lubricants, and coatings such as paint. The handling, use, transport, and disposal of hazardous materials during the construction phase of the project would comply with existing regulations of several agencies–the USEPA, the Riverside County Environmental Health Division, OSHA, California Division of Occupational Safety and Health, and USDOT.

The proposed project would include residential and non-residential uses, including a gas station. Project maintenance and operation may require the use of cleaners, solvents, paints, other custodial products, and gasoline/diesel that are potentially hazardous. These custodial products and paints would be used in relatively small quantities, clearly labeled, and stored in compliance with state and federal requirements. Similarly, the gasoline and diesel used for the proposed gas station would be stored in compliance with state and federal requirements. However, with the exercise of normal safety practices, the proposed project would not create substantial hazards to the public or the environment. Therefore, a less than significant impact would occur.

Additionally, construction projects typically maintain supplies onsite for containing and cleaning small spills of hazardous materials. However, construction activities would not involve a significant amount of hazardous materials, and their use would be temporary. Furthermore, project construction workers would be trained on the proper use, storage, and disposal of hazardous materials. Moreover, according to the AAI Report, the project site does not contain any RECs or other hazardous materials.

Operation of the office, retail, and residential uses would not warrant use of hazardous materials in quantities that could result in hazardous conditions. However, the operation of the proposed gas station could result in hazardous impacts due to the potential to have liquefied petroleum gas (LPG) tanks; operation of the gas station would require a permit. All on-site activities during construction and operation would be required to adhere to federal, state, and local regulations for the management and disposal of hazardous materials. Also, construction activities would be conducted in accordance with the Storm Water Pollution Prevention Plan (SWPPP) as part of the NPDES permit. The primary objective of the SWPPP is to identify, construct, implement, and maintain best management practices (BMPs) to reduce eliminate pollutants in stormwater discharges and authorized non-stormwater discharges from the construction site. BMPs for hazardous materials include, but are not limited to, off-site refueling, placement of generators on impervious surfaces, establishing clean out areas for cement, etc. 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. Therefore, transport, use, and/or disposal of hazardous materials during construction of new developments in accordance with the proposed project would be properly managed, and impacts would be less than significant.

Additionally, the California Lutheran High School is located 0.25-mile southwest of the project site. Operation of the proposed office, retail, and residential uses would not generate hazardous emissions or require the handling of acutely hazardous materials, substances, or waste. However, the proposed gas station would release gasoline and diesel vapors which would be hazardous. Although project operations would include the use of potentially hazardous materials, when used correctly, these would not result in a significant impact to residents, workers, or schools in the project vicinity. Therefore, the proposed project would result in less than significant impacts.

PRIELIPP-YAMAS PROPERTY REZONE

Future development of residential uses on the Property would require small amounts of hazardous materials, including fuels, greases and other lubricants, and coatings such as paint. The handling, use, transport, and disposal of hazardous materials during construction activities would comply with existing regulation of USEPA, the Riverside County Environmental Health Division, OSHA, California Division of Occupational Safety and Health, and USDOT.

Future development on the Property would include residential uses, and maintenance and operational activities may require the use of cleaners, solvents, paints, and other custodial products that are potentially hazardous. These materials would be used in relatively small quantities, clearly labeled, and stored in compliance with state and federal requirements. With the exercise of normal safety practices, the future development on the Property would not create substantial hazards top the public. Therefore, impacts would be less than significant. Furthermore, construction projects typically maintain supplies onsite for containing and cleaning small spills of hazardous materials. However, future construction activities would not involve a significant amount of hazardous materials, and their use would be temporary. Construction workers would be trained on the proper use, storage, and disposal of hazardous materials. Operation of future residential uses would not warrant use of hazardous materials in quantities that could result in hazardous conditions. Future construction activities would be conducted in accordance with the Storm Water Pollution Prevention Plan (SWPPP) as part of the NPDES permit. The primary objective of the SWPPP is to identify, construct, implement, and maintain best management practices (BMPs) to reduce eliminate pollutants in stormwater discharges and authorized non-stormwater discharges from the construction site. BMPs for hazardous materials include, but are not limited to, off-site refueling, placement of generators on impervious surfaces, establishing clean out areas for cement, etc. 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. Therefore, transport, use, and/or disposal of hazardous materials during construction of future development on the Property would be properly managed, and impacts would be less than significant.

There are no schools located within 0.25-mile of the Property, however, Ronald Reagan Elementary is approximately 1.05 miles northwest of the Property. Future operation of residential uses on the Property would not generate hazardous emissions or require the handling of acutely hazardous materials, substances, or waste. Future project operations would include the use of potentially hazardous materials, however, when used correctly, these would not result in a significant impact to residents, workers, or schools in the project vicinity. Therefore, impacts would be less than significant.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.6-1 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.6-1 would be less than significant.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.6-1 would be less than significant.

Mitigation Measures

No mitigation measures would be required.

Level of Significance After Mitigation: Impact 5.6-1 would be less than significant.

IMPACT 5.6-2: The project site is not on a list of hazardous materials sites. [Threshold H-4]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

As identified in the AAI Report, there are not RECs on the project site and the site is not listed on a hazardous materials database. Although no environmental concerns were identified on the project site, the property located on 31705 Central Avenue, which is approximately 100 feet west of the project site, was listed on the several databases, however, no reports or RECs were listed for this site (eScreenLogic 2017). Construction activities would occur within the boundaries of the project site, and would not impact properties within the project area that are listed as hazardous sites. Therefore, impacts would be less than significant.

PRIELIPP-YAMAS PROPERTY REZONE

The Property is vacant and contains ruderal vegetation. According to EnviroStor and GeoTracker, there are no hazardous sites located on the Property; the Inland Valley Regional Medical Center located 0.32-mile west of the Property is listed as a LUST Cleanup site, however, the case was closed as of October 13, 2006

(EnviroStor 2020; GeoTracker 2020). Future construction activities would occur within the boundaries of the Property, and would not impact adjacent properties, including those on a hazardous materials list. Therefore, impacts would be less than significant.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.6-2 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.6-2 would be less than significant.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.6-2 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.6-2 would be less than significant.

Impact 5.6-3: The project site is not located in the vicinity of an airport or within the jurisdiction of an airport land use plan. [Threshold H-5]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The project site is not located within an airport land use plan area. The closest airport is the French Valley Airport, which is located approximately 8 miles southeast of the project site. Given the distance of the project site to the French Valley Airport, no impact would occur.

PRIELIPP-YAMAS PROPERTY REZONE

The Property is not located within an airport land use plan area. The closest airport is the French Valley Airport, which is located approximately 6 miles southeast of the Property. Given the distance of the Property to the French Valley Airport, no impact would occur.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.6-3 would not be significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.6-3 would not be significant.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.6-3 would not be significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.6-3 would not be significant.

Impact 5.6-4: Project development would not affect the implementation of an emergency responder or evacuation plan. [Threshold H-6]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

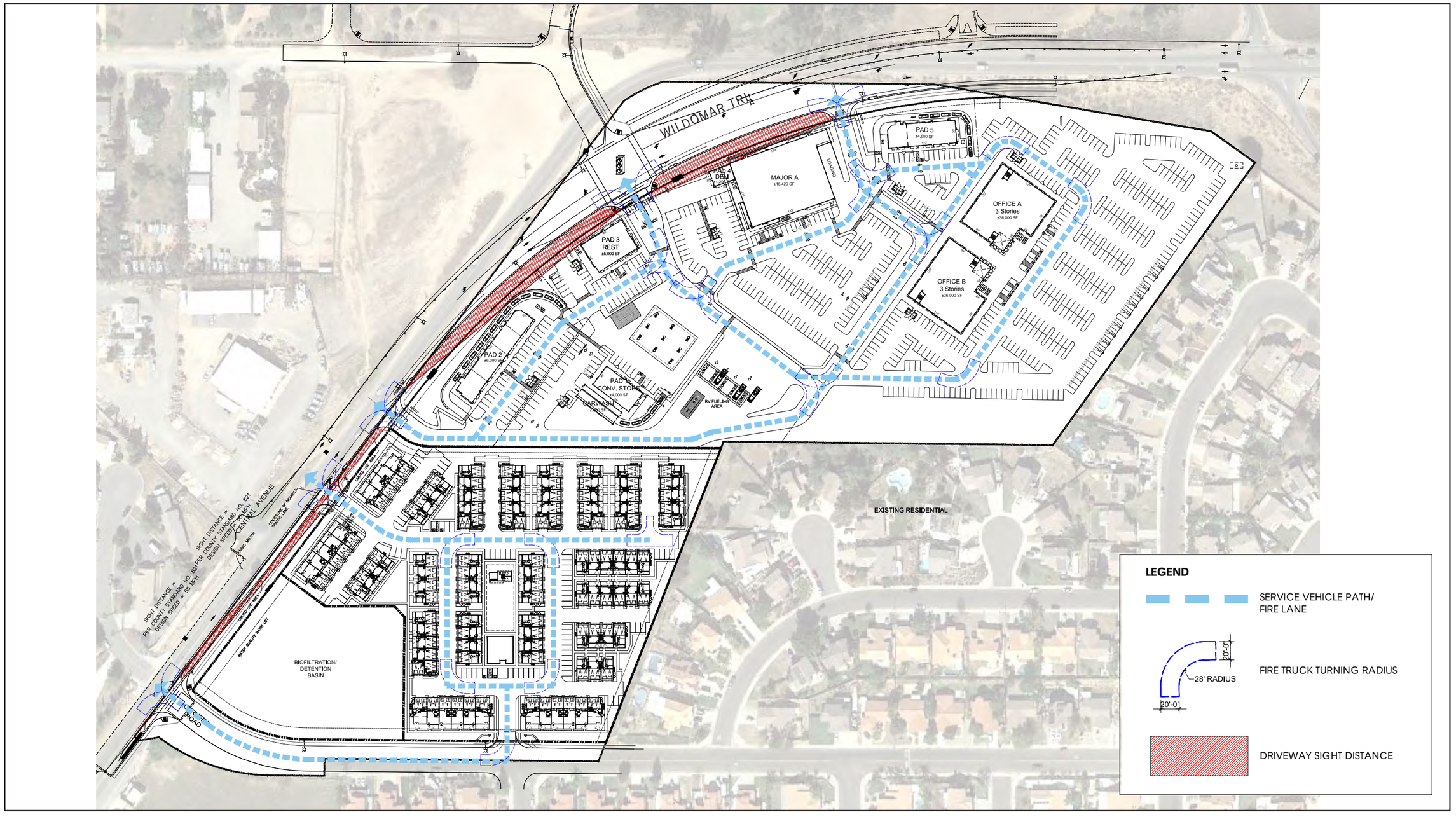
The addition of project residents, visitors, and employees would be expected to increase the volume of vehicles leaving the project area in the event of an emergency, which could impede emergency vehicles from attempting to get into the project site; this issue is discussed in Section 5.11, *Transportation*.

The proposed project would not conflict with adopted emergency response or evacuation plans. As shown in Figure 5.6-1, *Emergency Vehicle Path,* the curve of Wildomar Trail would be "flattened," and vehicle paths for emergency services would be provided via five driveways. A traffic control plan would be developed to ensure that the roadway as well as surrounding roadways would continue to provide emergency access to the project site and surrounding areas during construction. Although regular travelers may experience some delays during construction activities, access would remain for emergency vehicles. The proposed project would not result in inadequate emergency access. 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. Therefore, impacts to adopted emergency response and evacuation plans are less than significant.

PRIELIPP-YAMAS PROPERTY REZONE

The surrounding roadways would continue to provide emergency access to the Property and surrounding properties during construction and operation. A traffic control plan would be required to ensure access to the Property and adjacent properties. The traffic control plan would need to ensure that access to the residential uses that bound the western boundary of the Property. Therefore, impacts to adopted emergency response and evacuation plans are less than significant.

Figure 5.6-1 - Emergency Vehicle Path



0 160
Scale (Feet)

Source: ktgy, 2021

5. Environmental Analysis
HAZARDS AND HAZARDOUS MATERIALS

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LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.6-4 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.6-4 would be less than significant.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.6-4 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.6-4 would be less than significant.

Impact 5.6-5: The project site is in a designated Very High Fire Hazard Severity Zone and could expose structures and/or residences to fire danger. [Threshold H-7]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

California Government Code Chapter 6.8 directs the California Department of Forest and Fire Protection (CAL FIRE) to identify areas of very high fire hazard severity 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 to buildings. LRA VHFHSZ maps were initially developed in the mid-1990s and are now being updated based on improved science, mapping techniques, and data. In 2008, the California Building Standards 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.

The eastern and western portions of the City of Wildomar have been designated Very High Fire Hazard Severity Zones. The project site is in a VHFHSZ in the LRA. Development on the project site would be subject to compliance with the 2019 California Building Code (or the most current version) and the 2019 edition of the California Fire Code (or the most current version). The 2019 California Fire Code (Part 9 of Title 24 of the California Code of Regulations) includes Section 4905.2, Construction Methods and Requirements within Established Limits. Fire Code Chapter 49 cites specific requirements for wildland-urban interface areas that include, but are not limited to, providing defensible space and hazardous vegetation and fuel management. Wildomar is covered under the Riverside County Operational Area Emergency Operations Plan (2006) and the Riverside County Operation 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 is required to meet minimum standards for fire safety, and Mitigation Measures HAZ-1 and HAZ-2, which require conformance with the California Building Code and Fire Code, would be implemented. Therefore, impacts are considered less than significant with mitigation incorporated.

PRIELIPP-YAMAS PROPERTY REZONE

The Property is not in a VHFHSZ in the LRA. Future development on the Property would be subject to compliance with the 2019 California Building Code (or the most current version) and the 2019 edition of the California Fire Code (or the most current version). The 2019 California Fire Code (Part 9 of Title 24 of the California Code of Regulations) includes Section 4905.2, Construction Methods and Requirements within Established Limits. Fire Code Chapter 49 cites specific requirements for wildland-urban interface areas that include, but are not limited to, providing defensible space and hazardous vegetation and fuel management. Wildomar is covered under the Riverside County Operational Area Emergency Operations Plan (2006) and the Riverside County Operation 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 future construction would be required to meet minimum standards for fire safety, and Mitigation Measures HAZ-1 and HAZ-2, which require conformance with the California Building Code and Fire Code, would be implemented. Therefore, impacts are considered less than significant with mitigation incorporated.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.6-5 would be potentially significant.

Mitigation Measures

HAZ-1 Prior to the issuance of building permits, the project applicant shall demonstrate, to the satisfaction of the City Building Official and the Riverside County Fire Chief, compliance with the 2019 California Building Code (or the most recent edition) (Part 2 of Title 24 of the California Code of Regulations) and the 2019 California Fire Code (or the most recent edition) (Part 9 of Title 24 of the California Code of Regulations), including those regulations pertaining to materials and construction methods intended to mitigate wildfire exposure as described in the 2019 California Building Code and California Residential Code (or most recent edition); specifically California Building Code Chapter 7A; California Residential Code Section R327; California Residential Code Section R337; California Referenced Standards Code Chapter 12-7A; and California Fire Code Chapter 49.

HAZ-2 Prior to the issuance of a certificate of occupancy, the applicant shall demonstrate, to the satisfaction of the City Building Official and the County Fire Chief, compliance with the

vegetation management requirements prescribed in California Fire Code Section 4906, including California Government Code Section 51182.

Level of Significance After Mitigation: Impact 5.6-5 would be less than significant with mitigation incorporated.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.6-5 would be potentially significant.

Mitigation Measures

Mitigation Measures HAZ-1 and HAZ-2.

Level of Significance After Mitigation: Impact 5.6-5 would be less than significant with mitigation incorporated.

5.6.5 Cumulative Impacts

Past, existing, and planned development in the City could pose risks to public health and safety as they relate to the use, storage, handling, generation, transport, and disposal of hazardous materials and wastes. The proposed project, future development on the Prielipp-Yamas Property, and other development in the project vicinity could increase the risks if they are not remediated and/or managed properly in accordance with applicable regulations. Compliance with applicable regulations related to public health and safety and hazardous materials would ensure that impacts are reduced to a less than significant level, individually and cumulatively.

Other projects in the City of Wildomar would require assessments for hazardous materials, such as assessments of structures on-site (over certain ages) for lead-based paint, asbestos-containing materials, and other contamination from past uses and/or releases. Cleanup of hazardous materials in soil, soil vapor, and/or groundwater to regulatory cleanup levels for relevant types of land uses would be required in compliance with applicable federal, state, and regional regulations. Therefore, the use, storage, transport, and disposal of hazardous materials by construction and operation of other projects would result in site-specific impacts and would be reduced to a less than significant level. Combined with the proposed project and future development on the Prielipp-Yamas Property, impacts would not be cumulatively considerable.

5.6.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, some impacts would be less than significant: 5.6-1 through 5.6-4.

Without mitigation, these impacts would be **potentially significant**:

- **Impact 5.6-5** The project site is in a very high fire hazard severity zone and could impact people and/or structures.

5.6.7 Mitigation Measures

Impact 5.6-5

HAZ-1 Prior to the issuance of building permits, the project applicant shall demonstrate, to the satisfaction of the City Building Official and the Riverside County Fire Chief, compliance with the 2019 California Building Code (or the most recent edition) (Part 2 of Title 24 of the California Code of Regulations) and the 2019 California Fire Code (or the most recent edition) (Part 9 of Title 24 of the California Code of Regulations), including those regulations pertaining to materials and construction methods intended to mitigate wildfire exposure as described in the 2019 California Building Code and California Residential Code (or most recent edition); specifically California Building Code Chapter 7A; California Residential Code Section R327; California Residential Code Section R337; California Referenced Standards Code Chapter 12-7A; and California Fire Code Chapter 49.

HAZ-2 Prior to the issuance of a certificate of occupancy, the applicant shall demonstrate, to the satisfaction of the City Building Official and the County Fire Chief, compliance with the vegetation management requirements prescribed in California Fire Code Section 4906, including California Government Code Section 51182.

5.6.8 Level of Significance After Mitigation

Impact 5.6-5

Mitigation Measure HAZ-1 would ensure that the project complies with the 2019 Building and Fire Codes, and Mitigation Measure HAZ-2 would ensure compliance with vegetation management requirements. Therefore, impacts would be reduced to less than significant.

5.6.9 References

eScreenLogic. 2017, September 6. All Appropriate Inquiry (AAI). Appendix 5.6-1.

Department of Toxic Substances Control. EnviroStor. 2020. https://www.envirostor.dtsc.ca.gov/public/

State Water Resources Control Board. GeoTracker. 2020. https://geotracker.waterboards.ca.gov/

5.7 HYDROLOGY AND WATER QUALITY

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential impacts of the proposed project to hydrology and water quality conditions in the City of Wildomar. Hydrology deals with the distribution and circulation of water, both on land and underground. Water quality deals with the quality of surface- and groundwater. Surface water includes lakes, rivers, streams, and creeks; groundwater is under the earth's surface.

- *Technical Drainage Study*, Michael Baker International, February 26, 2021
- *Project Specific Water Quality Management Plan (WQMP)*, Michael Baker International, March 4, 2021

Complete copies of these studies are included as Appendix 5.7-1 and Appendix 5.7-2 to this DEIR.

5.7.1 Environmental Setting

5.7.1.1 REGULATORY BACKGROUND

Federal

Clean Water Act

The federal Water Pollution Control Act (or Clean Water Act [CWA]) is the principal statute governing water quality. It establishes the basic structure for regulating discharges of pollutants into the waters of the United States and gives the EPA authority to implement pollution control programs, such as setting wastewater standards for industry. The statute's goal is to completely end all discharges and to restore, maintain, and preserve the integrity of the nation's waters. The CWA regulates direct and indirect discharge of pollutants; sets water quality standards for all contaminants in surface waters; and makes it unlawful for any person to discharge any pollutant from a point source into navigable waters unless a permit is obtained under its provisions. The CWA mandates permits for wastewater and stormwater discharges; requires states to establish site-specific water quality standards for navigable bodies of water; and regulates other activities that affect water quality, such as dredging and the filling of wetlands. The CWA funds the construction of sewage treatment plants and recognizes the need for planning to address nonpoint sources of pollution. Section 402 of the CWA requires a permit for all point source (a discernible, confined, and discrete conveyance, such as pipe, ditch, or channel) discharges of any pollutant (except dredge or fill material) into waters of the United States.

National Pollutant Discharge Elimination System

Under the National Pollutant Discharge Elimination System (NPDES) program (under Section 402 of the CWA), all facilities the discharge pollutants from any point into water of the United States must have a NPDES permit. The term "pollutant" broadly applies to any type of industrial, municipal, and agricultural waste discharged into water. Point sources can be publicly owned treatment works (POTWs), industrial facilities, and urban runoff. (The NPDES program addresses certain agricultural activities, but the majority are considered nonpoint sources and are exempt from NPDES regulation). Direct sources discharge directly

to receiving waters, and indirect sources discharges to POTWs, which in turn discharge to receiving waters. Under the national program, NPDES permits are issued only for direct, point-source discharges. The National Pretreatment Program addresses industrial and commercial indirect discharges. Municipal sources are POTWs that receive primarily domestic sewage from residential and commercial customers. Specific NPDES program areas applicable to municipal sources are the National Pretreatment Program, the Municipal Sewage Sludge Program, Combined Sewer Overflows (CSOs), and the Municipal Storm Water Program. Nonmunicipal sources industrial and commercial facilities. Specific NPDES program areas applicable to these industrial/commercial sources are: Process Wastewater Discharges, Non-Process Wastewater Discharges, and the Industrial Storm Water Program. NPDES issues two basic permit types: individual and general. Also, the EPA has recently focused on integrating the NPDES program further into watershed planning and permitting.

The NPDES has a variety of measures designed to minimize and reduce pollutant discharges. All counties with storm drain systems that serve a population of 50,000 or more, as well as construction sites one acre or more in size, must file for and obtain an NPDES permit. Another measure for minimizing and reducing pollutant discharges to a publicly owned conveyance or system of conveyances (including roadways, catch basins, curbs, gutters, ditches, man-made channels and storm drains, designed or used for collecting and conveying stormwater) is the EPA's Storm Water Phase II Final Rule. The Phase II Final Rule requires an operator (such as a City) of a regulated small municipal separate storm sewer system (MS4) to develop, implement, and enforce a program (e.g., Best Management Practices [BMPs], ordinances, or other regulatory mechanisms) to reduce pollutants in post-construction runoff to the City's storm drain system from new development and redevelopment projects that result in the land disturbance of greater than or equal to one acre.

Safe Drinking Water Act

The federal Safe Drinking Water Act (SDWA) regulates drinking water quality nationwide and gives the U.S. Environmental Protection Agency (EPA) the authority to set drinking water standards, such as the National Primary Drinking Water regulations (NPDWRs or primary standards). The NPDWRs protect drinking water by limiting the levels of specific contaminants that can adversely affect public health. All public water systems that provide service to 25 or more individuals must meet these standards. Water purveyors must monitor for contaminants on fixed schedules and report to the EPA when a maximum contaminant level (MCL) is exceeded. MCL is the maximum permissible level of a contaminant in water that is delivered to any use of a public water system. Contaminants include organic and inorganic chemicals (e.g., minerals), substances that are known to cause cancer, radionuclides (e.g. uranium and radon), and microbial contaminants (e.g., coliform and E. coli). The MCL list typically changes every three years as the EPA adds new contaminants or revises MCLs. The California Department of Public Health's Division of Drinking Water and Environmental Management is responsible for implementation of the SDWA in California.

Federal Urban Flooding Awareness Act

In recent years, communities have become concerned with localized flooding. In 2015, Congress passed the Urban Flooding Awareness Act of 2015. Under this bill, the National Academy of Sciences will conduct a

study on urban flooding. It defines "urban flooding" as the inundation of property in a built environment, particularly in more densely populated areas, caused by rain falling on increased amounts of impervious surface and overwhelming the capacity of drainage systems. The bill directs the National Academy of Sciences to evaluate the latest research, laws, regulations, policies, best practices, procedures, and institutional knowledge regarding urban flooding. The findings from this assessment will direct future federal policies on identifying, preventing, and mitigating urban flooding.

National Flood Insurance Program

The National Flood Insurance Act of 1968 and the Flood Disaster Protection of 1973 mandate the Federal Emergency Management Agency (FEMA) to evaluate flood hazards. FEMA provides Flood Insurance Rate Maps (FIRMs) for local and regional planners to promote sound land use and floodplain development, identifying potential flood areas based on the current conditions. To delineate a FIRM, FEMA conducts engineering studies referred to as Flood Insurance Studies (FISs). Using information gathered in these studies, FEMA engineers and cartographers delineate Special Flood Hazard Areas (SFHAs) on FIRMs.

The Flood Disaster Protection Act (FDPA) requires owners of all structures in identified SFHAs to purchase and maintain flood insurance as a condition of receiving federal or federally related financial assistance, such as mortgage loans from federally insured lending institutions. Community members within designated areas are able to participate in the National Flood Insurance Program (NFIP) afforded by FEMA. The NFIP is required to offer federally subsidized flood insurance to property owners in those communities that adopt and enforce floodplain management ordinances that meet minimum criteria established by FEMA. The National Flood Insurance Reform Act of 1994 further strengthened the NFIP by providing a grant program for state and community flood mitigation projects. The act also established the Community Rating System (CRS), a system for crediting communities that implement measures to protect the natural and beneficial functions of their flood plains, as well as managing erosion hazards.

State

Porter-Cologne Water Quality Act

The Porter-Cologne Water Quality Act (Water Code sections 13000 et seq.) is the basic water quality control law for California. Under this Act, the State Water Resources Control Board (SWRCB) has ultimate control over state water rights and water quality policy. In California, the EPA has delegated authority to issue NPDES permits to the SWRCB.

Storm Water Pollution Prevention Plans

Pursuant to the CWA, in 2001, the SWRCB issued a statewide general NPDES Permit for storm water discharges from construction sites (NPDES No. CAS000002). Under this Statewide General Construction Activity permit, discharges of storm water from construction sites with a disturbed area of one or more acres are required to either obtain individual NPDES permits for storm water discharges or to be covered by the General Permit. Coverage by the General Permit is accomplished by completing and filing a Notice of Intent with the SWRCB and developing and implementing a Storm Water Pollution Prevention Plan (SWPPP). Each

applicant under the General Construction Activity Permit must ensure that a SWPPP is prepared prior to grading and is implemented during construction. The SWPPP must list BMPs implemented on the construction site to protect storm water runoff, and must contain a visual monitoring program; a chemical monitoring program for "non-visible" pollutants to be implemented if there is a failure of BMPs; and a monitoring plan if the site discharges directly to a water body listed on the state's 303(d) list of impaired waters.

Regional

San Diego Regional Water Quality Control Board

The state is divided into nine regions related to water quality and quantity characteristics. The SWRCB, through its nine Regional Water Quality Control Boards (RWQCBs) carries out the regulation, protection, and administration of water quality in each region. The project site is under the jurisdiction of the San Diego RWQCB.

County of Riverside MS4 Permit

The City is a co-permittee under the NPDES MS4 Permit No. CAS 0108766 (Order RA-2010-0016), adopted in 2010. The County of Riverside is the principal permittee. The NPDES MS4 permit is intended to regulate the discharge of urban runoff the MS4 within the Santa Margarita Region. Under the NPDES MS4 permit, the City is responsible for the management of storm drain systems within its jurisdiction. Cities are required to implement management programs, monitoring programs, implementation plans, and all applicable Best Management Practices (BMPs) outlined in the Riverside County Water Quality Management Plan (WQMP), which covers the Santa Ana and Santa Margarita Watersheds.

San Diego Basin Plan

Each RWQCB is required to adopt a Water Quality Control Plan or Basin Plan that recognizes and reflects the regional differences in existing water quality, the beneficial uses of the region's ground and surface water, and local water quality conditions and problems. The project site is located in the San Diego Basin, Region 9. The Water Quality Control Plan for the San Diego Basin (Region 9) was adopted in 1994. This Basin Plan gives direction on the beneficial uses of the state waters within Region 9, describes the water quality that must be maintained to support such uses, and provides programs, projects, and other actions necessary to achieve the standards established in the Basin Plan.

Santa Margarita Watershed Water Quality Improvement Plan

Agencies involved in the development of the Santa Margarita Water Quality Improvement Plan (WQIP) include the California Department of Transportation, the County of Riverside, the Riverside County Flood Control and Water Conservation District, the County of San Diego, and Cities in Riverside County, including the City of Wildomar. The WQIP is a requirement of updated stormwater regulations adopted by the Regional Water Quality Control Board according to Order No. R9-2013-0001, as amended by Order Nos. R9-2015-0001 and R9-2015-0100. The ultimate goal of the WQIP is to protect, preserve, enhance, and restore water quality of receiving water bodies. These improvements in water quality will be accomplished through an

adaptive planning and management process that identifies the highest priority water quality within the watershed and implements strategies to address them.

Local

City of Wildomar Municipal Code, Section 13.12.060 Reduction of Pollutants in Stormwater

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 in addition to those provided in the WQMP to prevent such deterioration, as part of the building plan check review process prior to construction.

5.7.1.2 EXISTING CONDITIONS

Wildomar Trail Town Center Mixed-Use Project

The project site is currently vacant and accepts flows from the north in two locations (Michael Baker 2020a, see Appendix 5.7-1). Both flows enter the northern portion of the site and meander southeasterly to an existing storm drain system. These flows are approximately 144 cubic feet per second (cfs) and 158 cfs. Surface runoff from the existing site is split and outflows in two locations. Approximately, half of the site conjoins the flows reaching this site and outflows to an existing storm drain system; while the other half flows onto Cervera Road, continues south on Wildomar Trail, and enters a storm drain inlet on Wildomar Trail just south of California Lutheran High School.

Prielipp-Yamas Property Rezone

The property is currently vacant and covered in ruderal vegetation. Elevation on the site ranges from 1,310 feet in the southern portion of the site to approximately 1,375 feet in the northern portion of the site. Therefore, onsite drainage flows from the northern portion of the site to the southern portion of the site.

5.7.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

HYD-1 Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.

HYD-2 Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.

HYD-3 Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i) Result in a substantial erosion or siltation on- or off-site.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite.

iii) 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.

iv) Impede or redirect flood flows.

HYD-4 In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.

HYD-5 Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

5.7.3 Plans, Programs, and Policies

PPP HYD-1 The proposed project would be required to comply with City of Wildomar Municipal Code, Section 13.12.060, Reduction of Pollutants in Stormwater.

5.7.4 Environmental Impacts

The following impact analysis addresses thresholds of significance that are identified in brackets after the impact statement.

Impact 5.7-1: The proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. [Threshold HYD-1]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

Urban runoff from storms or nuisance flows (runoff during dry periods) from development projects can carry pollutants to receiving waters. Runoff can contain pollutants such as oil, fertilizers, pesticides, trash soil, and animal waste. This runoff can flow directly into local streams or lakes or into storm drains and continue through pipes until it is released untreated into a local waterway and eventually the ocean. Untreated stormwater runoff degrades water quality in surface waters and groundwater and can affect drinking water, human health, and plant and animal habitats.

Construction Activities

Clearing, grading, excavation, and construction activities associated with the proposed project may impact water quality due to sheet erosion of exposed soils and subsequent deposition of particulates in local drainages. Grading activities lead to exposed areas of loose soil and sediment stockpiles that are susceptible to uncontrolled sheet flow. Although erosion occurs naturally in the environment, primarily from weathering by

water and wind action, improperly managed construction activities can lead to substantially accelerated rates of erosion that are considered detrimental to the environment.

As part of Section 402 of the Clean Water Act, the U.S. Environmental Protection Agency has established regulations under the National Pollution Discharge Elimination System (NPDES) program to control direct stormwater discharges. The NPDES program regulates industrial pollutant discharges, which include construction activities. In California, the State Water Resources Control Board (SWRCB) administers the NPDES permitting program and is responsible for developing NPDES permitting requirements.

Wildomar Municipal Code Section 13.12.050 requires development to 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 details the requirements for the requirements for standard stormwater mitigation plans (also known as water quality management plans). 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 spilt 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.

Requirements for waste discharges potentially affecting stormwater from construction sites of one acre or more are set forth in the SWRCB's Construction General Permit, Order No. 2012-0006-DWQ, issued in 2012. The site is larger than one acre and would be subject to requirements of the Construction General Permit. Projects obtain coverage under the Construction General Permit by filing a Notice of Intent with the SWRCB prior to grading activities, and preparing and implementing a Storm Water Pollution Prevention Plan (SWPPP) during construction. The primary objective of the SWPPP is to identify, construct, implement, and maintain BMPs to reduce or eliminate pollutants in stormwater discharges and authorized non-stormwater discharges from the project site, and to contain hazardous materials. BMPs categories include, but are not limited to erosion control and wind erosion control, sediment control, and tracking control. Examples of BMPs include, but are not limited to, the use of jute bales, covering of soil, retaining walls, minimizing disturbed areas, diverting stormwater, etc. Implementation and monitoring required under the SWPPP would control and reduce short-term intermittent impacts to water quality from construction activities to less than significant levels.

Operational Activities

The primary constituents of concern during the project operational phase would be solids, oils, and grease from parking areas and driveways that could be carried offsite. The proposed project would be graded to closely mimic the direction of flow of the existing conditions. These flows would continue in the southern direction but would be directed to a proposed bioretention basin before exiting the site. This basin would treat the runoff of pollutants. Offsite runoff, entering the site from the north, would be intercepted by a 48-inch storm drain pipe and would only conjoin with cleaned runoff from onsite. This project is located within the Santa Margarita Hydrologic Unit, Murrieta HA, and Wildomar HAS, outlets to Murrieta Creek and eventually the ocean (Michael Baker 2020a).

Additionally, onsite landscaping would assist in minimizing the amount of runoff from the site by providing permeable areas for water infiltration and decreasing runoff volume. Infiltration through landscaped areas would serve as a water treatment function. The proposed project would also include BMPs to properly manage stormwater flow and prevent stormwater pollution by reducing the potential for contamination at the source. The BMPs could include marking "only rain down the storm drain" on storm drain inlets, maintaining landscaping using minimum or no pesticides, and dry sweeping the fueling area routinely, as stated in the WQMP (Michael Baker 2020b). The mix of BMPs have been determined as part of the WQMP. The proposed project would include a bioretention basin that would treat the required water quality volume for the project site. Moreover, the proposed gas station would be required to have impermeable floors (i.e., Portland cement concrete or equivalent smooth impervious surface) that are a) graded at the minimum slope necessary to prevent ponding; and b) separated from the rest of the site by a grade break that prevents run-on of stormwater to the maximum extent practicable. Additionally, the fueling areas shall be covered by a canopy that extends a minimum of 10 feet in each direction from each pump, or the fueling area must be covered and the cover's minimum dimensions must be equal to or greater than the area within the grade break or fuel dispensing area. Other BMPs for the gas station includes dry sweeping the fueling area routinely, and installing and maintaining oil and water separators.

In general, projects must control pollutants, pollutant loads, and runoff volume from the project site by minimizing the impervious surface area and controlling runoff through infiltration, bioretention, or rainfall harvest and use. Projects must incorporate BMPs in accordance with the requirements of the municipal NPDES permit. The project would comply with water quality standards, and impacts would be less than significant.

PRIELIPP-YAMAS PROPERTY REZONE

Construction Activities

As part of Section 402 of the Clean Water Act, the U.S. Environmental Protection Agency has established regulations under the NPDES program to control direct stormwater discharges. The NPDES program regulates industrial pollutant discharges, which include construction activities. In California, the SWRCB administers the NPDES permitting program and is responsible for developing NPDES permitting requirements.

Wildomar Municipal Code Section 13.12.050 requires development to comply with a Municipal Separate Storm Sewer System (MS4) Permit from the San Diego Regional Water Quality Control Board. Requirements for waste discharges potentially affecting stormwater from construction sites of one acre or more are set forth in the SWRCB's Construction General Permit, Order No. 2012-0006-DWQ, issued in 2012. The site is larger than one acre and would be subject to requirements of the Construction General Permit. Projects obtain coverage under the Construction General Permit by filing a Notice of Intent with the SWRCB prior to grading activities and preparing and implementing a SWPPP during construction. Implementation and monitoring required under the SWPPP would control and reduce short-term intermittent impacts to water quality from future construction activities to less than significant levels.

Operational Activities

The primary constituents of concern during a residential project's operational phase would be solids, oils, and greases from parking areas and driveways that could be carried offsite. Future project design features would be identified in the WQMP for future development on the property. Future development on the site would implement BMPs and the requirements of the municipal NPDES permit, which would reduce impacts to less than significant.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.7-1 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.7-1 would be less than significant.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.7-1 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.7-1 would be less than significant.

Impact 5.7-2: The proposed project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the proposed project may impede sustainable groundwater management of the basin. [Threshold HYD-2]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

According to the WQMP, field work included 10 excavating deep geotechnical borings and seven percolation borings; groundwater was not encountered in the percolation test holes or in the borings during the geotechnical investigation (Michael Baker 2020b). Groundwater was encountered at an elevation of 1,339 and 1,334 feet above mean sea level (Michael Baker 2020a).

The project site, which is located in the Santa Margarita River Watershed, is adjudicated (DWR 2020). The Elsinore Basin Groundwater Management Plan (GWMP) summarizes inflows to the Elsinore Basin that include infiltration of local precipitation, runoff from the surrounding watershed, infiltration from the San Jacinto River prior to reaching Lake Elsinore, and return flows from either irrigation or domestic use. Since adoption of the 2005 GWMP, EVMWD has limited pumping (approximately 5,550 acre-ft/yr) to be consistent with the safe yield of the Elsinore Basin (EVMWD 2016). Groundwater pumping to meet water

demands accounts for essentially the entire outflow from the Basin. Active groundwater management and conjunctive use programs have been implemented by EVMWD to balance the Elsinore Basin inflows and outflows (EVMWD 2016).

As shown in Department of Water Resources Bulletin 118, the Elsinore Basin, which is the major source of potable groundwater supply for EVMWD, has not been identified to be in a state of overdraft (EVMWD 2016). Additionally, the filtration BMPs in the WMQP such as including landscaping to promote surface infiltration would treat and discharge stormwater into storm drain facilities which would be conveyed to channels within the Elsinore Basin. As stormwater quality would be assured the through LID Project features, and all stormwater would remain with the Elsinore Basin and available for groundwater recharge, the proposed project would not significantly affect groundwater recharge or the availability of groundwater and impacts would be less than significant.

PRIELIPP-YAMAS PROPERTY REZONE

The property, which is located in the Santa Margarita River Watershed, is adjudicated (DWR 2020). As indicated above, since adoption of the 2005 GWMP, EVMWD has limited pumping (approximately 5,550 acre-ft/yr) to be consistent with the safe yield of the Elsinore Basin (EVMWD 2016). Groundwater pumping to meet water demands accounts for essentially the entire outflow from the Basin. Active groundwater management and conjunctive use programs have been implemented by EVMWD to balance the Elsinore Basin inflows and outflows (EVMWD 2016).

As shown in Department of Water Resources Bulletin 118, the Elsinore Basin, which is the major source of potable groundwater supply for EVMWD, has not been identified to be in a state of overdraft (EVMWD 2016). Additionally, the filtration BMPs from the WMQP which would be prepared for future development on the property, would treat and discharge stormwater into storm drain facilities which would be conveyed to channels within the Elsinore Basin. As stormwater quality would be assured the through future LID Project features, and all stormwater would remain with the Elsinore Basin and available for groundwater recharge, the future development on the property would not significantly affect groundwater recharge or the availability of groundwater and impacts would be less than significant.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.7-2 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.7-2 would be less than significant.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.7-2 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.7-2 would be less than significant.

Impact 5.7-3: The proposed project would not substantially alter the existing drainage pattern of the site or area which would result in substantial erosion or siltation, increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite, create or contribute to runoff which would exceed the capacity of existing or planned stormwater drainage systems, or impede flood flows. [Thresholds HYD-3i, ii, iii, iv]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

Development of the proposed project would result in an increase in impervious surfaces compared to existing conditions. As indicated above, the proposed project would be graded to closely mimic the direction of flow of the existing conditions, and these flows would continue in the southern direction but would be directed to a proposed bioretention basin before existing the site.

Table 5.7-1, *Pre-Development (Existing) Condition Hydrology Summary Table,* shows the existing hydrological conditions.

Table 5.7-1 Pre-Development (Existing) Condition Hydrology Summary Table

Watershed Area	Node Number	Location	Area (acres)	100-Year Discharge (cfs)	10-Year Discharge (cfs)
Offsite Flows Entering Site					
-	30	Flows cross under Baxter Road through an existing culvert and discharges to DMA B-5A	49.13	144.31[1]	-
-	31	Flows cross under Baxter Road through an existing culvert and discharges to DMA B-2	67.72	157.56[1]	-
Onsite Flows					
A	12	Flow is conveyed to Cervera Road as surface flow	9.94	21.99	11.89
B[2]	26	Flow is conveyed to an existing storm drain system	15.87	337.34	318.82
		Total	27.87	57.46	-
		Total Offsite and Onsite	144.72	359.34	330.71

Source: Michael Baker 2021 (Appendix 5.7-1)
[1] Flows are included in DMA-B Total.
[2] DMA-B onsite only has Q_{100} = 35.47 cfs (3337.34 cfs – (157.56 cfs + 144.31 cfs) = 35.47 cfs)

Table 5.7-2, *Post-Developed (Proposed) Condition Hydrology Summary Table,* shows the proposed project's hydrological conditions and on- and off-site flows.

Table 5.7-2 Post-Developed (Proposed) Condition Hydrology Summary Table

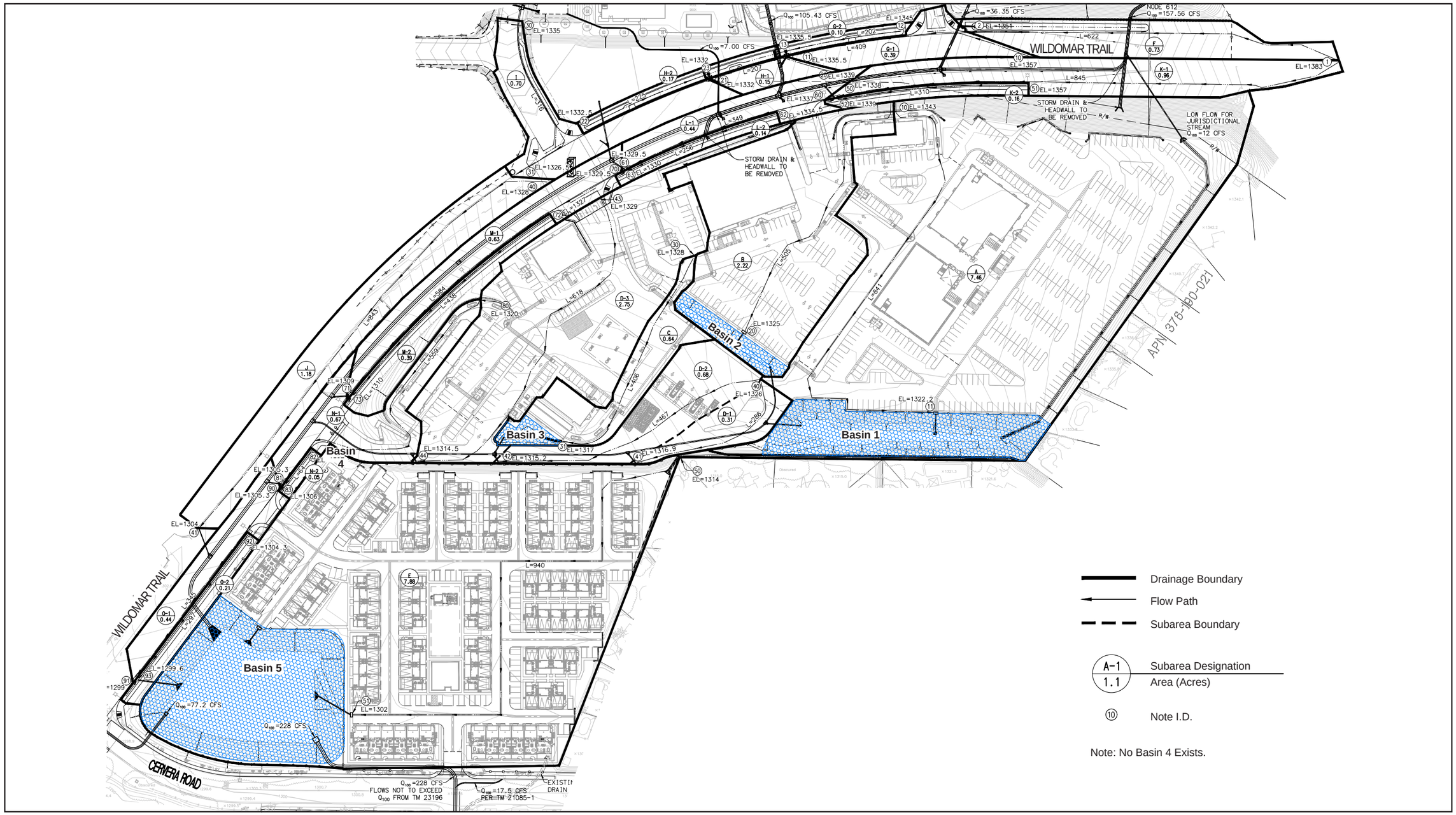
Watershed Area	Node Number	Location	Area (acres)	100-Year Discharge (cfs)	10-Year Discharge (cfs)
On-site Flows					
A	11	Flow is conveyed to Basin 1 as surface flow	7.46	24.49	15.78
B	20	Flow is conveyed to Basin 2 as surface flow	2.22	8.33	5.38
C	31	Flow is conveyed to Basin 3 as surface flow	0.64	2.44	1.57
D	44	Flow is conveyed to Basin 4 as surface flow	3.74	12.97	8.36
E	51	Flow is conveyed to Basin 5 via onsite storm drain system and surface flow	7.88	23.75	15.29
		Total	21.94	71.98	46.38
Off-Site Flows					
F	2	Flow is conveyed to a WQ Trench through curb openings	0.73	2.73	1.76
G	13	Flow is conveyed to a WQ Trench through curb openings	0.49	1.99	1.28
H	23	Flow is conveyed to a WQ Trench through curb openings	0.32	1.42	0.92
I	31	Flow is conveyed, as sheet flow, to a tree well	0.70	2.80	1.81
J	41	Flow is conveyed, as sheet flow, to a curb inlet that will outlet to Basin 5	1.18	3.93	2.53
K	52	Flow is conveyed to a WQ Trench through curb openings	1.12	3.96	2.55
L	63	Flow is conveyed to a WQ Trench through curb openings	0.58	2.23	1.42
M	73	Flow is conveyed to a WQ Trench through curb openings	1.02	3.72	2.40
N	83	Flow is conveyed to a WQ Trench through curb openings	0.72	2.57	1.66
O	93	Flow is conveyed to a WQ Trench through curb openings	0.65	2.46	1.59
		Total	7.51	27.80	110.68

Source: Michael Baker 2021 (Appendix 5.7-1)

Onsite existing flows are 57.46 cfs and proposed onsite flows would be 71.98 cfs. The proposed project would increase onsite flows by 14.52 cfs.

Offsite runoff would no longer outlet to the site; it would be conveyed through a proposed storm drain system around the project and separate from the onsite project storm drain. All onsite runoff would be diverted to Basin 5 through a separate storm drain system, so as not to converge with offsite runoff (see Figure 5.7-1, *Proposed Hydrological Conditions)*.

Figure 5.7-1 - Proposed Hydrological Conditions



Source: Michael Baker International, 2019

5. Environmental Analysis
HYDROLOGY AND WATER QUALITY

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Although there is an increase in flow for the 100-year storm event for the post-development conditions, this is due to the increase in impervious surfaces. However, there would be no negative impact anticipated downstream due to the proposed development (Michael Baker 2020a). The 100-year storm event flows are mitigated onsite and do not exceed the pre-developed conditions.

Moreover, the proposed project is subject to NPDES requirements and the countywide MS4 permit. Additionally, the project applicant must submit a SWPPP to reduce erosion and sedimentation of downstream watercourses during construction. Furthermore, the project applicant is required to prepare and submit a detailed erosion control plan for the City's approval prior to obtaining a grading permit. Implementation of this plan would address any erosion issues associated with the proposed grading and site preparation. Furthermore, the proposed project would result in opportunities for landscaped areas which are integrated into the stormwater collection and treatment system. The landscape areas would be used to treat stormwater runoff.

Additionally, the WQMP for the proposed project includes BMPs to prevent erosion during construction and post-construction. The proposed project would not result in substantial erosion or siltation on- or off-site. Impacts would be less than significant.

The project site is designated by the Federal Emergency Management Agency (FEMA) as being Zone X, indicating minimal risk of flooding (FEMA 2008a). Although the proposed project would increase impervious surfaces, the project site is not located within an area of flood risk, and the proposed bioretention basin would reduce impacts from on- or off-site flooding. Therefore, impacts would be less than significant.

PRIELIPP-YAMAS PROPERTY REZONE

The property is currently vacant; future development on the property would increase impervious surfaces. Surface water drainage would be controlled by building regulations, with water directed toward existing streets, flood control channels, storm drains, catch basins, etc. as applicable. Future development on the property would be subject to NPDES requirements and the countywide MS4 permit. Additionally, the future project applicant would be required to submit a SWPPP to reduce erosion and sedimentation of downstream watercourses during project construction. Furthermore, the future project applicant would be required to prepare and submit a detailed erosion control plan for City approval prior to obtaining a grading permit. Implementation of this plan would address any erosion issues associated with future grading and site preparation. Furthermore, the future WQMP for development on the property would include BMPs designed to prevent erosion during construction. Therefore, impacts would be less than significant.

Moreover, future development would be required to comply with the Wildomar Municipal Code Section 13.12.050, which requires development to comply with a MS4 permit from the San Diego Regional Water Quality Control Board. The property is designated by the FEMA as being within Zone X, indicating minimal risk of flooding (FEMA 2008b). Although future development on the site would increase impervious surfaces, the property is not located within an area of flood risk. Therefore, impacts would be less than significant.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.7-3 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.7-3 would be less than significant.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.7-3 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.7-3 would be less than significant.

Impact 5.7-4: The proposed project would not, in a flood hazard, tsunamic, or seiche zones, risk release of pollutants due to project inundation. [Threshold HYD-4]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The project site is not within a flood hazard zone, as indicated above. The project site is not in an area subject to seiches, mudflows, or tsunamis due to the absence of any nearby bodies of water and mud/debris channels. The County of Riverside identifies dam inundation hazard areas throughout the County. A review or 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. As shown in Figure S-10, the project site is not in any dam inundation hazard zones (Wildomar 2003). In addition, the project site is not in the vicinity of any levees or waterbody which could cause a tsunami. Therefore, the proposed project would not be exposed to seiches, mudflows, or tsunami hazards, and no significant impact would occur.

PRIELIPP-YAMAS PROPERTY REZONE

The property is not in an area subject to seiches, mudflows, or tsunamis due to the absence of any nearby bodies of water and mud/debris channels. The County's dam inundation zones are identified in Figure S-10 of the Wildomar General Plan. As shown in Figure S-10, the property is not in any dam inundation hazard zones (Wildomar 2003). In addition, the property is not in the vicinity of any levees or waterbody which could cause a tsunami. Therefore, future development would not be exposed to seiches, mudflows, or tsunami hazards, and no significant impact would occur.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.7-4 would not be significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.7-4 would not be significant.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.7-4 would not be significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.7-4 would not be significant.

Impact 5.7-5: The proposed project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. [Threshold HYD-5]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

As indicated in Impact 5.7-1, the proposed project would implement BMPs to ensure that the proposed project has a less than significant impact on surface and ground water quality. These measures also ensure that the proposed project would not obstruct or conflict with implementation of the San Diego Basin Plan or the Santa Margarita Water Quality Improvement Plan. Additionally, the proposed project would not conflict with the EVMWD UWMP. The proposed project would comply with water quality requirements set forth in the Statewide General Construction Permit, the NPDES, and the City of Wildomar Municipal Code Section 13.12 (Stormwater/Urban Runoff Management and Discharge Controls Ordinance). Additionally, active groundwater management and conjunctive use programs have been implemented by EVMWD to ensure the balance of inflows and outflows of the Elsinore Basin. Therefore, the proposed project would not impede sustainable groundwater management of the basin and impacts would be less than significant.

PRIELIPP-YAMAS PROPERTY REZONE

As indicated in Impact 5.7-1, future development on the property would implement BMPs to ensure that the future development has a less than significant impact on surface and ground water quality. These measures would also ensure that future development would not obstruct or conflict with implementation of the San Diego Basin Plan or the Santa Margarita Water Quality Improvement Plan. Additionally, future development would not conflict with the EVMWD UWMP as future development would comply with water quality requirements set forth in the Statewide General Construction Permit, the NPDES, and the City of Wildomar

Municipal Code Section 13.12 (Stormwater/Urban Runoff Management and Discharge Controls Ordinance). Additionally, active groundwater management and conjunctive use programs have been implemented by EVMWD to ensure the balance of inflows and outflows of the Elsinore Basin. Therefore, future development would not impede sustainable groundwater management of the basin and impacts would be less than significant.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.7-5 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.7-5 would be less than significant.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.7-5 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.7-5 would be less than significant.

5.7.5 Cumulative Impacts

Construction and operation of the proposed project as well as future development on the Prielipp-Yamas Property, in conjunction with related projects in the EVMWD and could result in increased flows that would eventually discharge into waterways. Other projects would comply with their respective SWPPP and regulations for water quality standards established by the UWMP and the City. Although the areas around the project site and the Prielipp-Yamas Property are built out, new projects in the areas, both individually and cumulatively, could potentially increase the volume of stormwater runoff and contribute to pollutant loading in the storm drain system with eventual discharge to waterways. However, as with the proposed project and future development on the Prielipp-Yamas Property, future projects in the City would be required to comply with drainage and grading regulations and ordinances, such as with water quality requirements set forth in the Statewide General Permit, the NPDES, and the City of Wildomar Code Section 13.12 (Stormwater/Urban Runoff Management and Discharge Controls Ordinance). New projects would also be required to comply with the City's standard conditions of approval, regulations, ordinances regarding water quality, and NPDES permitting requirements. In consideration of preceding factors, cumulative water impacts would be rendered less than cumulatively considerable.

5.7.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, all impacts would be less than significant.

5.7.7 Mitigation Measures

No mitigation measures are required.

5.7.8 Level of Significance After Mitigation

Impacts would be less than significant.

5.7.9 References

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Federal Emergency Management Agency (FEMA). 2008a, August 8. Flood Map Number 06065C2682G. https://msc.fema.gov/portal/search?AddressQuery=baxter%20road%2C%20wildomar#searchresultsanchor

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Wildomar, City of. 2003. City of Wildomar General Plan. https://www.cityofwildomar.org/UserFiles/Servers/Server_9894739/File/Government/Departments/Planning/General%20Plan.pdf

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5. Environmental Analysis
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5.8 LAND USE AND PLANNING

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential impacts to land use in the City of Wildomar from implementation of the proposed Wildomar Trail Town Center Mixed-Use Project.

Land use impacts can be either direct or indirect. Direct impacts are those that result in land use incompatibilities, division of neighborhoods or communities, or interference with other land use plans. This section focuses on direct land use impacts. Indirect impacts are secondary effects resulting from land use policy implementation, such as an increase in demand for public utilities or services, or increased traffic on roadways. Indirect impacts are addressed in other sections of this DEIR.

5.8.1 Environmental Setting

5.8.1.1 REGULATORY BACKGROUND

Regional

Southern California Association of Governments

SCAG is a council of governments representing Imperial, Los Angeles, Orange, San Bernardino, Riverside, and Ventura counties. SCAG is the federally recognized metropolitan planning organization (MPO) for this region, which encompasses over 38,000 square miles. SCAG is a regional planning agency and a forum for addressing regional issued concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs. As the southern California region's MPO, SCAG cooperates with the South Coast Air Quality Management District, the California Department of Transportation, and other agencies in preparing regional planning documents. SCAG has development regional plans to achieve specific regional objectives. The plans most applicable to the proposed project are discussed below.

Regional Transportation Plan/Sustainable Communities Strategy

On September 3, 2020, SCAG adopted the 2020-2045 RTP/SCS which encompasses four principles—mobility, economy, healthy/complete communities, and environment—that are important to the region's future. The 2020 RTP/SCS explicitly lays out goals related to housing, transportation technologies, equity, and resilience in order to adequately reflect the increasing importance of these topics in the region.

Local

City of Wildomar General Plan

The Land Use Element of the General Plan provides goals and policies that are used to guide the implementation of land use objectives that provide for the present and future population:

- **Policy LU-2.1:** Accommodate land use development in accordance with the patterns and distribution of use and density depicted on the General Plan Land Use Map (Figure LU-1) and the Area Plan Land Use Maps, in accordance with the following: (AI 1, 3, 5, 9, 27, 29, 30, 41, 60, 91)
  - Provide a land use mix at the countywide and area plan levels based on projected need and supported by evaluation of impacts to the environment, economy, infrastructure, and services.
  - Accommodate a range of community types and character, from agricultural and rural enclaves to urban and suburban communities.
  - Provide for a broad range of land uses, intensities, and densities, including a range of residential, commercial, business, industry, open space, recreation, and public facilities uses.
  - Concentrate growth near community centers that provide a mixture of commercial, employment, entertainment, recreation, civic, and cultural uses to the greatest extent possible.
  - Concentrate growth near or within existing urban and suburban areas to maintain the rural and open space character of Riverside County to the greatest extent possible.
  - Site Development to capitalize upon multi-modal transportation opportunities and promote compatible land use arrangements that reduce reliance on the automobile.
  - Prevent inappropriate development in areas that are environmentally sensitive or subject to severe natural hazards.
- **Policy LU-3.1**: Accommodate land use development in accordance with the patterns and distribution of use and density depicted on the General Plan Land Use Maps (Figure LU-1) and the Area Plan Land Use Maps in accordance with the following concepts: (AI 1, 3, 9, 10)
  - Accommodate communities that provide a balance mix of land uses, including employment, recreation, shopping, and housing.
  - Assist in and promote the development of infill and underutilized parcels which are located in Community Development areas, as identified on the General Plan Land Use Map.
  - Promote parcel consolidation or coordinated planning of adjacent parcels through incentive programs and planning assistance.
  - Create street and trail networks that directly connect local destinations, and that are friendly to pedestrians, equestrians, bicyclists, and others using non-motorized forms of transportation.
  - Re-plan existing urban cores and specific plans for higher density, compact development as appropriate to achieve the RCIP Vision.
  - In new towns, accommodate compact, transit-adaptive infrastructure (based on modified standards that take into account transit system facilities or street network).
  - Provide the opportunity to link communities through access to multi-modal transportation systems.

- **Policy LU-3.3:** Promote the development and preservation of unique communities in which each community exhibits a special sense of place and quality of design. (AI 14, 30)

- **Policy LU-3.4:** Allow techniques, such as incentives or transfer of development credit programs or other mechanisms, to achieve more efficient use of land. (AI 9, 30)

- **Policy LU-4.1:** Require that new developments be located and designed to visually enhance, not degrade the character of the surrounding area through consideration of the following concepts: (AI 1, 3, 6, 14, 23, 24, 41, 62)
  - Compliance with the design standards of the appropriate area plan land use category.
  - Require that structures be constructed in accordance with the requirements of the County's zoning, building, and other pertinent codes and regulations.
  - Require that an appropriate landscape plan be submitted and implemented for development projects subject to discretionary review.
  - Require that new development utilize drought tolerant landscaping and incorporate adequate drought-conscious irrigation systems.
  - Pursue energy efficiency through street configuration, building orientation, and landscaping to capitalize on shading and facilitate solar energy, as provided for in Title 24 of the California Administrative Code.
  - Incorporate water conservation techniques, such as groundwater recharge basins, use of porous pavement, drought tolerant landscaping, and water recycling, as appropriate.
  - Encourage innovative and creative design concepts.
  - Encourage the provision of public art.
  - Include consistent and well-designed signage that is integrated with the building's architectural character.
  - Provide safe and convenient vehicular access and reciprocal access between adjacent commercial uses.
  - Locate site entries and storage bays to minimize conflicts with adjacent residential neighborhoods.
  - Mitigate noise, odor, lighting, and other impacts on surrounding properties.
  - Provide and maintain landscaping in open spaces and parking lots.
  - Include extensive landscaping.

- Preserve natural features, such as unique natural terrain, drainage ways, and native vegetation, wherever possible, particularly where they provide continuity with more extensive regional systems.
- Require that new development be designed to provide adequate space for pedestrian connectivity and access, recreational trails, vehicular access and parking, supporting functions, open space, and other pertinent elements.
- Design parking lots and structures to be functionally and visually integrated and connected.
- Site buildings access points along sidewalks, pedestrian areas, and bicycle routes, and include amenities that encourage pedestrian activity.
- Establish safe and frequent pedestrian crossings.
- Create a human-scale ground floor environment that includes public open areas that separate pedestrian space from auto traffic or where mixed, it does so with special regard to pedestrian safety.

- **Policy LU-4.2:** Require property owners to maintain structures and landscaping to a high standard of design, health, and safety through the following: (AI 5)
  - Provide proactive code enforcement activities.
  - Promote programs and work with local service organizations and educational institutions to inform residential, commercial, and industrial property owners and tenants about property maintenance methods.
  - Promote and support community and neighborhood-based efforts for the maintenance, upkeep, and renovation of structures and sites.
- **Policy LU-26.10:** Require that mixed-use development be designed to mitigate potential conflicts between uses, considering such issues as noise, lighting, security, trash, and truck and automobile access. (AI 3)
- **Policy LU-26.11**: Require that mixed-use developments be located and designed to visually enhance, not degrade the character of the surrounding area. (AI 3)

Moreover, the 2013-2021 Housing Element strategies and programs that focus on the provisions of housing, and to meet or exceed the regional housing needs allocation.

- **Policy H-1:** Ensure there is sufficient supply of multi-family and single-family zoned land to meet the housing needs identified in the Regional Housing Needs Allocation (RHNA).
- **Policy H-2:** Maintain land use policies that allow residential growth consistent with the availability of adequate infrastructure and public services.

The Housing Element states that to facilitate the development of affordable housing on parcels 50 to 150 units in size, the City will routinely give high priority to processing subdivision maps that include affordable housing units.

City of Wildomar Municipal Code

The Wildomar Zoning Code is designed to encourage the most appropriate use of land and to facilitate adequate provision for community facilities and utilities. Chapter 17.76, C-P-S Scenic Highway Commercial Zone, and Chapter 17.88, Industrial Park Zone, indicate the allowable uses and development standards for these zones. Chapter 17.305, Mixed Use Overlay District, provides a procedure to implement the Mixed Use Planning Area (MUPA) land use designation of the City of Wildomar General Plan. The intent of the Mixed Use Overlay District is to allow and encourage commercial and professional office uses to be located with multifamily residential development.

5.8.1.2 EXISTING CONDITIONS

Wildomar Trail Town Center Mixed-Use Project

As shown in Figure 1-2a, *Mixed-Use Site Aerial Photograph,* the project site is vacant and covered with ruderal vegetation. The project site is bound to the north by Wildomar Trail, a single-family residential neighborhood to the east and southeast, Cervera Road to the southwest, and Central Avenue to the west. Uses surrounding the site include vacant land to the north, residential uses to the east and south, and residential and industrial uses to the west of the site. The project site is currently zoned C-P-S (Scenic Highway Commercial) and includes a Mixed-Use Overlay Zone for the entire site. The General Plan land use designation for the project site is Mixed Use Planning Area (MUPA) which is designated to create a mix of residential, commercial, office, entertainment, and/or recreational uses.

Prielipp-Yamas Drive Property Rezone

Figure 1-2b, *Prielipp-Yamas Property Aerial Photograph,* shows the vacant, that the site contains ruderal vegetation and is located in an urbanized portion of the City. The site is bounded by vacant land to the north and east, and residential uses to the south and west. The Prielipp-Yamas Property is currently zoned I-P (Industrial Park). The land use designation for the Property is BP (Business Park). Figure 3-7 and Figure 3-8 show the land use and zoning designations for the Property, respectively.

5.8.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

LU-1 Physically divide an established community.

LU-2 Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

5.8.3 Plans, Programs, and Policies

Plans, programs, and policies (PPP) are identified below, including applicable regulatory requirements and conditions of approval for land use impacts.

PPP LU-1 The proposed project would be required to comply with Section 3.42.090 of the Wildomar Municipal Code which requires the payment of MSHCP fees at the time of issuance of a building permit.

PPP LU-2 The project applicant would be required to pay appropriate development impact fees prior to issuance of a certificate of occupancy for the development project, in compliance with Section 3.44.060 of the Wildomar Municipal Code.

PPP LU-3 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.

5.8.4 Environmental Impacts

The following impact analysis addresses thresholds of significance that are identified in brackets after the impact statement.

Impact 5.8-1: Project implementation would not divide an established community. [Threshold LU-1]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The project site is vacant and is surrounded by vacant land to the north, residential uses to the east and south, and residential and industrial uses to the west of the site. The proposed project would not divide an established residential community. The proposed project would result in the construction of 41,609 square feet of commercial retail, 72,000 square feet of professional office, and 152 townhome/condominium residential units with full on-site/off-site improvements. Therefore, the introduction of a mix of uses, including residential uses, on the project site, which is surrounded by residential and non-residential uses, would not divide an established community.

PRIELIPP-YAMAS PROPERTY REZONE

The Property is vacant and is surrounded by vacant land to the north and east, and residential uses to the south and west. Future development on the site would include residential uses. Therefore, future residential development on the site would be similar to the adjacent residential development and would not divide an established community.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.8-1 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.8-1 would be less than significant.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.8-1 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.8-1 would be less than significant.

Impact 5.8-2: Project implementation would not conflict with applicable plans adopted for the purpose of avoiding or mitigating an environmental effect. [Threshold LU-2]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

City of Wildomar General Plan

The proposed project would be consistent with the Wildomar General Plan policies pertaining to land use and mixed-use development. For example, Policies LU-2.1 and LU-3.1 call for development to include a range of uses, include employment, shopping, and housing, and to promote development of infill and underutilized parcels located in Community Development areas, such as the project site. Moreover, Policies LU-26.10 and LU-26.11 require that mixed-use developments be designed to mitigate their potential conflicts as well as to visually enhance the surrounding areas.

According to Table HNA-25 of the City's 2013-2021 Housing Element, the project site has the potential to accommodate approximately 227 dwelling units. However, the proposed project would include 152 dwelling units, which is a decrease of 75 dwelling units. In order to comply with Government Code, as well as Policy H-1 of the Housing Element, which calls for the sufficient supply of residential-zoned land to meet the housing needs identified in the Regional Housing Needs Allocation (RHNA), the Prielipp-Yamas Drive Property would rezone approximately 10 acres to R-3 (General Residential) from I-P (Industrial Park). Therefore, the proposed project would comply with the City of Wildomar General Plan.

City of Wildomar Zoning

The project site is zoned C-P-S (Scenic Highway Commercial) with a Mixed-Use Zone Overlay. The proposed project would remove the Mixed-Use Zone Overlay and would require a zone change for an approximately 6.07-acre portion of the site from C-P-S (Scenic Highway Commercial) to R-3 (General Residential). In accordance with the CEQA Guidelines, this analysis focuses on whether there would be any adverse physical environmental impacts that might result from conflict with the existing zoning.

The maximum height of buildings in the R-3 (General Residential) Zone and C-P-S (Scenic Highway Commercial) Zone is 50 feet. The maximum height of the proposed residential structures would be 39 feet and11 inches, and the tallest nonresidential structure would be 49 feet and 6 inches. Therefore, proposed uses on the site would be within the height restrictions of the R-3 (General Residential) Zone and C-P-S (Scenic Highway Commercial) Zone.

SCAG 2020-2045 RTP/SCS Consistency

The proposed project is considered a project of regionwide significance under the criteria in SCAG's Intergovernmental Review Procedures Handbook (November 1995) and Section 15206 of the CEQA Guidelines because the project would require a general plan amendment. The general plan amendment would be required to change 10-acres of the existing land use designation of the Prielipp-Yamas Drive Property from Business Park (BP) to Highest Density Residential (HHDR), in order to ensure no-net loss in residential units as a result of the reduction in dwelling units on the project site.[1] A consistency analysis with SCAG's 2020-2045 RTP/SCS goals is warranted by SCAG. As described in Table 5.8-1, *SCAG's 2020-2045 RTP/SCS Consistency Analysis,* the proposed project is generally consistent with the overarching goals of the RTP/SCS. The proposed project would result in a mix of uses within a half mile of transit. Therefore, the proposed project is consistent with SCAG's RTP/SCS.

[1] According to Table HNA-25 of the 2013-2021 Housing Element, the project site has the potential to accommodate 227 dwelling units, however, the proposed project would result in 152 dwelling units, which is a reduction of 75 units.

Table 5.8-1 SCAG's 2020–2045 RTP/SCS Consistency Analysis

Goals	Consistency Analysis
RTP/SCS G1: Encourage regional economic prosperity and global competitiveness.	Consistent. The proposed project would develop a new, high-quality mixed-use project which would result in additional employment and residential uses in Riverside County. Therefore, the proposed project would be consistent with the RTP/SCS goals go improving regional economic development and competitiveness.
RTP/SCS G2: Improve mobility, accessibility, reliability, and travel safety for people and goods.	Consistent. This goal is not directly applicable to the proposed project. However, the proposed project would include a mix of uses on the project site, which is within a half mile of transit stops, and is approximately 425 feet east of I-15.
RTP/SCS G3: Enhance the preservation, security, and resilience of the regional transportation system.	Consistent. See response to RTP/SCS G-2.
RTP/SCS G4: Increase person and goods movement and travel choices within the transportation system.	Consistent. See response to RTP/SCS G-2.
RTP/SCS G5: Reduce greenhouse gas emissions and improve air quality.	Consistent. Long-term emissions generated by the proposed project would not produce criteria air pollutants that exceed the South Coast Air Quality Management District's significance thresholds for project operations or construction activities. The proposed project is a mixed-use development which would encourage limited vehicle trips be emphasizing the integration of a variety of uses onsite. Transit stops within a half-mile of the site would give residents, visitors, and employees the opportunity to use public transportation.
RTP/SCS G6: Support healthy and equitable communities.	Consistent. See response to RTP/SCS G-5.
RTP/SCS G7: Adapt to a changing climate and support an integrated regional development pattern and transportation network.	Consistent. See response to G-5. The new uses would be constructed to achieve the 2019 Building and Energy Efficiency Standards.
RTP/SCS G8: Leveraging new transportation technologies and data-driven solutions that result in more efficient travel.	Consistent. This goal is not directly applicable to the proposed project. The proposed project is a mixed-use development which would encourage limited vehicle trips by emphasizing the integration of a variety of uses onsite. Transit stops within a half-mile of the site would give residents, visitors, and employees the opportunity to use public transportation.
RTP/SCS G9: Encourage development of diverse housing types in areas that are supported by multiple transportation options.	Consistent. The proposed project would develop townhome and condominiums onsite, which would be supported by transit in the area.
RTP/SCS G10: Promote conservation of natural and agricultural lands and restoration of habitats.	Consistent. The proposed project would be developed on an unused parcel of land within an urbanized portion of the City of Wildomar, and therefore, would preserve natural and agricultural lands.

Source: SCAG 2020.

PRIELIPP-YAMAS PROPERTY REZONE

Because the Wildomar Trail Town Center Mixed-Use project would reduce the designated dwelling units for the project site by 75 dwelling units, as identified in Table HNA-25 of the 2013-2021 Housing Element, and to comply with Government Code Section 65863(C)(1) (SB 166 No-Net Housing Loss), the City has initiated

the General Plan Amendment to change the existing land use designation from Business Park (BP) to Highest Density Residential (HHDR), and a Change of Zone from I-P (Industrial Park) to R-3 (General Residential), for approximately 10-acres of the 20-acre site on the northeast corner of Prielipp Road and Yamas Drive. Future residential development on the Property would be required to comply with the City's zoning standards, Municipal Code, and General Plan goals and policies. Therefore, impacts would be less than significant.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.8-2 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.8-2 would be less than significant.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.8-2 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.8-2 would be less than significant.

5.8.5 Cumulative Impacts

Implementation of the proposed project and future development on the Prilelipp-Yamas Property, in conjunction with other cumulative development in accordance with the City's General Plan could cause citywide land use and general planning impacts. Cumulative development projects in accordance with the General Plan would be subject to compliance with regional and local plans reviewed in this section. The development of the proposed project would take place within the footprint of the project site, and the reduction of dwelling units assigned for the project site would be accommodated by the rezone of the Prielipp-Yamas Drive Property. Therefore, the proposed project and future development on the Prielipp-Yamas Property would not result in citywide land use and planning impacts. The proposed project would introduce residential, commercial, and office uses onsite which is within a half-mile of transit stops southwest of the site, and other residential uses. Directly north of the Wildomar Trail Town Center site is the Baxter Village project which will include residential, medical office, and hotel uses. The proposed project combined with related projects would not result in cumulatively considerable impacts to land use and planning.

5.8.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, all impacts would be less than significant.

5.8.7 Mitigation Measures

No mitigation measures are required.

5.8.8 Level of Significance After Mitigation

Impacts would be less than significant.

5.8.9 References

Southern California Association of Governments (SCAG). 2020, May 7, 20120–2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). https://www.connectsocal.org/Documents/Adopted/fConnectSoCal-Plan.pdf

5. Environmental Analysis
LAND USE AND PLANNING

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5.9 NOISE

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential for implementation of the Wildomar Trail Town Center to result in noise impacts in the City of Wildomar. This section discusses the fundamentals of sound; examines federal, state, and local noise guidelines, policies, and standards; reviews noise levels at existing receptor locations; evaluates potential noise and vibration impacts associated with the proposed plan; and provides mitigation to reduce noise impacts at sensitive receptor locations. This evaluation uses procedures and methodologies as specified by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

The analysis in this section is based in part on the following technical report:

- *Noise and Vibration Impact Analysis*, LSA, February 2020

A complete copy of this study is included as Appendix 5.9-1.

5.9.1 Environmental Setting

5.9.1.1 REGULATORY BACKGROUND

Federal

US Department of Housing and Urban Development

The US Department of Housing and Urban Development (HUD) has set a goal of 65 dBA L_{dn} as a desirable maximum exterior standard for residential units developed under HUD funding (this level is also generally accepted within the State of California). While HUD does not specify acceptable interior noise levels, standard construction of residential dwellings constructed under Title 24 standards typically provides an excess of 20 dBA of attenuation with the windows closed. Based on this premise, the interior L_{dn} should not exceed 45 dBA.

State

California Building Code

The California Building Code (CBC), Title 24, Part 2, Volume 1, Chapter 12, Section 1207.11.2, Allowable Interior Noise Levels, requires that interior noise levels attributable to exterior sources shall not exceed 45 dB in any habitable room. The noise metric is evaluated as either the day-night average sound level (L_{dn}) or the community noise equivalent level (CNEL), consistent with the noise element of the local general plan.

Residential structures within the noise contours identified above require an acoustical analysis showing that the structure has been designed to limit intruding noise in the prescribed allowable levels. To comply with these regulations, applicants of new the residential projects are required to submit an acoustical report in areas where noise and land use compatibility is a concern. The report is required to analyze exterior noise sources affecting the proposed dwelling site, predicted noise spectra at the exterior of the proposed dwelling

structure considering present and future land usage, basis for the prediction (measure or obtained from published data), noise attenuation measures to be applied, and an analysis of the noise insulation effectiveness of the proposed construction showing that the prescribed interior noise level requirements are met. If interior allowable noise levels are met by requiring that windows be inoperable or closed, the design for the structure must also specify the means that will be employed to provide ventilation and cooling, if necessary, to provide a habitable interior environment.

The State of California's noise insulation standards for non-residential uses are codified in the California Code of Regulations, Title 24, Building Standards Administrative Code, Part 11, California Green Building Standards Code (CALGreen). CALGreen noise standards are applied to new or renovation construction projects in California to control interior noise levels resulting from exterior noise sources. Proposed projects may use either the perspective method (Section 5.507.4.1) or the performance method (Section 5.507.4.2) to show compliance. Under the prescriptive method, a project must demonstrate transmission loss ratings for the wall and roof-ceiling assemblies and exterior windows when located within a noise environment of 65 dBA CNEL or higher. Under the performance method, a project must demonstrate that interior noise levels do not exceed 50 dBA $L_{eq(1\ hr)}$.

General Plan Guidelines

The State of California, through its General Plan Guidelines, discusses how ambient noise should influence land use and development decisions and includes a table of normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable uses at difference noise levels expressed in CNEL or L_{dn}. A conditionally acceptable analysis designation implies new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements for each land use is made and needed noise insulation features are incorporated in the design. By comparison, a normally acceptable designation indicates that standard construction can occur with no special noise reduction requirements. Local municipalities adopt these compatibility standards as part of their General Plan and modify them as appropriate for their local environmental setting.

Local

City of Wildomar General Plan

The Noise Element of the City of Wildomar General Plan includes goals and policies that aim to minimize the impact of noise sources found in the City.

- **Policy N-1.1:** Protect noise-sensitive land uses from high levels of noise by restricting noise-producing land uses from these areas. If the noise-producing land use cannot be relocated, then noise buffers such as setbacks, landscaping, or blockwalls shall be used. (AI 107)

- **Policy N-1.2:** Guide noise-tolerant land uses into areas irrevocably committed to land uses that are noise-producing, such as transportation corridors or within the projected noise contours of any adjacent airports. (AI 107)

- **Policy N-1.3:** Consider the following uses noise-sensitive and discourage these uses in areas in excess of 65 CNEL:
  - Schools;
  - Hospitals;
  - Rest Homes;
  - Long Term Care Facilities;
  - Mental Care Facilities
  - Residential Uses;
  - Libraries;
  - Passive Recreation Uses; and
  - Places of Worship

According to the State of California Office of Planning and Research General Plan Guidelines, an acoustical study may be required in cases where these noise-sensitive land uses are located in an area of 60 CNEL or greater. Any land use that is exposed to levels of higher than 65 CNEL will require noise attenuation measures.

Areas around airports may have different noise standards than those cited above. Each Area Plan affected by a public-use airport includes one or more Airport Influence Areas, one for each airport. The applicable noise compatibility criteria are fully set forth in Appendix L and summarized in the Policy Area section of the affected Area Plan. (AI 105)

- **Policy N-1.4:** Determine if existing land uses will present noise compatibility issues with proposed by undertaking site surveys. (AI 106, 109)

- **Policy N-1.5:** Prevent and mitigate the adverse impacts of excessive noise exposure on the residents, visitors, and noise-sensitive uses of Riverside County. (AI 105, 106, 108)

- **Policy N-1.6:** Minimize noise spillover or encroachment from commercial and industrial land uses into adjoining residential neighborhoods or noise-sensitive uses. (AI 107)

- **Policy N-1.7:** Require proposed land uses, affected by unacceptably 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. (AI 106, 107)

- **Policy N-1.8:** Limit the maximum permitted noise levels that cross property lines and impact adjacent land uses, except when dealing with noise emissions from wind turbines. Please see the Wind Energy Conversion Systems section for more information. (AI 108)

- **Policy N-2.2:** Require a qualified acoustical specialist to prepare acoustical studies for proposed noise-sensitive projects within noise impacted areas to mitigate existing noise. (AI 105, 107)

- **Policy N-2.3:** Mitigate exterior and interior noises to the levels listed in the table below to the extent feasible, for stationary sources: (AI 105)

Table N-2: Stationary Source Land Use Noise Standards[1]

Land Use	Interior Standards	Exterior Standards
Residential		
10:00 p.m. to 7:00 a.m.	40 L_{eq} (10 minute)	45 L_{eq} (10 minute)
7:00 a.m. to 10:00 p.m.	55 L_{eq} (10 minute)	65 L_{eq} (10 minute)

[1] These are only preferred standards; final decision will be made by the Riverside County Planning Department and Office of Public Health.

- **Policy N-4.1:** Prohibit facility-related noise, received by any sensitive use, from exceeding the following worst-case noise levels: (AI 105)
  - 45 dBA-10-minute L_{eq} between 10:00 p.m. and 7:00 a.m.
  - 65 dBA-10-minute L_{eq} between 7:00 a.m. and 10:00 p.m.
- **Policy N-4.2:** Develop measures to control non-transportation noise impacts. (AI 105)
- **Policy N-4.3:** Ensure any use determined to be a potential generator of significant stationary noise impacts be properly analyzed, and ensure that the recommended mitigation measures are implemented. (AI 105, 106, 109)
- **Policy N-4.4:** Require that detailed and independent acoustical studies be conducted for any new or renovated land uses or structures determined to be potential major stationary noise sources. (AI 105)
- **Policy N-4.5:** Encourage major stationary noise-generating sources throughout the County of Riverside to install additional noise buffering or reduction mechanisms within their facilities to reduce noise generation levels to the lowest extent practicable prior to the renewal of Conditional Use Permits or business licenses or prior to the approval and/or issuance of new Conditional Use Permits for said facilities. (AI 105, 107)
- **Policy N-4.6:** Establish acceptable standards for residential noise sources such as, but not limited to, leaf blowers, mobile vendors, mobile stereos, and stationary noise sources such as home appliances, air conditioners, and swimming pool equipment. (AI 105)
- **Policy N-4.7:** Evaluate noise producers for the possibility of pure-tone producing noises. Mitigate any pure tones that may be emitted from a noise source. (AI 106, 107)
- **Policy N-4.8:** Require that the parking structures, terminals, and loading docks of commercial or industrial land uses be designed to minimize the potential noise impacts of vehicles on the site as well as on adjacent land uses. (AI 106, 107)

- **Policy N-6.3:** Require commercial or industrial truck delivery hours be limited when adjacent to noise-sensitive land uses unless there is no feasible alternative or there are overriding transportation benefits. (AI 105, 107)

- **Policy N-8.2:** Ensure the inclusion of noise mitigation measures in the design of new roadway projects in the County. (AI 105)

- **Policy N-8.3:** Require development that generates increased traffic and subsequent increases in the ambient nose level adjacent to noise-sensitive land uses to provide for appropriate mitigation measures. (AI 106)

- **Policy N-8.4:** Require that the loading and shipping facilities of commercial and industrial land uses, which abut residential parcels be located and designed to minimize the potential noise impacts upon residential parcels. (AI 105)

- **Policy N-8.7:** Require that field noise monitoring be performed prior to siting to any sensitive land uses along arterial roadways. Noise level measurements should be of at least 10 minutes in duration and should include simultaneous vehicle counts so that more accurate vehicle ratios may be used in modeling ambient noise levels. (AI 106)

- **Policy N-12.1**: Minimize the impacts of construction noise on adjacent uses within acceptable practices. (AI 105, 108)

- **Policy N-12.2**: Ensure that construction activities are regulated to establish house of operation in order to prevent and/or mitigate the generation of excessive or adverse noise impacts on surrounding areas. (AI 105, 108)

- **Policy N-12.4:** Require that all construction equipment utilizes noise reduction features (e.g., mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer. (AI 105, 108)

- **Policy N-13.1**: Enforce the California Building Standards that sets standards for building construction to mitigate interior noise levels to the tolerable 45 CNEL limit. These standards are utilized in conjunction with the Uniform Building Code by the County's Building Department to ensure that noise protection is provided to the public. Some design features may include extra-dense insulation, double-paned windows, and dense construction materials.

- **Policy N-13.2:** Continue to develop effective strategies and mitigation measures for the abatement of noise hazards reflecting effective site design approaches and state-of-the-art building technologies. (AI 108)

- **Policy N-13.3:** Incorporate acoustic site planning into the design of new development, particularly large scale, mixed-use, or master-planned development, through measures which may include:

- Separation of noise-sensitive buildings from noise-generating sources;
- Use of natural topography and intervening structure to shield noise-sensitive land uses; and
- Adequate sound proofing within the receiving structure. (AI 106)

- **Policy N-13.5:** Consider the issue of adjacent residential land uses when designing and configuring all new, non-residential development. Design and configure on-site ingress and egress points that divert traffic away from nearby noise-sensitive land uses to the greatest degree practicable. (AI 106, 107)

- **Policy N-13.8:** Review all development applications for consistency with the standards and policies of the Noise Element of the General Plan.

- **Policy N-13.9:** Mitigate 600 square feet of exterior space to 65 dB CNEL when new development is proposed on residential parcels of 1 acre or greater.

- **Policy N-14.1:** Minimize the potential adverse noise impacts associated with the development of mixed-use structures where residential units are located above or adjacent to commercial uses. (AI 106, 107, 108)

- **Policy N-14.2:** Require that commercial and residential mixed-use structures minimize the transfer or transmission of noise and vibration from the commercial land use to the residential land use. (AI 105)

- **Policy N-15.1:** Restrict the placement of sensitive land uses in proximity to vibration-producing land uses. (AI 150)

- **Policy N-15.2:** Consider the following land uses sensitive to vibration:

  - Hospitals;
  - Residential Areas;
  - Concert Halls;
  - Libraries;
  - Sensitive Research Operations;
  - Schools; and
  - Offices

City of Wildomar Municipal Code

Chapter 9.48, Noise Regulation, of the Wildomar Municipal Code, establishing Citywide standards to regulate noise, so that noise does not jeopardize the health, safety, or general welfare of the City of Wildomar residents and degrade their quality of life.

5.9.1.2 EXISTING CONDITIONS

Wildomar Trail Town Center Mixed-Use Project

The project site is approximately 425 feet west of I-15. The project site is bound by Wildomar Trail to the north and Central Avenue to the west. The noise environment is predominantly characterized by traffic noise.

Sensitive Receptors

Certain land uses, such as residences, schools, and hospitals, are particularly sensitive to noise and vibration. Sensitive receptors include residences, senior housing, schools, places of worship, and recreational areas. These uses are regarded as sensitive because they are where citizens most frequently engage in activities which are likely to be disturbed by noise, such as reading, studying, sleeping, resting, working from home, or otherwise engaging in quiet or passive recreation. Commercial and industrial uses are not particularly sensitive to noise or vibration.

The project site is surrounded by vacant land to the north, residential uses (sensitive receptors) to the east and south, and residential and industrial uses to the west of the site.

To assess existing noise levels, two long-term noise measurements and two short-term noise measurements in the vicinity of the project site. The long-term noise measurements captured hourly L_{eq} data as well as CNEL data, which incorporate the nighttime hours. Sources that dominate the existing noise environment include traffic on Central Avenue, Wildomar Trail, and I-15, and occasional distant aircraft (LSA 2020). The short-term measurements captured traffic noise from Central Avenue, Wildomar Trail, and I-15 at various locations. Table 5.9-1, *Long-Term Noise Level Measurements,* and Table 5.9-2, *Short-Term Noise Level Measurements,* show the data collected during the long-term and short-term noise monitoring.

Table 5.9-1 Long-Term Noise Level Measurements

Location	Daytime Noise Levels[1] (dBA L_{eq})	Evening Noise Levels[2] (dBA L_{eq})	Nighttime Noise Levels[3] (dBA L_{eq})	Average Daily Noise Levels (dBA CNEL)
LT-1 West of the rear yard of 35091 Pashal Place	46.5–48.9	45.8–47.9	43.2–47.9	52.6
LT-2 Approximately 150 feet east of Central Avenue and 400 feet north of Cervera Road	48.3–53.0	48.5–50.8	43.4–52.5	55.2

Source: LSA 2020
[1] Daytime noise levels = noise levels during the hours of 7:00 a.m. to 7:00 p.m.
[2] Evening noise levels = noise levels during the hours of 7:00 p.m. to 10:00 p.m.
[3] Nighttime noise levels = noise levels during the hours of 10:00 p.m. to 7:00 a.m.
dBA = A-weighted decibels Leq=equivalent continuous sound level

Table 5.9-2 Short-Term Noise Level Measurements[1]

Location Number	Location Description	Measured Noise Level (dBA L_{eq})	Daytime Noise Levels[2] (dBA L_{eq})	Evening Noise Levels[3] (dBA L_{eq})	Nighttime Noise Levels[4] (dBA L_{eq})	Average Daily Noise Levels (dBA CNEL)
ST-1	Southeast corner of the project site near 22556-22608 Cervera Road	55.3	46.6–51.3	48.8–50.8	41.7–48.4	53.4
ST-2	Northwest corner of the project area near intersection of Wildomar Trail and Central Avenue	56.7	54.5–59.2	56.7–58.7	49.6–56.3	61.3
ST-3	Lot north of Cal Lutheran High School at 31970 Central Avenue	53.0	55.3–60.0	57.6–59.5	50.4–57.2	62.2

Source: LSA 2020
[1] Hourly and daily noise levels were calculated based on a 15-minute short-term measurement and then adjusting it to the pattern of the nearest long-term measurement.
[2] Daytime Noise Levels = noise levels during the hours of 7:00 a.m. to 7:00 p.m.
[3] Evening Noise Levels = noise levels during the hours of 7:00 p.m. to 10:00 p.m.
[4] Nighttime Noise Levels = noise levels during the hours of 10:00 p.m. to 7:00 a.m.
dBA = A-weighted decibels Leq=equivalent continuous sound level

Existing roadway traffic noise levels in the project vicinity were assessed using the Federal Highway Administration (FHWA) highway traffic noise prediction model (FHWA RD-77-108) and data from the Traffic Impact Analysis for the proposed project (see Appendix 5.11-1). Table 5.9-3, *Existing Traffic Noise Levels Without Proposed Project,* shows the noise levels from nearby roadway segments.

Table 5.9-3 Existing Traffic Noise Levels Without Proposed Project

Roadway Segment	ADT	Centerline to 70 dBA CNEL (feet)	Centerline to 65 dBA CNEL (feet)	Centerline to 60 dBA CNEL (feet)	CNEL (dBA) 50 feet from Centerline of Outermost Lane
Central Avenue south of Palomar Street	8,600	<50	97	300	66.6
Central Avenue from Palomar Street to Cervera Road	12,300	137	426	1,345	72.8
Central Avenue from Cervera Road to Wildomar Trail	14,300	158	495	1,563	73.5
Wildomar Trail from Central Avenue to I-15	14,300	158	495	1,563	73.5
Wildomar Trail from I-15 to Monte Vista Drive	5,300	<50	61	186	64.5
Monte Vista Drive south of Bundy Canyon Road	1,800	<50	<50	65	59.8
Palomar Street west of Central Avenue	8,400	95	291	919	71.2

Table 5.9-3 Existing Traffic Noise Levels Without Proposed Project

Roadway Segment	ADT	Centerline to 70 dBA CNEL (feet)	Centerline to 65 dBA CNEL (feet)	Centerline to 60 dBA CNEL (feet)	CNEL (dBA) 50 feet from Centerline of Outermost Lane
Palomar Street east of Central Avenue	12,000	133	416	1,312	72.7
Bundy Canyon Road west of Monte Vista Drive	19,300	214	667	2,107	74.3
Bundy Canyon Road east of Monte Vista Drive	20,200	223	698	2,205	74.5

Source: LSA 2020
Note: Traffic noise within 50 feet of the roadway centerline should be evaluated with site-specific information.
ADT=average daily traffic
CNEL= community noise equivalent level
dBA = A-weighted decibels

Prielipp-Yamas Drive Property Rezone

The Property is approximately 0.4-mile west of I-15, and is bound by Prielipp Road to the south and Yamas Drive to the west.

Sensitive Receptors

The Property is surrounded by vacant land to the north and east, and residential uses (sensitive receptors) to the south and west.

5.9.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would result in:

N-1 Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

N-2 Generation of excessive groundborne vibration or groundborne noise levels.

N-3 For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, if the project would expose people residing or working in the project area to excessive noise levels.

5.9.2.1 CONSTRUCTION NOISE THRESHOLDS

A potentially significant noise impact could occur if construction activities do not comply with the stated construction hours in the City's Municipal Code (no construction between 6:00 p.m. and 6:00 a.m. during June through September, and between 6:00 p.m. and 7:00 a.m. during October through May) or if they exceed the 90 dBA L_{eq} FTA daytime standard for residential uses.

5.9.2.2 CONSTRUCTION-RELATED VIBRATION THRESHOLDS

A potentially significant impact could occur if vibration levels exceed the FTA impact criteria listed in Table 5.9-4, *Groundborne Vibration Impact Criteria for Assessing Human Annoyance,* and Table 5.9-5, *Construction Vibration Damage Criteria.*

Table 5.9-4 Groundborne Vibration Impact Criteria for Assessing Human Annoyance

Land Use Category	Groundborne Vibration Impact Levels (VdB re 1 **µin/sec**)		
	Frequent Events[1]	Occasional Events[2]	Infrequent Events[3]
Category 1: Buildings where vibration would interfere with interior operations.	65 VdB[4]	65 VdB[4]	65 VdB[4]
Category 2: Residences and buildings where people normally sleep.	72 VdB	75 VdB	80 VdB
Category 3: Institutional land uses where primarily daytime use.	75 VdB	78 VdB	83 VdB

Source: LSA 2020
[1] Frequent events are defined as more than 70 vibration events of the same source per day.
[2] Occasional events are defined as between 30 and 70 vibration events of the same source per day.
[3] Infrequent events are defined as fewer than 30 vibration events of the same kind per day.
[4] This criterion limit is based on levels that are acceptable for most moderately sensitive equipment, such as optical microscopes. Vibration-sensitive manufacturing or research will require detailed evaluation to define the acceptable vibration levels. Ensuring lower vibration levels in a building often requires special design of the HVAC systems and stiffened floors.
µin/sec = microinches per second
µPa = micropascals
dB = decibels
dBA = A-weighted decibels
FTA = Federal Transit Administration
HVAC = heating, ventilation, and air-conditioning
VdB = vibration velocity decibels

Table 5.9-5 Construction Vibration Damage Criteria

Building Category	**PPV (in/sec)**	Approximate L_v (VdB)[1]
Reinforced concrete, steel, or timber (no plaster)	0.50	102
Engineered concrete and masonry (no plaster)	0.30	98
Non-engineered timber and masonry	0.20	94
Building extremely susceptible to vibration damage	0.12	90

Source: LSA 2020
[1] RMS VdB re 1 µin/sec.
µin/sec = microinches per second
FTA = Federal Transit Administration
in/sec = inches per second
LV = velocity in decibels
PPV = peak particle velocity
RMS = root-mean-square
VdB = vibration velocity in decibels

5.9.2.3 LONG-TERM OPERATIONAL OFF-SITE TRANSPORTATION THRESHOLDS

A significant increase of existing ambient noise levels affecting existing sensitive land uses that would require the adoption of practical and feasible mitigation is deemed to occur where a project will cause:

- The ambient noise level is less than 65 dBA CNEL and the project increases noise levels by 5 dBA or more; or
- The ambient noise level is greater than 65 dBA CNEL and the project increases noise levels by 3 dB or more.

5.9.2.4 NON-TRANSPORTATION-RELATED STATIONARY SOURCE AND OPERATIONS THRESHOLDS

Limits on the level of a stationary noise source that may affect a residential area are defined as part of the City's Noise Element. The project would normally have a significant noise impact if it would exceed the noise level performance standards of 55 dBA L_{eq} during daytime hours (7:00 a.m. to 10 p.m.) and 45 dBA L_{eq} during the nighttime hours (10:00 p.m. to 7:00 a.m.). Should it occur that existing ambient levels exceed the performance standards, an increase of 3 dBA over existing noise levels would normally be considered perceptible and therefore, potentially significant.

5.9.3 Plans, Programs, and Policies

PPP NOI-1 Project-related construction activity will not occur between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September, and 6:00 p.m. and 7:00 a.m. during the months of October through May.

PPP NOI-2 Any construction located within one-fourth mile from occupied residences shall be permitted Monday through Saturday, 6:30 a.m. to 7:00 p.m.

PPP NOI-3 The residential development will comply with the California Building Code (CBC), Title 24, Part 2, Volume 1, Chapter 12, Interior Environment, Section 1207.11.2, Allowable Interior Noise Levels. Non-residential development will comply with the CBC, Title 24, Building Standards Administrative Code, Part 11, CALGreen.

5.9.4 Environmental Impacts

5.9.4.1 METHODOLOGY

The noise evaluation was prepared in accordance with the requirements of CEQA to determine if the proposed project would result in significant construction and operational impacts at nearby sensitive receptors. Per *CBIA v. BAAQMD,* noise compatibility for onsite sensitive receptors is generally no longer the purview of CEQA. However, the City requires projects to be designed to achieve the interior noise standards of the noise insulation requirements of the California Green Building Standards Code for nonresidential uses and the California Building Code for residential uses, which require exterior-interior noise insulation sufficient

to achieve interior noise levels of 45 dBA CNEL from sources such as traffic noise affecting the residential portion of the proposed project. Construction noise modeling was conducted using the FHWA Roadway Construction Noise Model (RCNM).

5.9.4.2 IMPACT ANALYSIS

The following impact analysis addresses thresholds of significance that are identified in brackets after the impact statement.

Impact 5.9-1: Construction activities would result in temporary noise increases in the vicinity of the proposed project. [Threshold N-1]

Two types of short-term noise impacts could occur during construction: 1) mobile-source noise from transport of workers, material deliveries, and debris and soil haul, and 2) stationary-source noise from use of construction equipment.

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

Construction Noise

The first type of short-term construction noise is mobile-source noise which would result from the transport of construction equipment and materials to the project site and construction worker commute. These transportation activities would incrementally raise noise levels on access roads leading to the site. It is expected that larger trucks used in equipment delivery would generate higher noise impacts than trucks associated with worker commutes. The single-even noise from equipment trucks passing at a distance of 50 feet from a sensitive noise receptor would reach a maximum level of 84 dBA L_{max} (LSA 2020). However, heavy equipment for grading and construction activities would be moved on site once, and would remain onsite for the duration of each construction phase. This one-time trip, when heavy construction equipment is moved on- and off-site, would not add to the daily traffic noise in the project vicinity. The total number of daily vehicle trips would be minimal when compared to existing traffic volumes on the affected streets and the long-term noise level change associated with these trips would not be perceptible. Therefore, noise associated with the transportation of equipment and construction-related worker commute impacts would be short-term and would not result in a significant off-site noise impact.

The second type of short-term noise impact is related to noise generated during site preparation, grading, building construction, architectural coating, and paving on the project site. Construction is undertaken in discrete steps, each of which has its own mix of equipment, and consequently its own noise characteristics. These various sequential phases would change the character of the noise generated on the project site. Therefore, the noise levels vary as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase (LSA 2020).

Noise impacts associated with construction activities are regulated by the City's noise ordinance. The proposed project would be required to comply with the construction hours specified in the City's Noise

Ordinance, which exempts construction activities located one-quarter of a mile from inhabited dwellings between the hours of 6:00 a.m. and 6:00 p.m. Monday through Friday during the months of June through September, and between the hours of 7:00 a.m. and 6:00 p.m. and Monday through Friday during the months of October through May, and from 8:30 a.m. to 4:30 p.m. on Saturdays; no construction is permitted outside of these hours or on Sundays and federal holidays. In addition, construction-related noise impacts would remain below the 90 dBA L_{eq} 1-hour construction noise level criteria as established by the FTA and therefore would be less than significant. The proposed project would also include best management practices (BMPs) to reduce noise during construction, such as equipping all construction equipment (fixed or mobile) with properly operating and maintained mufflers consistent with manufacturers' standards and should utilize the best available noise control techniques, placing all stationary construction equipment so that emitted noise is directed away from sensitive receptors, prohibiting extended idling time of internal combustion engines, and locating equipment staging in areas that would create the greatest possible distance between construction-related noise sources and noise-sensitive receptors nearest the active project site during all project construction (LSA 2020). Therefore, with the compliance of the City's noise ordinance and implementation of BMPs, impacts would be less than significant.

PRIELIPP-YAMAS PROPERTY REZONE

Future development on the Property would result in short-term construction noise from mobile-sources and stationary-sources. Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., land clearing, grading, excavation, paving). Noise generated by construction equipment, including movers, material handlers, and portable generators, can reach high levels. During construction, exterior noise levels could affect the residential uses near the Property. The nearest sensitive receptors to the Property are residences to the west and south of the Property. However, it is acknowledged that construction activities could occur throughout the project site and would not be concentrated at the point closest to the sensitive receptors. Future construction activities would include site preparation, grading, building construction, paving, and architectural coating. Grading activities typically represent one of the highest potential sources for noise impacts; the most effective method of controlling construction noise is through local control of construction hours and by limiting the hours of construction to normal weekday working hours.

Future development on the Property would be required to comply with the City's noise ordinance, which would ensure that short-term noise impacts would have a less than significant impact on sensitive receptors.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.9-1 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.9-1 would be less than significant.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.9-1 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.9-1 would be less than significant.

Impact 5.9-2 **Project implementation would result in long-term operation-related noise that would exceed local standards. [Threshold N-1]**

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

Operational noise can be categorized as mobile source noise and stationary source noise. Mobile source noise would be attributable to the additional vehicle trips that would result from the proposed project. Stationary source noise includes noise generated by the proposed project, such as parking lot and loading activities, HVAC equipment, drive-through speakers, and a car wash.

Mobile Sources

Table 5.9-6, *Existing, Opening Year, and Buildout Traffic Noise Levels Without and With Project*, shows the modeled 24-hour CNEL levels for traffic noise during Existing, Opening Year, and Buildout Conditions, both without and with the proposed project. The noise levels in Table 5.9-6 represent the worst-case scenario, which assumes no shielding is provided between the traffic and the location where the noise contours are drawn. As shown in Table 5.9-6, the project-related traffic would have less than perceptible (1.0 dBA or less) noise level increases along roadway segments in the project vicinity during Opening Year and Buildout Conditions.

Stationary Sources

Noise impacts associated with the long-term operation of the proposed project must comply with the hourly daytime and nighttime noise standards of 55 dBA L_{eq} during daytime hours (7:00 a.m. to 10:00 p.m.) and 45 dBA L_{eq} during the nighttime hours (10:00 p.m. to 7:00 a.m.) per the City's Municipal Code. Noise associated with the proposed project includes HVAC equipment, loading activities, car wash operations, parking lot activities, and drive-through speaker during normal operations (LSA 2020).

Table 5.9-6 Existing, Opening Year, and Buildout Traffic Noise Levels Without and With Project

	Existing					Opening Year (2023)					Buildout (Post-2035)				
	No Project		With Project			No Project		With Project			No Project		With Project		
Roadway Segment	ADT	CNEL (dBA) 50 feet from Centerline of Outermost Lane	ADT	CNEL (dBA) 50 feet from Centerline of Outermost Lane	Increase from Baseline Conditions	ADT	CNEL (dBA) 50 feet from Centerline of Outermost Lane	ADT	CNEL (dBA) 50 feet from Centerline of Outermost Lane	Increase from Baseline Conditions	ADT	CNEL (dBA) 50 feet from Centerline of Outermost Lane	ADT	CNEL (dBA) 50 feet from Centerline of Outermost Lane	Increase from Baseline Conditions
Central Ave south of Palomar St	8,600	66.6	9,300	66.7	0.1	13,900	68.4	14,600	68.6	0.2	26,200	71.2	26,900	71.3	0.1
Central Ave from Palomar St to Cervera Rd	12,300	72.8	15,300	73.8	1.0	17,000	74.2	20,000	74.9	0.7	25,400	76.0	28,400	76.5	0.5
Central Ave from Cervera Rd to Baxter Rd	14,300	73.5	18,000	74.5	1.0	22,800	75.5	26,500	76.2	0.7	23,200	75.6	26,900	76.2	0.6
Baxter Rd from Central Ave to I-15	14,300	73.5	18,700	74.7	1.2	22,700	75.5	27,100	76.3	0.8	28,400	76.5	32,800	77.1	0.6
Baxter Rd from I-15 to Monte Vista Dr	5,300	64.5	8,700	66.7	2.2	14,100	68.8	17,500	69.7	0.9	20,400	70.1	23,800	70.7	0.6
Monte Vista Dr south of Bundy Canyon Rd	1,800	59.8	3,300	62.4	2.6	7,800	66.2	9,300	66.9	0.7	17,800	69.5	19,300	69.8	0.3
Palomar St west of Central Ave	8,400	71.2	9,500	71.7	0.5	11,900	72.7	13,000	73.1	0.4	12,300	72.8	13,400	73.2	0.4
Palomar St east of Central Ave	12,000	72.7	13,100	73.1	0.4	15,900	74.0	17,000	74.2	0.2	19,900	74.9	21,000	75.2	0.3
Bundy Canyon Rd west of Monte Vista Dr	19,300	74.3	20,000	74.5	0.2	30,600	76.3	31,300	76.4	0.1	45,100	78.0	45,800	78.1	0.1
Bundy Canyon Rd east of Monte Vista Dr	20,200	74.5	21,000	74.7	0.2	31,400	76.4	32,200	76.5	0.1	47,400	78.2	48,200	78.3	0.1

Source: LSA 2020
Note: Traffic noise within 50 feet of the roadway centerline should be evaluated with site-specific information.
ADT = average daily traffic

CNEL = community noise equivalent level
dBA = A-weighted decibels

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Based on the Noise Analysis, the noise levels at the proposed residential site south of the carwash would experience noise level impacts that would exceed both the daytime and nighttime hourly noise level standards of 55 dBA L_{eq} and 45 dBA L_{eq}, respectively. In order to determine feasible noise reduction measures to reduce noise impacts at the proposed residences, a 10-foot high wall extending from the exit of the carwash along the driveway to the parking lot is proposed (**Mitigation Measures NOI-1**). With the incorporation of the 10-foot high carwash exit wall, operation of the carwash would result in noise levels of up to 53 dBA L_{eq} at the nearest residence. The results of the analysis show that noise levels would achieve the 55 dBA L_{eq} daytime noise standard, but would continue to exceed the nighttime standard of 45 dBA L_{eq}. In order to achieve noise levels of less than 45dBA L_{eq}, carwash operations would be restricted from 10:00 p.m. to 7:00 a.m. (**Mitigation NOI-2**). Moreover, the final residential site design would be prepared to include noise reduction measures to ensure that exterior noise levels would comply with the City's standard of 65 CNEL. With the implementation of **Mitigation Measure NOI-1** and **Mitigation Measure NOI-2**, as well as compliance with the City's noise ordinance, the proposed project would not result in an exceedance of the City's noise standards at the existing nearby sensitive receptors, resulting in a less than significant impact.

PRIELIPP-YAMAS PROPERTY REZONE

Implementation of future residential uses on the Property would create new sources of noise at the Property. The major noise source associated with future development that would potentially impact existing and future nearby residences include off-site traffic noise, on-site mobile noise, mechanical equipment, and parking area noise. Future development would be required to comply with the City's noise ordinance, which would ensure that long-term operational noise impacts would be less than significant.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.9-2 would be potentially significant.

Mitigation Measures

NOI-1 A 10-foot high wall extending from the exit of the carwash to the commercial driveway shall be constructed in order to reduce daytime noise levels.

NOI-2 In order to reduce nighttime noise levels, carwash operations shall be restricted to the hours of 7:00 a.m. to 10 p.m.

Level of Significance After Mitigation: Impact 5.9-2 would be less than significant with mitigation incorporated.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.9-2 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.9-2 would be less than significant.

Impact 5.9-3: The project would not create excessive short-term or long-term groundborne vibration. [Threshold N-2]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

Construction Vibration

Building Damage

Potential vibration impacts associated with development projects are usually related to the use of heavy construction equipment during the grading phases of construction. Construction can generate varying degrees of ground vibration depending on the construction procedures and equipment. Construction equipment generates vibration that spreads through the ground diminishes with distance from the source. The effect on buildings in the vicinity of a construction site varies depending on soil type, ground strata, and receptor-building construction. The effects from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight structural damage at the highest levels. Vibration from construction activities rarely reaches the levels that can damage structures.

Groundborne noise and vibration from construction activity of the proposed project would be low to moderate. Table 5.9-7, *Vibration Source Amplitudes for Construction Equipment,* shows the expected vibration levels for the proposed project. As shown in Table 5.9-5, it would take a minimum of 90 VdB (or 0.12 in/sec PPV) to cause any potential building damage to structures extremely susceptible to vibration damage. Table 5.9-7 further shows the PPV values and vibration levels (in terms of VdB) from other construction vibration sources at 25 feet from construction vibration sources for comparison purposes.

Table 5.9-7 Vibration Source Amplitudes for Construction Equipment

Equipment	Reference PPV/L_v at 25 feet	
	PPV (in/sec)	L_v (VdB)[1]
Hoe Ram	0.089	87
Large Bulldozer	0.089	87
Caisson Drilling	0.089	87
Loaded Trucks	0.076	86
Jachammer	0.035	79
Small Bulldozer	0.003	58

Source: LSA 2020
[1] RMS VdB re 1 µin/sec.
µin/sec = microinches per second
FTA = Federal Transit Administration
in/sec = inches per second
LV = velocity in decibels
PPV = peak particle velocity
RMS = root-mean-square
VdB = vibration velocity in decibels

The closest structures to the project site are the residential uses surrounding the project site approximately 35 feet from construction activity. Given these structures are greater than 25 feet from the project construction area limits, the estimated vibration impacts are propagated for distance. A vibration level at 50 feet is 9 VdB lower than at 25 feet, a vibration level at 100 feet is 18 VdB lower than at 25 feet, and a vibration level at 400 feet is 36 VdB lower than at 25 feet (LSA 2020). Using the information in Table 5.9-7, the operation of typical construction equipment would generate groundborne vibration levels of up to 83 VdB, which would not exceed the 90 VdB guideline that is considered safe for fragile buildings. Therefore, construction would not result in any vibration damage and impacts would be less than significant.

Human Annoyance

As stated above, the existing single-family residences east of the project site are the nearest sensitive receptors, and would be located approximately 35 feet from construction activity, and therefore, would experience vibration levels approaching 83 VdB. Based on Table 5.9-4, this level of groundborne vibration has the potential to exceed the level of distinctly perceptible, which is approximately 72 VdB for frequent events at uses where people sleep, when activities occur within 80 feet of the residential uses. However, construction activities would not occur during nighttime sensitive hours and therefore, would not exceed the FTA vibration threshold for human annoyance at the nearest sensitive use.

Operational Vibration

The streets surrounding the project area are paved, smooth, and unlikely to cause significant groundborne vibration. In addition, the rubber tires and suspension systems of buses and other on-road vehicles make it unusual for on-road vehicles to cause groundborne noise or vibration problems. It is, therefore, assumed that no such vehicular vibration impacts would occur during project operations and, therefore, no vibration impact analysis of on-road vehicles is necessary. Additionally, once constructed, the proposed project would

not contain uses that would generate groundborne vibration (LSA 2020). Therefore, impacts would be less than significant.

PRIELIPP-YAMAS PROPERTY REZONE

Once future development on the Property is operational, the site would not be a source of groundborne vibration. Increases in groundborne vibration levels attributable to future development on the Property would be primarily associated with short-term construction-related activities. Construction on the Property 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 FTA has published standard vibration velocities for construction equipment operations. In general, the FTA architectural damage criterion for continuous vibrations (i.e., 0.2 in/sec) would be conservative. The types of construction vibration impacts are human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. Ordinary buildings that are not particularly fragile would not experience any cosmetic damage (e.g., plaster cracks) at distances beyond 30 feet. This distance can vary substantially depending on the soil composition and underground geological layer between vibration source and receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment, as shown in Table 5.9-5.

Groundborne vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. Vibration velocities from typical heavy construction equipment operations would be short-term and would not be of sufficient magnitude to cause building damage. Therefore, vibration impacts associated with future construction on the Property would be less than significant.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.9-3 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.9-3 would be less than significant.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.9-3 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.9-3 would be less than significant.

Impact 5.9-4: The proximity of the project site to an airport or airstrip would not result in exposure of future residents or workers to airport-related noise. [Threshold N-3]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The project site is approximately 2.2 miles southeast of the nearest public airport, Skylark Field Airport. Aircraft noise is rarely audible at the project site and no portion of the site lies within the 60 dBA CNEL noise contours of the Airport, nor does any portion lie within 2 miles of any private airfield or heliport (LSA 2020). No impact would occur.

PRIELIPP-YAMAS PROPERTY REZONE

The Property is approximately 4.65 miles southeast of the Skylark Field Airport and no private airstrips are within 2 miles of the site. Therefore, future residents would not be subject to excessive aircraft noise. No impact would occur.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.9-4 would not be significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.9-4 would not be significant.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.9-4 would not be significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.9-4 would not be significant.

5.9.5 Cumulative Impacts

Operational Noise and Vibration

The project's contribution to a significant cumulative traffic noise increase would be cumulatively considerable if it is calculated to be 1 dBA or more. As shown in Table 5.9-6, cumulative traffic noise

increases would be less than 1 dBA. Therefore, the propose project's cumulative impact would be considered less than significant.

Construction Noise and Vibration

If construction of the proposed project were to overlap with cumulative projects in the project vicinity, nose could combine to result in significant cumulative impacts. Future development could occur on the parcel of land directly north of the project site, which contribute to cumulative construction noise impact, however, the proposed project as well as future projects in the vicinity would be required to comply with the City's noise ordinance and BMPs. Similarly, future development on the Prielipp-Yamas Drive Property would be required to comply with the City's noise ordinance to ensure construction noise and vibration impacts are less than significant.

5.9.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.9-1, 5.9-3, and 5.9-4.

Without mitigation, the following impacts would be **potentially significant**:

- **Impact 5.9-2** Project implementation would result in long-term operation-related noise that would exceed local standards.

5.9.7 Mitigation Measures

Impact 5.9-2

NOI-1 A 10-foot-high wall extending from the exit of the carwash to the commercial driveway shall be constructed in order to reduce daytime noise levels.

NOI-2 In order to reduce nighttime noise levels, carwash operations shall be restricted to the hours of 7:00 a.m. to 10 p.m.

5.9.8 Level of Significance After Mitigation

With the implementation of Mitigation Measures NOI-1 and NOI-2, daytime and nighttime operational noise from the carwash would be reduced to acceptable levels, and therefore, would not impact nearby residents. Impacts would be less than significant with mitigation incorporated.

5.9.9 References

LSA. 2020, February. Noise and Vibration Impact Analysis. Appendix 5.9-1.

5.10 POPULATION AND HOUSING

This section of the Draft Environmental Impact Report (DEIR) examines the potential for socioeconomic impacts of the proposed Wildomar Trail Town Center Mixed-Use Project in the City of Wildomar, including changes in population, employment, and demand for housing, particularly housing cost/rent ranges defined as "affordable." According to Section 15382 of the CEQA Guidelines, "An economic or social change by itself shall not be considered a significant impact on the environment." Socioeconomic characteristics should be considered in an EIR only to the extent that they create impacts on the physical environment.

5.10.1 Environmental Setting

5.10.1.1 REGULATORY BACKGROUND

State

California Housing Element Law

California planning and zoning law requires each city and county to adopt a general plan for future growth (California Government Code Section 65300). This Plan must include a housing element that identifies housing needs for all economic segments and provides opportunities for housing development to meet that need. At the state level, the Housing and Community Development Department (HCD) estimates the relative share of California's projected population growth that would occur in each county based on California Department of Finance population projections and historical growth trends. These figures are compiled by HCD in a Regional Housing Needs Assessment (RHNA) for each region of California. Where there is a regional council of governments, the HCD provides the RHNA to the council. The council then assigns a share of the regional housing need to each of its cities and counties. The process of assigning shares gives cities and counties the opportunity to comment on the proposed allocations. The HCD oversees the process to ensure that the council of governments distributes its share of the state's projected housing need.

State law recognizes the vital role local governments play in the supply and affordability of housing. To that end, California Government Code requires that the housing element achieve legislative goals to:

- Identify adequate sites to facilitate and encourage the development, maintenance, and improvement of housing for households of all economic levels, including persons with disabilities.
- Remove, as legally feasible and appropriate, governmental constraints to the production, maintenance, and improvement of housing for persons of all incomes, including those with disabilities.
- Assist in the development of adequate housing to meet the needs of low and moderate income households.
- Conserve and improve the condition of housing and neighborhoods, including existing affordable housing. Promote housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, color, familial status, or disability.

- Preserve for lower income households the publicly assisted multifamily housing developments in each community.

California housing element laws (California Government Code §§ 65580–65589) require that each city and county identify and analyze existing and projected housing needs within its jurisdiction and prepare goals, policies, and programs to further the development, improvement, and preservation of housing for all economic segments of the community commensurate with local housing needs. The City of Wildomar General Plan Housing Element was updated in 2013 for the 2013–2021 cycle.

Housing Accountability Act

The Housing Accountability Act (HAA) requires that cities approve applications for residential development that are consistent with a city's general plan and zoning code development standards without reducing the proposed density. Examples of objective standards are those that are measurable and have clear criteria that are determined in advance, such as numerical setback, height limit, universal design, lot coverage requirement, or parking requirement. Under the HAA, an applicant is entitled to the full density allowed by the zoning and/or general plan provided the project complies with all objective general plan, zoning, and subdivision standards and provided that the full density proposed does not result in a specific, adverse impact on public health and safety and cannot be mitigated in any other way.

Assembly Bill (AB) 648 amends the HAA by increasing the documentation and standard of proof required for a local agency to legally defend its denial of low-to-moderate-income housing development projects. If the local agency considers the housing development project to be inconsistent, not in compliance, or not in conformity, this Bill requires the local agency to give the applicant, within specified time periods, written documentation identifying the provision or provisions and an explanation of the reason or reasons it considers the housing development to be inconsistent, not in compliance, or not in conformity. If the local agency fails to provide this documentation, the housing development project is deemed consistent, compliant, and in conformity with the applicable plan, program, policy, ordinance, standard, requirement, or other similar provision.

AB 1515: Reasonable Person Standard

AB 1515 specifies that a housing development project is deemed consistent, compliant, and in conformity with an applicable plan, program, policy, ordinance, standard, requirement, or other similar provision if there is substantial evidence that would allow a reasonable person to conclude that the housing development project or emergency shelter is consistent, compliant, or in conformity. This Bill added additional findings related to the Housing Accountability Act in this regard.

Senate Bill 330 (SB 330)

SB 330 Housing Crisis Act of 2019 states that until January 1, 2025, an application would be deemed complete if a preliminary application was submitted and it complied with the applicable objective general plan and zoning standards in effect at the time. The Planning and Zoning Law requires a public hearing be held on an application for a variance from the requirements of a zoning ordinance or an application for a conditional

use permit. However, this Bill would prohibit any City or County from conducting more than five hearings held pursuant to these provisions if a housing development project complies with the applicable objective general plan and zoning standards in effect at the time an application is deemed complete. Additionally, this Bill would reduce the time for which a lead agency can approve or disapprove a project from 120 days to 90 days.

Regional

Southern California Association of Governments

SCAG is a regional council of governments representing Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties, which encompass over 38,000 square miles. SCAG is the federally recognized metropolitan planning organization (MPO) for this region and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs. As the southern California region's MPO, SCAG cooperates with the South Coast Air Quality Management District, the California Department of Transportation, and other agencies in preparing regional planning documents. The City of Wildomar is within the Western Riverside Council of Governments (WRCOG) subregion of SCAG.

Regional Transportation Plan/Sustainable Community Strategy

SCAG develops regional plans to achieve reginal plans to achieve specific regional objectives. On September 3, 2020, SCAG adopted the 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (2020–2045 RTP/SCS), a long-range visioning plan that balances future mobility and housing needs with mobility, economy, healthy/complete communities, and the environment (SCAG 2020a). This long-range plan, which is a requirement of the state of California and the federal government is updated by SCAG every four years as demographic, economic, and policy circumstances change. A component of the RTP/SCS is a set of growth forecasts that estimates employment, population, and housing growth. These estimates are used by SCAG, transportation agencies, and local agencies to anticipate and plan for growth. The most recent jurisdictional growth forecasts are from the 2016–2040 RTP/SCS; the 2020–2045 RTP/SCS lists the 2045 growth forecasts.

Local

The City of Wildomar General Plan

Development of housing in the City is guided by goals, objectives, and policies of the General Plan and Housing Element. The Housing Element includes the following policies on population and land use:

- **Policy H-1:** Ensure there is a sufficient supply of multi-family and single-family zoned land to meet the housing needs identified in the Regional Housing Needs Allocation (RHNA).

- **Policy H-2:** Maintain land use policies that allow residential growth consistent with the availability of adequate infrastructure and public services.

5.10.1.2 EXISTING CONDITIONS

Population

Table 5.10-1, *Population Trends in Wildomar,* shows the population trends and percent change in the City from 2010 through 2020.

Table 5.10-1 Population Trends in Wildomar

Year	Population	Percent Change
2010	30,637	N/A
2011	31,452	2.60%
2012	32,101	2.02%
2013	32,744	1.96%
2014	33,601	2.55%
2015	34,220	1.80%
2016	34,775	1.60%
2017	35,492	2.02%
2018	36,162	1.85%
2019	37,126	2.67%
2020	37,183	0.15%

Source: US Census Bureau 2020a., California DOF, E-5 Report

Housing

Housing Growth Trends

Table 5.10-2, *Housing Growth Trends in Wildomar,* shows the rate of housing growth from 2010 to 2020 and how it has varied over the years.

Table 5.10-2 Housing Growth Trends in Wildomar

Year	Housing Units	Percent Change
2010	10,509	N/A
2011	10,640	1.23%
2012	10,819	1.65%
2013	10,873	0.50%
2014	10,626	-2.32
2015	10,456	-1.63%
2016	10,322	-1.30%
2017	10,422	0.96%
2018	10,583	1.52%
2019	11,554	9.18%
2020	11,584	0.26%

Source: US Census Bureau 2020b., California DOF, E-5 Report

Regional Housing Needs Assessment

As shown in Table 5.10-3, *City of Wildomar 2013–2021 RHNA,* Wildomar's RHNA allocation for the 2013–2021 planning period is 2,535 units. This number was calculated by SCAG based on the City's share of the region's employment growth, migration and immigration trends, and birth rates.

Table 5.10-3 City of Wildomar 2013–2021 RHNA

Income Category (% of County AMI)[1]	Income Range[2]	Number of Units
Extremely Low Income	$0–$20,100	310
Very Low	$20,101–$33,500	311
Low	$33,501–$53,600	415
Moderate	$53,601–$78,000	461
Above Moderate	$78,001 or more	1,038
Total	-	2,535

Source: Wildomar 2013.
[1] AMI = area median income
[2] Based on a four-person household

Employment

Employment Trends

According to the California Employment Development Department, the average employment rate in Wildomar increased from 2010 to 2019. The average annual employment rate and percent changes are shown in Table 5.10-4, *Average Employment Trends in Wildomar*.

Table 5.10-4 Average Employment Trends in Wildomar

Year	Employment (persons)	Percent Change
2010	13,200	N/A
2011	13,300	0.75%
2012	13,600	2.21%
2013	14,000	2.86%
2014	15,000	6.67%
2015	15,400	2.60%
2016	15,800	2.53%
2017	16,400	3.66%
2018	16,800	2.38%
2019	17,100	1.75%

Source: EDD 2020.

Existing Employment

Table 5.10-5, *Wildomar's Industry by Occupation (2010 and 2018),* shows the City's total workforce by occupation and industry from 2010 to 2018. According to the estimates of the US Census Bureau, Wildomar had an employed civilian labor force (16 years and older) of 13,823 in 2010 and 16,073 in 2018. The three largest occupational categories during 2010 were Educational Services, and Health Care and Social Assistance; Construction; and Manufacturing; and in 2018 were Educational Services, and Health Care and Social Assistance; Arts, Entertainment, and Recreation, and Accommodation and Food Services; and Professional, Scientific, and Management, and Administrative and Waste Management Services.

Table 5.10-5 Wildomar's Industry by Occupation (2010 and 2018)

Industry/Occupation	Number of Employees in 2010	Number of Employees in 2018	Percentage of Workforce
Agriculture, forestry, fishing and hunting, and mining	113	203	79.6%
Construction	1,874	1,706	-8.9%
Manufacturing	1,566	1,733	10.6%
Wholesale Trade	387	325	-16.0%
Retail trade	1,436	1,599	11.3%
Transportation and warehousing, and utilities	712	776	8.9%
Information	194	192	-1.0%
Finance and insurance, and real estate and rental and leasing	726	844	16.2%
Professional, scientific, and management, and administrative and waste management services	1,716	1,972	14.9%
Educational services, and health care and social assistance	2,267	3,185	40.4%
Arts, entertainment, and recreation, and accommodation and food services	1,553	2,033	30.9%
Other services, except public administration	609	847	39.0%
Public administration	670	658	1.7%
Total	13,823	16,073	-

Source: US Census Bureau 2020c.
Note: Numbers of employees were rounded up to the nearest whole number. Employment figures count civilian employees 16 years and older.

Growth Projections

Southern California Association of Governments

SCAG undertakes comprehensive regional planning with an emphasis on transportation. The 2016–2040 RTP/SCS provides the most current projections of population, households, and total employment for Wildomar; the 2020–2045 RTP/SCS provides the 2045 growth projections. Based on the City's share of California's and the region's employment growth, migration and immigration trends, and birth rates, SCAG projects that projects that population, housing, and employment will grow at an increasing rate in Wildomar until 2040, and in 2045, population and employment would decrease while housing would continue to increase. These projections are summarized in Table 5.10-6, *SCAG Growth Projections for Wildomar*.

Table 5.10-6 SCAG Growth Projections for Wildomar

	2020	2035	2040	2045
Population	38,700	53,700	56,200	55,200
Households	12,900	17,300	18,100	19,600
Housing Units[1]	12,255	16,435	17,195	18,620
Employment	8,800	12,900	13,500	11,200
Jobs-Housing Ratio	0.72	0.78	0.79	0.60

Source: SCAG 2016 and SCAG 2020b.
[1] Housing units in SCAG projections are estimated based on number of households and a healthy vacancy rate of 5 percent.

Jobs-Housing Ratio

The jobs-housing ratio is a general measure of the number of jobs versus housing in a defined geographic area, without regard to economic constraints or individual preferences. The jobs-housing ration, as well as the type of jobs versus the price of housing, has implications for mobility, air quality, and the distribution of tax revenues. A project's effect on the jobs-housing ratio is one indicator of how it will affect growth and quality of life in the project area. SCAG applies the jobs-housing ratio at the regional and subregional levels in order to analyze the fit between jobs, housing, and infrastructure. A main focus of SCAG's regional planning efforts has been to improve this balance; however, jobs-housing goals and ratios are only advisory. There is no ideal jobs-housing ratio adopted in state, regional, or city policies. The American Planning Association is an authoritative resource for community planning best practices, including recommendations for assessing jobs-housing ratios. Although it recognizes that an ideal jobs-housing ratio will vary across jurisdictions, it recommends a target of 1.5 and a range of 1.3 to 1.7 (Weitz 2003).

As shown in Table 5.10-6, based on SCAG's growth projections, Wildomar is projected to be a housing-rich community, with the number of housing increasing at a faster rate than the number of jobs.

5.10.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

P-1 Induce substantial unplanned 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).

P-2 Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

5.10.3 Plans, Programs, and Policies

No existing plans, programs, and policies are applicable to population and housing impacts of the proposed project.

5.10.4 Environmental Impacts

The following impact analysis addresses thresholds of significance that are identified in brackets after the impact statement.

Impact 5.10-1: The proposed project would directly result in population growth of approximately 503 residents and 305 employees on the project site but would not induce substantial additional growth. [Threshold P-1]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The following describes the potential impacts associated with construction and operation of 41,609 square feet of commercial space, 72,000 square feet of office space, 152 townhomes/condominiums.

Construction

Construction of the proposed project would require contractors and laborers. Because of the size of the project, the City expects that the supply of general construction labor would be available from the local and regional labor pool. The proposed project would not result in a long-term increase in employment from short-term construction activities.

Population

Based on the California Department of Finance (DOF) Table E-5, the average household in Wildomar is 3.31 persons per household (DOF 2020a). Once the proposed project is complete, the 152 townhomes/condominiums would be expected to add 503 residents.[1] When compared to the 2020 estimated population of 37,183, the proposed project would result in an approximately 1.35 percent increase in Wildomar's population (DOF 2020b).[2] As shown in Table 5.10-6, SCAG's estimated 2045 population for Wildomar is 55,200, which is an increase of 18,017 residents from the DOF 2020 estimated population of 37,183 residents. The potential 503 new residents of the proposed project would comprise 3.05 percent of the proposed 25-year increase of 15,500 residents for the City based on the SCAG RTP/SCS projections. The SCAG projection estimated a 2020 population of 38,700 for the City, which is an increase of 1,517 residents from the DOF 2020 population estimate (37,183 residents). If the project population is added to the existing DOF population estimate, the resulting population of 37,686 residents[3] remains below the SCAG 2020 projection of 38,700. Therefore, project implementation would not exceed SCAG population projections.

[1] 152 units x 3.31 = 503.12 = 503 residents
[2] Total 2020 population estimate for Wildomar is as of January 1, 2020 (DOF 2020b).
[3] 37,183 (DOF 2020 Population) + 503 (proposed residents) = 37,686 residents

Employment

The proposed project would add 41,609 square feet of commercial space and 72,000 square feet of office space which would generate 305 employees. When compared to the Citywide 2020 estimated employment of 15,857 employees,[4] the proposed project would result in an approximately 1.92 percent increase in employees in the City (EDD 2020).

As shown in Table 5.10-6, SCAG's 2045 estimated employment for the City of Wildomar is 11,200, which is a decrease of 4,657 employees from the EDD's 2020 estimated employment of 15,857 employees. If the project employment is added to the existing employment estimate of 15,857, the resulting estimated employment of 16,162 employees exceeds SCAG's 2020 projection of 8,800. However, because the City is housing-rich, it would benefit from an increase in jobs in order to balance the jobs-housing ratio. Therefore, project implementation would result in beneficial impacts; impacts would be less than significant.

Housing

According to Table HNA-25 of the City's 2013-2021 Housing Element, the project site has the potential to accommodate approximately 227 dwelling units. However, the proposed project would include 152 dwelling units, which is a decrease of 75 dwelling units. In order to comply with Government Code, as well as Policy H-1, which calls for the sufficient supply of residential-zoned land to meet the housing needs identified in the Regional Housing Needs Allocation (RHNA), the Prielipp-Yamas Drive Property would rezone approximately 10 acres to R-3 (General Residential) from I-P (Industrial Park) in order to ensure no loss of housing occurs from project implementation.

As shown in Table 5.10-6, the regional SCAG housing unit estimate for 2020 is 12,255 units which is above the current DOF estimate of 11,584 housing units. The new 152 units would increase housing in the City by 1.24 percent and would represent 2.43 percent of the City's forecast housing growth of 6,365 units from 2020 to 2045 (see Table 5.10-6). The proposed project would be within SCAG's projected housing growth. Moreover, the state of California has a shortage of housing. In 2019, Governor Newsom signed several bills aimed to address the need for more housing including the Housing Crisis Act of 2019 (Senate Bill 330). The proposed project addresses the need for additional housing to accommodate population growth in the City.

Jobs-Housing Balance

A project's effect on the jobs-housing balance is an indicator of how it will affect growth and quality of life in the project area. The jobs-housing ratio for the City is housing-rich (0.72 jobs per dwelling unit; see Table 5.10-6). Although the proposed project would decrease the jobs-housing ratio, by adding 305 additional jobs, the proposed jobs-housing ratio for the proposed project would be 2.01. However, adding the proposed jobs and housing units to the existing 2020 SCAG estimates results in a slightly favorable result, 0.73, from a planning perspective because the proposed project would provide more jobs in a city with a high number of housing units.

[4] Average number of employees from January 2020 to July 2020 (EDD 2020)

Summary

Overall, the project would not induce substantial population growth in the area, but would serve growth already projected to occur. Although the proposed project would increase the number of housing units, population, and employment within the City by 152 units, 503 residents, and 305 employees, the projected increases would help alleviate the state's housing shortage and would improve the City's jobs-housing balance.

PRIELIPP-YAMAS PROPERTY GENERAL PLAN AMENDMENT

The City Council has initiated a General Plan Amendment to change the existing land use designation from Business Park (BP) to Highest Density Residential (HHDR), and a Change of Zone from I-P (Industrial Park) to R-3 (General Residential), for approximately 10-acres of the 20-acre site on the northeast corner of Prielipp Road and Yamas Drive (APN 380-250-019) as shown in Figure 3-7, *General Plan Land Use Designation.*

PRIELIPP-YAMAS PROPERTY REZONE

Because the proposed project would reduce the designated housing units for the project site as identified in Table HNA-25 of the 2013-2021 *City of Wildomar Housing Element*, and to comply with Government Code Section 65863(C)(1) (SB 166 No-Net Housing Loss), the Property would be rezoned from I-P (Industrial Park) to R-3 (General Residential) to accommodate the deficiency in housing units. In order to accommodate for the reduction[5] of residential units on the project site, the Property would rezone 10 acres to R-3 (General Residential) to ensure no net loss in housing occurs from the implementation of the proposed project. The 10 acres would allow for up to 200 dwelling units. Future development on the project site would not induce substantial population growth. Therefore, impacts would be less than significant.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.10-1 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.10-1 would be less than significant.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.10-1 would be less than significant.

Mitigation Measures

No mitigation measures are required.

[5] According to Table HNA-25 of the 2013-2021 Housing Element, the project site has the potential to accommodate 227 dwelling units, however, the proposed project would result in 152 dwelling units, which is a reduction of 75 units.

Level of Significance After Mitigation: Impact 5.10-1 would be less than significant.

Impact 5.10-2:	Project implementation would not result in displacing people and/or housing. [Threshold P-2]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The project site is currently vacant. The proposed project would result in a mixed-use development on the 25.8-acre site. According to RHNA for the 2013-2021 Housing Element cycle, the City's share of regional housing needs is 2,535 new units. The project site was designated to construct approximately 227 units, however, the proposed project would be deficient by 75 units. Therefore, the proposed rezone of the Prielipp-Yamas Drive Property would accommodate this deficiency. As the project site is currently vacant, the proposed project would not displace people and/or housing, but would help the City meet its regional housing needs goal by increasing the supply of housing units in the City compared to existing conditions.

PRIELIPP-YAMAS PROPERTY REZONE

The project site is currently vacant, and therefore, future construction would not displace people and/or housing.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.10-2 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.10-2 would be less than significant.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.10-2 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.10-2 would be less than significant.

5.10.5 Cumulative Impacts

The area considered for cumulative impacts is the City of Wildomar. Impacts are analyzed using the General Plan projections in SCAG's 2016 and 2020 RTP/SCS growth forecasts. Development of the proposed project as well as the Prielipp-Yamas Property, in conjunction with related cumulative projects in the City

would not result in cumulative citywide population, housing, or employment impacts because new employment opportunities would further improve the jobs-housing balance in the City. Additionally, related projects would be reviewed by the City, and development would be required to be consistent with adopted state and City development standards, regulations, plans, and policies to minimize the effect on the environment of the increase in population. Upon approval, the proposed project would increase the City's existing housing supply and employment opportunities. Therefore, the proposed project and future development on the Prielipp-Yamas Property, combined with related projects would not result in cumulatively considerable impacts to population and housing.

5.10.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, all impacts would be less than significant.

5.10.7 Mitigation Measures

No mitigation measures are required.

5.10.8 Level of Significance After Mitigation

Impacts would be less than significant.

5.10.9 References

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5. Environmental Analysis
POPULATION AND HOUSING

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5.11 TRANSPORTATION

This section of the draft environmental impact report (DEIR) evaluates the potential for implementation of the Wildomar Trail Town Center Mixed-Use Project (proposed project) to result in transportation and traffic impacts in the City of Wildomar. The analysis in this section is based in part on the following technical report:

- *Baxter Town Center Traffic Impact Study (TIA)*, Integrated Engineering Group (IEG), February 2020
- *Wildomar Trail Town Center Vehicle Miles Traveled (VMT) Analysis,* IEG, September 2020

A complete copy of these studies is included as Appendix 5.11-1 and Appendix 5.11-2.

5.11.1 Environmental Setting

State

Senate Bill 743

On September 27, 2013, SB 743 was signed into law, starting a process that fundamentally changed transportation impact analysis as part of CEQA compliance. SB 743 generally eliminates auto delay, LOS, and other similar measures vehicular capacity or traffic congestion as the sole basis for determining significant impacts under CEQA. Pursuant to the CEQA Guidelines, the new criteria "shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses" (Public Resources Code Section 21099(b)(1)).

Pursuant to SB 743, the Natural Resources Agency adopted revisions to the CEQA Guidelines to implement SB 743 on December 28, 2018. The revised CEQA Guidelines establish new criteria for determining the significance of transportation impacts. Under the new Guidelines, VMT-related metric(s) that evaluate the significance of transportation-related impacts under CEQA for land use are required beginning on July 1, 2020. The legislation does not preclude the application of local general plan policies, zoning codes, conditions of approval, or any other planning requirements that require evaluation of LOS, but these metrics may no longer constitute the sole basis for determining transportation impacts under the CEQA. For purposes of this EIR the LOS information has been included to enable the reader to understand the traffic impacts of the proposed project.

Regional

2020 Regional Transportation Plan/Sustainable Community Strategy

The Southern California Association of Governments (SCAG) 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) was adopted in September 2020. The RTP/SCS outlines a development pattern for the region which, when integrated with the transportation network and other transportation measures and policies, would reduce greenhouse gas (GHG) emissions from transportation (excluding good movement). The RTP/SCS is meant to provide growth strategies that would achieve the regional GHG emissions reduction targets identified by the California Air Resources Board. However, the

RTP/SCS does not require that local general plans, specific plans, or zoning be consistent with the RTP/SCS; instead, it provides incentives to governments and developers for consistency.

California Department of Transportation

Interstate 15 (I-15) provides regional access to Wildomar. The freeway mainline and intersections within the City of Wildomar associated with on- and off-ramps are under Caltrans jurisdiction. Caltrans approves the planning, design, and construction of improvements for all state-controlled facilities such as I-15. Caltrans uses the Highway Capacity Manual 6 (HCM 6) methodology to evaluate facilities. Caltrans endeavors to maintain a target LOS at the transition between LOS C and LOS D on State highway facilities. Note that with the change from LOS to vehicle miles travelled; Caltrans does not require that LOS D be maintained.

For the freeway mainline, merge and diverge segment analysis is based on peak hour HCM 6 density analysis for freeway-to-arterial interchanges. According to HCM 6 methodology, the ramp merge and diverge segments focus on an influential area of 1,500 feet, including the acceleration or deceleration lane(s) and adjacent freeway ramps. The LOS for freeway merge and diverge segments is determined by traffic density based on criteria outlined in the HCM 6.

Riverside County Transportation Commission Congestion Management Program

The Riverside County Transportation Commission (RCTC) Congestion Management Program (CMP) is updated every two years in accordance with Proposition 11. The CMP was established was in the State of California to more directly link land use, transportation, and air quality and to prompt reasonable growth management programs that would more effectively utilize new and existing transportation funds, alleviate traffic congestion and related impacts, and improve air quality. There are no facilities within the study area that are part of the CMP.

Local Regulations

City of Wildomar General Plan

The intent of the goals and policies in the General Plan Circulation Element is to establish a comprehensive multi-modal transportation system that is safe, achievable, efficient, environmentally and financially sound, accessible, and coordinated with Land Use Element.

City of Wildomar Municipal Code

Title 10, Vehicles and Traffic, of the City of Wildomar Municipal Code includes regulations and standards governing parking, transportation demand management program, as well as miscellaneous traffic regulations.

Any modifications to the roadway networks, which includes driveways, curbs, and sidewalks, would be subject to approval by the City of Wildomar, and any construction work within the right-of-way of any public roadway would require the issuance of a permit by the City of Wildomar.

Impact Fees

The City participates in the Transportation Uniform Mitigation Fee (TUMF), administered by the Western Riverside Council of Governments (WRCOG). Chapter 3.40 of the Wildomar Municipal Code requires payment of TUMF to WRCOG prior to issuance of a certificate of occupancy or final inspection. The City requires written verification of payment of TUMF to WRCOG.

The City has adopted a Development Impact Fee (DIF) that offset development impacts to traffic and parks. Chapter 3.44 requires payment of the DIF prior to issuance of a certificate of occupancy.

City of Wildomar Vehicle Miles Traveled (VMT) CEQA Threshold Policy Guidelines

In June 2020, the City adopted the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) future year VMT projects thresholds, which states that new projects must demonstrate a 3 percent reduction in VMT that currently exists. Projects consistent with the General Plan are also consistent with the RTP/SCS and should not require additional analysis for VMT. Projects that would require amendment to the General Plan would need to complete a VMT analysis. Projects that cannot demonstrate a 3 percent reduction in VMT will be required to conduct additional analysis and add mitigation measures as appropriate.

5.11.1.1 EXISTING CONDITIONS

Wildomar Trail Town Center Mixed-Use Project

Transit System

The Riverside Transit Agency (RTA) is the main transit agency servicing western Riverside County including the City of Wildomar. RTA provides both local and regional services throughout the region with fixed-routes, CommuterLink routes, and Dial-A-Ride services. RTA bus routes 8 and 23 service the City of Wildomar. The closest RTA bus stop is approximately half a mile southwest of the project site which exceed the comment standard of a quarter mile walking distance (IEG 2020a).

Active Transportation System

Pedestrian and bicycle facilities within the project area are limited. Pedestrian crosswalks are provided at signalized intersections along Central Avenue. Neither bicycle facilities nor sidewalks currently exist along Wildomar Trail and Central Avenue (IEG 2020a).

Traffic Volumes

Per the analysis result shown in Table 5.11-1, *Existing Conditions (2018) Intersection Operation Analysis,* all analyzed intersections are operating an acceptable LOS under Existing Conditions, except for Intersection #7, Monte Vista Drive and Bundy Canyon Road. According to the TIA, under Existing Conditions, traffic signals are warranted for Intersections #4, #6, and #7.

Table 5.11-1 Existing Conditions (2018) Intersection Operation Analysis

Intersection	Delay[1]	LOS[2]
AM/PM Peak Hour		
1. Central Avenue and Palomar Street	25.6 / 21.6	C / C
2. Central Avenue and Wild Stallion Lane / Cervera Road	18.4 / 10.5	B / B
3. Central Avenue and Wildomar Trail	20.4 / 23.7	C / C
4. I-15 Southbound Ramps and Wildomar Trail	25.4 / 24.6	D / C
5. I-15 Northbound Ramps and Wildomar Trail	13.7 / 19.5	B / C
6. Monte Vista Drive and Wildomar Trail	18.9 / 9.2	C / A
7. Monte Vista Drive and Bundy Canyon Road	79.3 / 46.2	F / E

Source: IEG 2020a
Notes:
Bold values indicate intersections operating at LOS E or F.
[1] Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At unsignalized intersections, delay refers to the worst movement.
[2] Level of Service (LOS) calculations are based on the methodology outlines in the Highway Capacity Manual 6th Edition and performed using Synchro 10.

Table 5.10-2, *Existing Conditions (2018) Freeway Ramp Queue Summary,* shows that there is no excess queue demand as vehicular queuing does not exceed the stacking area.

Table 5.11-2 Existing Conditions (2018) Freeway Ramp Queue Summary

Intersection	Movement	Stacking Distance (ft)	Queue (ft)		Excess Demand	
			AM	PM	AM	PM
I-15 SB Ramps and Wildomar Trail	SBL / T / R	1,300	74	74	-	-
	EBT / R	800	126	76	-	-
I-15 NB Ramps and Wildomar Trail	NBL / T / R	1,650	80	145	-	-

Source: IEG 2020a

The I-15 Freeway is adjacent to the project site and currently provides three lanes in each direction. Table 5.11-3, *Existing Conditions (2018) Freeway Mainline Summary*, shows the results of the peak hour freeway mainline capacity analysis. The study I-15 freeway mainline segments currently operate at LOS C or D.

Table 5.11-3 Existing Conditions (2018) Freeway Mainline Summary

I-15 Freeway Segment	Direction	Lanes (One Direction)	Existing Conditions		
			Speed[1]	Density[2]	LOS[3]
North of Wildomar Trail.	NB	3	67.5 / 64.2	24.7 / 29.7	C / D
	SB	3	65.1 / 68.0	28.4 / 23.7	D / C
South of Wildomar Trail.	NB	3	67.8 / 62.1	24.0 / 32.7	C / D
	SB	3	63.5 / 67.6	30.7 / 24.5	D / C

Source: IEG 2020a

Per the analysis results shown in Table 5.11-4, *Existing Conditions (2018) Queue at Project Main Access Points Summary,* there will be no excess queue demand as the anticipated vehicular queues do not exceed the stacking area available at any of the analyzed locations.

Table 5.11-4 Existing Conditions (2018) Queue at Project Main Access Points Summary

Intersection	Movement	Stacking Distance (ft)	Queue (ft)		Excess Demand	
			AM	PM	AM	PM
3. Central Avenue and Wildomar Trail	WBL	300	164	135	-	-
	EBL	200	13	0	-	-

Source: IEG 2020a

Prielipp-Yamas Drive Property Rezone

Transit System

RTA bus stops for route 23 are within a quarter mile walking distance of the Prielipp-Yamas property.

Active Transportation System

Pedestrian and bicycle facilities within the vicinity of the Prielipp-Yamas property area are limited. Pedestrian sidewalks are provided along Prielipp Road, west of the Property and terminating at the Prielipp-Yamas property. Bicycle facilities do not exist in the vicinity of the Prielipp-Yamas property.

Roadways

Surrounding roadways include Prielipp Road, Inland Valley Drive, and Clinton Keith Road.

5.11.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

T-1 Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

T-2 Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b) regarding policies to reduce vehicle miles travelled (VMT).

T-3 Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

T-4 Result in inadequate emergency access.

5.11.3 Plans, Programs, and Policies

Plans, programs, and policies (PPP), including applicable regulatory requirements and conditions of approval for transportation and traffic impacts are identified below.

PPP TRAF-1 Prior to issuance of any building permit on the project site, the project applicant shall pay all development impact fees (DIF) pursuant to Wildomar Municipal Code Section 3.44.

PPP TRAF-2 Prior to issuance of any building permit on the project site, the project applicant shall demonstrate payment of the Western Riverside Transportation Uniform Mitigation Fee (TUMF) pursuant to Wildomar Municipal Code Section 3.40.

PPP TRAF-3 As required by Municipal Code Section 8.28, Fire Code, review of the project design by the City and CALFIRE/Riverside County Fire Department is required to ensure sufficient emergency access.

PPP TRAF-4 Project-related impacts at Intersection #3 (Central Avenue and Wildomar Trail) would be signalized at Project Phase 1, and is therefore, a project design feature.

5.11.4 Environmental Impacts

5.11.4.1 METHODOLOGY

Project Trip Generation

Table 5.11-5, *Project Trip Generation Summary,* summarizes the calculated trip generation based on the floor areas or dwelling units associated with the proposed project. As shown in Table 5.11-5, the proposed development is anticipated to generate approximately 6,663 total daily trips, 659 AM peak hour trips and 661 PM peak hour trips.

Table 5.11-5 Project Trip Generation Summary

Land Use	Intensity	Units[1]	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Residential Component									
Multifamily Housing (Mid Rise)	152	DU	14	40	55	41	26	67	827
Internal Capture Reduction – Mixed Use Development[2]			0	0	0	21	12	33	406
Residential Subtotal			*14*	*40*	*55*	*20*	*14*	*34*	*421*
Commercial Component									
Shopping Center	35.529	TSF	105	65	170	121	132	253	2,977
Internal Capture Reduction – Mixed Use Development[2]			0	0	0	21	22	43	506
Pass-by Reduction (34 % - PM Peak Hour Only)[3]			-	-	-	*34*	37	71	840
Commercial Subtotal			*105*	*65*	*170*	*67*	*72*	*139*	*1,631*
Medical Office Component									
Medical-Dental Office Building	72	TSF	156	44	200	70	179	249	2,506
Internal Capture Reduction – Mixed Use Development[2]			0	0	0	4	13	13	126

Table 5.11-5 Project Trip Generation Summary

Land Use	Intensity	Units[1]	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
Medical Office Subtotal			*156*	*44*	*200*	*66*	*167*	*237*	*2,379*
Service Station Component									
Super Convenience Market/Gas Station	22	VFP	309	309	618	253	253	505	5,017
Pass-by Reduction (62 % AM Peak Hour, 56% PM Peak Hour Only)[3]			192	192	383	141	141	283	2,840
Service Station Subtotal			*117*	*117*	*235*	*111*	*111*	*222*	*2,231*
Automated Carwash	2.08	TSF	0	0	0	15	15	30	0
TOTAL			393	266	659	278	379	661	6,663

Source: IEG 2020a
[1] DU = Dwelling Units; TSF = Thousand Square Feet; VFP = Vehicle Fueling positions
[2] Internal capture is based on the ITE methodology per Figure 6.2 of ITE Trip Generation Handbook (3rd Edition, 2017).
[3] Pass-by reduction percentage is based on the ITE methodology per Table E of ITE Trip Generation Handbook (3rd Edition, 2017).

LOS

Level of Service (LOS) ranges from LOS A (free flow, little congestion) to LOS F (forced flow, extreme congestion). Table 5.11-6, *Vehicular Level of Service Definitions,* describes generalized definitions of auto LOS A through F.

Table 5.11-6 Vehicular Level of Service Definitions

LOS	Characteristics
A	Primarily free-flow operation. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Controlled delay at the boundary intersections is minimal. The travel speed exceeds 85% of the base free-flow speed.
B	Reasonably unimpeded operation. The ability to maneuver within the traffic stream is only slightly restricted and control delay at the boundary intersections is not significant. The travel speed is between 67% and 85% of the base free-flow speed.
C	Stable operation. The ability to maneuver and change lanes at mid-segment locations may be more restricted than at LOS B. Longer queues at the boundary intersections may contribute to lower travel speeds. The travel speed is between 50% and 67% of the base free-flow speed.
D	Less stable condition in which small increases in flow may cause substantial increases in delay and decreases in travel speed. This operation may be due to adverse signal progression, high volume, or inappropriate signal timing at the boundary intersections. The travel speed is between 40% and 50% of the base free-flow speed.
E	Unstable operation and significant delay. Such operations may be due to some combination of adverse signal progression, high volume, and inappropriate signal timing at the boundary intersections. The travel speed is between 30% and 40% of the base free-flow speed.
F	Flow at extremely low speed. Congestion is likely occurring at the boundary intersections, as indicated by high delay and extensive queuing. The travel speed is 30% or less of the base free-flow speed. Also, LOS F is assigned to the subject direction of travel if the through movement at one or more boundary intersections have a volume-to-capacity ratio greater than 1.0.

Source: IEG 2020a

Intersection Capacity Analysis

The analysis of peak hour intersection performance was conducted using the Synchro 10 software program, which uses methodologies defined in the 2010 Highway Capacity Manual (HCM) to calculate LOS. LOS for intersections is determined by control delay. Control delay is defined as the total elapsed time from when a

vehicle stops at the end of a queue to the time the vehicle departs from the stop line. The total elapsed time includes the time required for the vehicle to travel from the last-in-queue position to the first-in-queue position, including deceleration of vehicles from free-flow speed to the speed of vehicles in the queue.

Signalized Intersections

The HCM analysis methodology for evaluating signalized intersections is based on the "operational analysis" procedure. This technique uses 1,900 passenger cars per hour of green per lane (pcphgpl) as the maximum saturation flow of a single lane at an intersection. Average control delay is calculated by taking a volume-weighted average of all the delays for all vehicles entering the intersection. Table 5.11-7, *Signalized Intersection Level of Service HCM Operational Analysis Method,* summarizes the level of service criteria for signalized intersections.

Table 5.11-7 Signalized Intersection Level of Service HCM Operational Analysis Method

Average Delay per Control Vehicle	Characteristics
≤ 10.0	*LOS A* occurs when the volume-to-capacity ratio is low and either progression is exceptionally favorable, or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through.
10.1 – 20.0	*LOS B* occurs when the volume-to-capacity ratio is low and either progression is highly favorable, or the cycle length is short. More vehicles stop than with LOS A.
20.1 – 35.0	*LOS C* occurs when progression is favorable, or the cycle length is moderate. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.
35.1 – 55.0	*LOS D* occurs when the volume-to-capacity ratio is high and either progression is ineffective, or the cycle length is long. Many vehicles stop and individual cycle failures occur.
55.1 – 80.0	*LOS E* occurs when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.
>80.0	*LOS F* occurs when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

Source: IEG 2020a

All-Way Stop-Controlled (AWSC) Intersections

The HCM analysis methodology for evaluating all-way stop-controlled intersections is based on the degree of conflict for each independent approach created by the opposing approach and each conflicting approach. Level of Service for AWSC intersection is also based on the average control delay. However, AWSC intersections have different threshold values than those applied to signalized intersections. This is based on the rationale that drivers expect AWSC intersections to carry lower traffic volumes than at signalized intersections. Therefore, a higher level of delay is acceptable at a signalized intersection for the same LOS.

Two-Way Stop-Controlled (TWSC) Intersections

The HCM analysis methodology for evaluating two-way stop-controlled (TWSC) intersections is based on gap acceptance and conflicting traffic for vehicles stopped on the minor-street approached. The critical gap (minimum gap that would be acceptable) is defined as the minimum time interval in the major-street stream that allows intersection entry for one minor-street vehicle. Average control delay and LOS for the intersection

as a whole. Table 5.11-8, *Level of Service Criteria for Stop Controlled Unsignalized Intersections,* summarizes the level of service criteria for unsignalized intersections.

Table 5.11-8 Level of Service Criteria for Stop Controlled Unsignalized Intersections

Average Control Delay (sec/veh)	Level of Service (LOS)
≤ 10.	A
10.1 – 15.0	B
15.1 – 25.0	C
25.1 – 35.0	D
35.1 – 50.0	E
>50.0	F

Source: IEG 2020a

Roadway Segments

The existing weekday average daily traffic (ADT) volumes included in the TIA were determined based on the following equation, which utilizes the collected intersection PM peak hour turning movement counts: PM Peak Hour (Approach Volume + Exit Volume) x 12 = ADT Leg Volume.

Freeway Facilities

The *Caltrans Guide for the Preparation of Traffic Impact Studies (TIS)* (2002) provides the following criterion as a starting point in determining when a TIS is needed. When a project:

1. Generates over 100 peak hour trips assigned to a State highway facility

2. Generates 50 to 100 peak hour trips assigned to a State highway facility – and, affected State highway facilities are experiencing noticeable delay; approaching unstable traffic flow conditions (LOS "C" or "D").

3. Generates 1 to 49 peak hour trips assigned to a State highway facility – the following area examples that may require a full TIS or some lesser analysis:

    a. Affected State highway facilities experiencing significant delay; unstable or forced traffic flow conditions (LOS "E" or "F").

    b. The potential risk for a traffic incident is significantly increased (i.e., congestion related collisions, non-standard sight distance considerations, increase in traffic conflict points, etc.).

    c. Change in local circulation networks that impact a State highway facility (i.e., direct access to State highway facility, a non-standard highway geometric design, etc.).

Additionally, based on a Freeway agreement that was executed in October 2013 and updated December 2016 between Los Angeles Department of Transportation (LADOT) and California Department of Transportation (Caltrans) District 7, a development project may be required to conduct a freeway analysis if any of the following criteria is met (as shown in Table 5.11-9, *Project Trip Threshold for Freeway Analysis*):

1. The project's peak hour trips would result in a 1 percent or more increase to the freeway mainline capacity of a freeway segment operating at LOS E or F; or

2. The project's peak hour trips would result in a 2 percent or more increase to the freeway mainline capacity of a freeway segment operating at LOS D; or

3. The project's peak hour trips would result in a 1 percent or more increase to the capacity of a freeway off-ramp operating at LOS E or F; or

4. The project's peak hour trips would result in a 2 percent or more increase to the capacity of a freeway off-ramp operating at LOS D.

Table 5.11-9 Project Trip Threshold for Freeway Analysis

LOS	Volume Increase	Mainline Lane Capacity	Ramp Lane Capacity	Mainline Lanes					Ramp Lanes	
				6	5	4	3	2	2	1
D	2%	1,500	850	240	180	120	90	60	34	17
E/F	1%	1,500	850	120	90	60	45	30	17	9

Source: IEG 2020a

Freeway segments were analyzed during the AM and PM peak hours based on the methodologies outlined in the HCM. The free-flow speed of each freeway segment was calculated based on a base free-flow speed of 75.4 miles per hour. Factors affecting the free-flow speed of each segment include the lane width, lateral clearance, number of lanes, interchange density, and geometric design. Based on each segment's free-flow, the density was calculated, which is the primary factor for determining the segment's LOS. Table 5.11-10, *HCM 2010 Freeway Segment LOS Criteria,* presents the freeway criteria based on density.

Table 5.11-10 HCM 2010 Freeway Segment LOS Criteria

LOS	Density Range (pc/mi/ln)[1]
A	0 – 11
B	>11 – 18
C	>18 – 26
D	>26 – 35
E	>35 – 45
F	>45

Source: IEG 2020a
[1] Passenger Car per Mile per Lane

Traffic Signal Warrant Analysis

The Federal Highway Administration's (FHWA) Manual on Uniform Traffic Control Devices (MUTCD), amended with California MUTCD 2014 Edition, presents warrant criteria for justifying the installation of a traffic signal at an unsignalized intersection. The criteria include studying traffic conditions, pedestrian characteristics, and physical characteristics of the intersection location. The criteria include studying traffic

conditions, pedestrian characteristics, and physical characteristics of the intersection location. The MUTCD indicates that satisfaction of one or more of the traffic signal warrants does not in itself require the installation of a traffic control signal.

Analysis of Significance

Traffic impacts are identified if the proposed project will result in a significant change in traffic conditions on a roadway or intersection. A significant impact is normally defined when project-related traffic would cause level of service to deteriorate to below the minimum acceptable level of measurable amount. Impacts may also be significant if the location is already below the minimum acceptable level and project-related traffic causes a further decline.

LOS D is frequently identified as the minimum allowable "Standard" service level during peak hours at signalized intersections. Most arriving traffic will clear the intersection on the first allowable green cycle under this level of service. Mitigation measures will be considered by development projects within the City of Wildomar when traffic conditions are forecasted to decline to poorer levels of service. Table 5.11-11, *City of Wildomar Significance Criteria,* shows the City of Wildomar significance criteria thresholds.

Table 5.11-11 City of Wildomar Significance Criteria

Pre-Project LOS	Project-Related Delay Increase	Mitigation Measure
E or F	More than 5.0 seconds	Reduce delay increase to within 5.0 seconds

Source: IEG 2020a

The City of Wildomar significance thresholds will be applied at study area intersections for the purposes of determining project-related impacts.

The LOS analysis is provided for informational purposes as LOS may no longer be considered a significant impact under CEQA. The City uses LOS to determine the appropriate size of roadways and the need for intersection improvements. If the proposed project will exceed the City's LOS standard, conditions of approval may be placed on the project to address the traffic impact. As CEQA must evaluate the whole of the project, physical impacts to the environment as a result of mitigation measures or conditions of approval must also be evaluated.

5.11.4.2 IMPACT ANALYSIS

The following impact analysis addresses thresholds of significance that are identified in brackets after the impact statement.

Impact 5.11-1: The project could potentially conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. [Threshold T-1]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

Existing Plus Project

Existing Conditions and Existing Plus Project peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies. No network improvements are assumed under Existing Conditions, however, the following improvements are considered to be in place at the opening date of the project; therefore, these improvements are included in the analysis of the Existing Plus Project scenario:

- Central Avenue and Wildomar Trail along the property frontage will be improved to provide for a raised median, two eastbound travel lanes and exclusive eastbound and westbound left turn pockets at the intersection of Central Avenue and Wildomar Trail. The two through lanes east of this intersection will transition to an eastbound through lane and exclusive right turn at the intersection of Wildomar Trail and I-15 southbound ramps.

The intersection analysis results are summarized in Table 5.11-12, *Existing Plus Project Intersection Operation Analysis.*

Table 5.11-12 Existing Plus Project Intersection Operation Analysis

Intersection	Existing Without Project		Existing Plus Project	
	Delay[1]	LOS[2]	Delay[1]	LOS[2]
AM/PM Peak Hour				
1. Central Avenue and Palomar Street	25.6 / 21.6	C / C	29.4 / 25.4	C / C
2. Central Avenue and Wild Stallion Lane / Cervera Road	18.4 / 10.5	B / B	24.8 / 11.3	C / B
3. Central Avenue and Wildomar Trail	20.4 / 23.7	C /C	>180 / >180	F / F
4. I-15 Southbound Ramps and Wildomar Trail	25.4 / 24.6	D / C	70.0 / 67.6	F / F
5. I-15 Northbound Ramps and Wildomar Trail	13.7 / 19.5	B / C	21.0 / 29.9	C / D
6. Monte Vista Drive and Wildomar Trail	18.9 / 9.2	C / A	40.0 / 10.0	E / B
7. Monte Vista Drive and Bundy Canyon Road	79.3 / 46.2	F / E	>180 / >180	F / F
A. Cervera Road and Driveway	Does not exist		9.9 / 8.9	A / A
B. Central Avenue and Driveway	Does not exist		12.9 / 11.2	B / B
C. Wildomar Trail and Driveway	Does not exist		13.1 / 11.7	B / B
D. Central Avenue and Driveway	Does not exist		12.7 / 10.5	B / B

Source: IEG 2020a
Notes:
Bold values indicate intersections operating at LOS E or F.
[1] Delay refers to the average control delay for the entire intersection, measures in seconds per vehicle. At unsignalized intersection, delay refers to the worst movement.
[2] LOS calculations are based on the methodology outlined in the Highway Capacity Manual 6th Edition and performed using Synchro 10

Under Existing Plus Project Conditions, Intersection #3, Intersection #4, and Intersection #6 (AM Peak Hour only) would worsen to LOS of E or F. Intersection #7, which operates at an unacceptable LOS under Existing Conditions would worsen under Existing Plus Project Conditions.

The City requires payment of the TUMF and DIF to mitigate cumulative transportation impacts. For impacts that are not funded by either of these programs, the City requires that the improvement be constructed, or that the project pay its proportionate share of the cost of the improvement. The improvements recommended to address traffic impacts of the proposed project are shown in Table 5.11-13, *Summary of Conditions of Approval for Traffic Impacts.*

Table 5.11-13 Summary of Conditions of Approval for Traffic Impacts

Intersection	Improvement	Responsibility
Intersection # 1, Central Avenue and Palomar Street	Widen intersection to provide an exclusive left turn lane, two through lanes, and an exclusive right turn lane at each of the approaches.	DIF
Intersection # 3, Central Avenue and Wildomar Trail	Signalize intersection and widen westbound approach to provide an additional through lane.	PDF
Intersection # 4, I-15 Southbound Ramps at Wildomar Trail	Signalize and widen westbound approach to add a second through lane and reconfigure eastbound approach to provide a through lane and a shared through-right lane.	TUMF
Intersection # 5, I-15 Northbound Ramps at Wildomar Trail	Signalize and widen westbound approach to add a second through lane and widen the eastbound approach to add a second through lane and an exclusive right turn lane.	TUMF
Intersection # 6, Monte Vista and Wildomar Trail	Signalize the intersection and widen the eastbound approach to provide an exclusive left turn lane.	DIF
Intersection # 7Monte Vista Drive and Bundy Canyon Road	Signalize the intersection, widen the eastbound approach to provide two through lanes and an exclusive right turn lane, widen the westbound approach to provide two through lanes, and widen the northbound approach to provide exclusive left and right turn lanes.	DIF

Source: IEG 2020
DIF – Development Impact Fee, PDF – Project Design Feature, TUMF – Transportation Uniform Mitigation Fee

In order to address the Proposed Project's traffic impacts, the City will impose conditions of approval to implement the improvements shown in Table 5.11-13. All the improvements in Table 5.11-13 will occur in the public right of way adjacent to existing streets. Therefore, construction and operation of the proposed roadway widening and signalization would occur in areas disturbed by previous roadways, and environmental impacts as a result of the implementation of these improvements would be less than significant.

The proposed project would implement the conditions of approval from Table 5.11-13 which would create signalized intersections, widen roadways, and require the payment of the project's fair share contribution to Intersections #3, #4, #6, and #7. The signalization of Intersection #3 is a project design feature that would be constructed at the implementation of Project Phase 1. Table 5.11-14, *Intersection Operation Post-Improvement Analysis – Existing Conditions,* shows the analysis results after the implementation of the conditions of approval.

Table 5.11-14 Intersection Operation Post-Improvement Analysis - Existing Conditions

Intersection	Existing Without Project		Existing Plus Project		Existing Post Mitigation	
	Delay[1]	LOS[2]	Delay[1]	LOS[2]	Delay[1]	LOS[2]
AM/PM Peak Hour						
3. Central Avenue and Wildomar Trail[3]	20.4 / 23.7	C /C	>180 / >180	F / F	20.8 / 16.4	C / B
4. I-15 Southbound Ramps and Wildomar Trail	25.4 / 24.6	D / C	70.0 / 67.6	F / F	15.2 / 10.2	B / B
6. Monte Vista Drive and Wildomar Trail	18.9 / 9.2	C / A	40.0 / 10.0	E / B	9.4 / 6.2	A / A
7. Monte Vista Drive and Bundy Canyon Road	79.3 / 46.2	F / E	>180 / >180	F / F	17.8 / 17.5	B / B

Source: IEG 2020a
[1] Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At unsignalized intersection, delay refers to the worst movement.
[2] LOS calculations are based on the methodology outlined in the 2010 Highway Capacity Manual performed using Synchro 10
[3] The signalization of this intersection is a project design feature that will be constructed at the implementation of Project Phase 1.

As shown in Table 5.11-14, the impacts at all study locations would be at an acceptable LOS with the implementation of the improvements. However, both the DIF and TUMF require that all the funding be available before a roadway improvement can be programmed for construction. There is no certainty regarding when the improvements will be constructed as this is dependent upon payment of DIF by new projects. The TUMF program is regional and administered by the Western Riverside Council of Governments (WRCOG), and each improvement is determined based on regional need at the time of programming.

Table 5.11-15 Existing Plus Project Freeway Ramp Queue Summary

Intersection	Movement	Stacking Distance (ft)	Queue (ft)		Excess Demand	
			AM	PM	AM	PM
Existing Without Project						
I-15 SB Ramps and Wildomar Trail	SBL / T / R	1,300	74	74	-	-
	EBT / R	800	126	76	-	-
I-15 NB Ramps and Wildomar Trail	NBL / T / R	1,650	80	145	-	-
Existing Plus Project						
I-15 SB Ramps and Wildomar Trail	SBL / T / R	1,300	82	78	-	-
	EBT / R	800	157	85	-	-
I-15 NB Ramps and Wildomar Trail	NBL / T / R	1,650	110	312	-	-

Source: IEG 2020a

As shown in Table 5.11-15, there would be no excess queue demand under the Existing Plus Project Conditions as the anticipated queues do not exceed the stacking area available at any of the analyzed locations.

Buildout Conditions (Post-2035)

According to Table 5.11-16, *Buildout Conditions (Post-2035) Intersection Operation Analysis,* only one study intersection would operate at an acceptable LOS under Buildout Conditions.

Table 5.11-16 Buildout Conditions (Post-2035) Intersection Operation Analysis

Intersection	Buildout Without Project		Buildout Plus Project	
	Delay[1]	LOS[2]	Delay[1]	LOS[2]
AM/PM Peak Hour				
1. Central Avenue and Palomar Street	126.4 / 80.2	F / F	113.0 / 98.6	F / F
2. Central Avenue and Wild Stallion Lane/Cervera Road	26.9 / 14.9	C / B	30.0 / 21.3	C / C
3. Central Avenue and Wildomar Trail	>180 / >180	F / F	>180 / >180	F / F
4. I-15 Southbound Ramps and Wildomar Trail	113.7 / >180	F / F	>180 / >180	F / F
5. I-15 Northbound Ramps and Wildomar Trail	95.3 / 164.7	F / F	159.2 / >180	F / F
6. Monte Vista Drive and Wildomar Trail	>180 / >180	F / F	>180 / >180	F / F
7. Monte Vista Drive and Bundy Canyon Road	>180 / >180	F / F	>180 / >180	F / F
A. Cervera Road and Driveway	Does not exist		9.9 / 8.9	A / A
B. Central Avenue and Driveway	Does not exist		14.1 / 14.2	B / B
C. Wildomar Trail and Driveway	Does not exist		17.1 / 15.5	C / C
D. Central Avenue and Driveway	Does not exist		13.8 / 12.9	B / B

Source: IEG 2020a

Bold values indicate intersections operating at LOS E or F.

[1] Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At unsignalized intersections with side street stop control, delay refers to the worst movement.

[2] LOS calculations are based on the methodology outlined in the 2010 Highway Capacity Manual and performed using Synchro 10.

With the implementation of improvements in Table 5.11-17, the study area intersections would operate at an acceptable LOS.

Table 5.11-17 Intersection Operation Post-Mitigation Analysis – Buildout (Post-2035) Conditions

Intersection	Opening Year Without Project		Opening Year Plus Project		Opening Year Post Mitigation	
	Delay[1]	LOS[2]	Delay[1]	LOS[2]	Delay[1]	LOS[2]
AM/PM Peak Hour						
1. Central Avenue and Palomar Street	126.4 / 80.2	F / F	113.0 / 98.6	F / F	43.1 / 37.2	D / D
3. Central Avenue and Wildomar Trail[3]	>180 / >180	F / F	>180 / >180	F / F	44.2 / 33.6	D / C
4. I-15 Southbound Ramps and Wildomar Trail	113.7 / >180	F / F	>180 / >180	F / F	25.3 / 42.4	C / D
5. I-15 Northbound Ramps and Wildomar Trail	95.3 / 164.7	F / F	159.2 / >180	F / F	14.8 / 27.4	B / C
6. Monte Vista Drive and Wildomar Trail	>180 / >180	F / F	>180 / >180	F / F	28.1 / 28.8	C / C
7. Monte Vista Drive and Bundy Canyon Road	>180 / >180	F / F	>180 / >180	F / F	16.8 / 73.8	B / E

Source: IEG 2020a
[1] Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At unsignalized intersection, delay refers to the worst movement.
[2] LOS calculations are based on the methodology outlined in the 2010 Highway Capacity Manual performed using Synchro 10
[3] The signalization of this intersection is a project design feature that will be constructed at the implementation of Project Phase 1.

As shown in Table 5.11-18, *Buildout Conditions (Post-2035) Freeway Ramp Queue Summary,* there would be no excess queue demand as the anticipated vehicular queues do not exceed the stacking area available at any of the analyzed locations.

Table 5.11-18 Buildout Conditions (Post-2035) Freeway Ramp Queue Summary

Intersection	Movement	Stacking Distance (ft)	Queue (ft)		Excess Demand	
			AM	PM	AM	PM
Buildout Without Project						
I-15 SB Ramps and Wildomar Trail	SBL / T / R	1,300	158	160	-	-
	EBT / R	800	644	229	-	-
I-15 NB Ramps and Wildomar Trail	NBL / T / R	1,650	167	1,093	-	-
Buildout Plus Project						
I-15 SB Ramps and Wildomar Trail	SBL / T / R	1,300	244	120	-	-
	EBT / R	800	466	198	-	-
I-15 NB Ramps and Wildomar Trail	NBL / T / R	1,650	186	1,282	-	-

Source: IEG 2020a

Table 5.11-19, *Buildout Conditions (Post-235) Queue at Project Main Access Point Summary,* shows that there would be no excess queue demand as the anticipated vehicular queues do not exceed the stacking area available at any of the analyzed locations.

Table 5.11-19 Buildout Conditions (Post-2035) Queue at Project Main Access Point Summary

Intersection	Movement	Stacking Distance (ft)	Queue (ft)		Excess Demand	
			AM	PM	AM	PM
3. Central Avenue and Wildomar Trail	WBL	300	224	259	-	-
	EBL	200	122	97	-	-

Source: IEG 2020a

Conclusion

Although the improvements shown in Table 5.11-13 would ensure that the study area intersections would operate at an acceptable LOS, there is no certainty that the improvement funding will be available, or that the improvements will be installed prior to occupancy or buildout conditions.

Public Transit and Bicycle Plans

RTA bus routes 8 and 23 service the City, and the closest RTA bus stop is approximately half a mile southwest of the project site. Additionally, the project site is bounded by the Wildomar Trail, which is an east-west trail (Wildomar 2019). The proposed project would provide bicycle parking at the office component of the site and a total of 13 clean air/vanpool/electric vehicle (EV) parking spaces, and a total of 35 EV charging stations. Additionally, the proposed project is proposing to provide a half-width right-of-way improvement along the property frontage including vehicular travel lane, multi-use trail, curb, gutter, and sidewalk (IEG 2020a). Therefore, the proposed project would not conflict with any policies, plans, or programs related to public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities as improvements would occur within the project boundaries. Impacts would be less than significant.

PRIELIPP-YAMAS PROPERTY REZONE

Future development on the vacant site would construct residential uses, which would result in an increase in daily trips. Future development on the Property would be required to prepare a Traffic Impact Analysis to analyze the future development's impact on surrounding roadways and public transit. Additionally, future development would be required to pay impact fees and mitigate significant traffic impacts. Therefore, impacts are less than significant.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.11-1 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.11-1 would be less than significant.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.11-1 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.11-1 would be less than significant.

Impact 5.11-2: The project would not conflict with or be inconsistent with CEQA Guidelines § 15064.3 subdivision (b), regarding policies to reduce vehicle miles travelled (VMT). [Threshold T-2]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The baseline VMT for the project site and the City are shown in Table 5.11-20, *Project Site Baseline VMT,* and Table 5.11-21, *Citywide Baseline VMT*, respectively. A threshold of 3 percent below the Citywide average for VMT metrics is used for impact analysis; the proposed project should be at 97 percent or less than the Citywide average.

Table 5.11-20 Project Site Baseline VMT

Home-Based (HB) VMT Per Capita	Home-Based Work (HBW) VMT Per Capita
15.73	7.92

Source: IEG 2020b

Table 5.11-21 Citywide Baseline VMT

HB VMT Per Capita	HBW VMT per Capita
18.7	9.1

Source: IEG 2020b

Table 5.11-22, *Estimated VMT Reduction for Wildomar with Plausible Mitigation,* shows VMT reduction strategies that could result in an average of approximately 2 to 7 percent reduction in VMT in Wildomar.

Table 5.11-22 Estimated VMT Reduction for Wildomar with Plausible Mitigation

Measure	CAPCOA		WRCOG	
Estimated VMT Reduction	Low	High	Low	High
Mixed Use[1]	9.00%	30.00%	-	12.00%
Pedestrian Network[2]	-	2.00%	5.00%	5.70%
Traffic Calming	0.25%	1.00%	-	1.70%
Car Sharing	0.40%	0.70%	0.30%	1.60%
Transit System	0.02%	2.50%	0.30%	6.30%
Total	9.67%	36.20%	5.60%	27.30%
Average	1.93%	7.24%	1.12%	5.46%
Tenant Dependent Measures				
Telecommuting	0.70%	5.50%	0.20%	4.50%
Ridesharing	1.00%	15.00%	2.50%	8.30%
Total	*1.70%*	*20.50%*	*2.70%*	*12.80%*
Average	*0.85%*	*10.25%*	*1.35%*	*6.40%*
Overall Total	11.37%	56.70%	8.30%	40.10%
Overall Average	1.62%	8.10%	1.19%	5.73%

[1] Large Project Dependent
[2] Assumes Connectivity

"Expected" Market Capture

The nearest gas stations and car washes are located approximately 2 miles in either northwest and southeast direction of the site. The proposed gas station and car wash would provide onsite convenience to the future residents, employees, and visitors to the area, including the newly approved Baxter Village project across from the Proposed Project. Additionally, it would also provide a closer option to the surrounding uses. The closest shopping centers to the site are to the east and west less than a mile of the site. In addition to being able to conveniently serve the future complementary uses of residential and employment, the introduction of additional shopping center may bring other retail options not available in the nearby shopping centers and shorten trips for the residential and other uses in the north.

The project's proposed retail falls under the 50,000 square foot threshold recommended by OPR and zoning allows for a variety of retail uses. Additionally, the central location of the project, the existing residential surrounding the site and the combination of the proposed uses on-site has the potential to shorten trips by providing convenient closer options. The project's retail component does qualify for the Local Retail screening.

VMT Analysis

The project retail component would qualify for screening for being locally serving, and for this reason, the project's retail component would be presumed to be less than significant.

VMT Reductions

Although the proposed project would be presumed to be less than significant, the innate project design and features could potentially reduce VMT. Additionally, the proposed project could implement Transportation Demand Measures (TDM) to further reduce the project's VMT.

Mixed-Use VMT Reductions

The potential VMT reducing effects of mixed uses range from 9 percent to 30 percent. In the suburban context, projects three of the following onsite and/or offsite within ¼ mile: Residential Development, Retail Development, Park, Open Space, or Office. The proposed project would provide a mix residential, retail, and office. As a minimum, the mixed-use nature of the site has the potential to reduce the project's VMT by 9 percent.

Pedestrian Network

Providing pedestrian access network to link areas of a project site encourages people to walk instead of drive. This strategy could potentially reduce VMT from 0 percent to 2 percent. The proposed project would provide an internal pedestrian circulation network that would allow and encourage the pedestrian mode for all users of the site. The project would additionally connect to the existing street network via sidewalks, however, the project does not provide direct connections to the existing surrounding uses. For this reason, the project's pedestrian network could potentially reduce VMT up to 1 percent.

Parking

The project proposes parking for electric vehicles and bicycles. Therefore, by providing these spaces, the proposed project supports its ability to reduce VMT through its other features.

Project Features Overall VMT Reduction Potential

The project's mixed-use nature and pedestrian network could potentially reduce VMT by 9 percent and 1 percent, respectively, which is a total VMT reduction of 9.9 percent.[1]

Additional TDM

The project could additionally provide other strategies related to TDM. However, since TDM generally relies on reducing the need of automobile trips through alternative modes, the project site would need to rely on the available alternative modes of transportation in the area. Transit availability greatly increases the effectiveness TDM, but the nearest bus stop is over ½ mile away on Palomar Street. Due to the distance of the nearest transit the most effective TDM measures may not apply.

[1] Calculation based on the following formula: 1- (1-9) x (1-1)

Despite not being in close proximity to transit, the following TDM Strategies could be applied:

- Provide Ride-Sharing Programs
  - 1 percent to 5 percent reduction for low-density suburbs
- Encourage Telecommuting and Alternative Work Schedules
  - 0.07 percent to 5.5 percent reduction, telecommuting would provide the greatest reductions vs. alternative work schedules.

These strategies are aimed at reducing VMT based on commute trips, and therefore, would only be applicable to the proposed office use. Additionally, since the project does not need to mitigate VMT impacts, these TDM programs would need to be voluntarily offered at the discretion of the future tenants/employers of the site. Therefore, impacts would be less than significant.

PRIELIPP-YAMAS PROPERTY REZONE

According to CEQA Guidelines Section 15064.3 subdivision (b), vehicle miles traveled (VMT) exceeding an applicable threshold of significance may indicate a significant impact. Generally, project that would decrease vehicle miles traveled compared to existing conditions should be considered to have a less than significant transportation impact. Future development would result in the construction of residential uses which would serve the region. Future development on the Property would be required to prepare a VMT analysis and would be required to comply with the City's VMT thresholds. Therefore, impacts would be less than significant.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.11-2 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.11-2 would be less than significant.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.11-2 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.11-2 would be less than significant.

Impact 5.11-3: Project circulation improvements have been incorporated to adequately address potentially hazardous conditions (sharp curves, etc.), potential conflicting uses, and emergency access. [Thresholds T-3 and T-4]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

Main access to the project site would be provided via a newly constructed intersection at Central Avenue and Wildomar Trail, as well as five driveways along Wildomar Trail, Central Avenue, and Cervera Road. In conjunction with the Baxter Village project (SCH# 2014121047), the proposed project will realign Wildomar Trail to soften the curve as shown in Figure 3-1. All driveways would allow right-in/right-out access only controlled by the installation of a raised median along the property frontage. All access point locations along Central Avenue and Wildomar Trail would be designed to provide sufficient sight distance that meets the minimum sight distance requirement defined in the County of Riverside Roadway Standard guidelines (IEG 2020a). As shown in Figure 5.6-1, *Emergency Vehicle Path,* Wildomar Trail would be realigned to "flatten" the curve, and vehicle paths for emergency services would be provided via five driveways. A traffic control plan would be developed to ensure that the roadway as well as surrounding roadways would continue to provide emergency access to the project site and surrounding areas during construction. Although regular travelers may experience some delays during construction activities, access would remain for emergency vehicles. The proposed project would not result in inadequate emergency access.

Moreover, the proposed project would be checked for compliance with these standards as part of the City's review process, and access to the project site would be reviewed by the City and CALFIRE/Riverside County Fire Department to ensure there is sufficient emergency access provided as required by the City of Wildomar Municipal Code 8.28, Fire Code, for compliance with the California Fire Code. Therefore, impacts would be less than significant.

PRIELIPP-YAMAS PROPERTY REZONE

Future development on the Property would be checked for compliance with the City of Wildomar development standards designed to ensure standard engineering practices are used for all improvements, as part of the City's review process. Additionally, access to the Property would be reviewed by the City and CALFIRE/Riverside County Fire department to ensure there is sufficient emergency access provided at the Property as required by the City of Wildomar Municipal Code 8.28, Fire Code, for compliance with the California Fire Code. Therefore, impacts would be less than significant.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.11-3 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.11-3 would be less than significant.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.11-3 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.11-3 would be less than significant.

5.11.5 Cumulative Impacts

As identified in 5.11-1, the proposed project would cumulatively contribute to congestion at the following intersections, two of which are under the jurisdictional authority of Caltrans (Intersections #4 and #5):

- Intersection #1, Central Avenue and Palomar Street
- Intersection #3, Central Avenue and Wildomar Trail
- Intersection #4, I-15 Southbound Ramps and Wildomar Trail
- Intersection #5, I-15 Northbound Ramps and Wildomar Trail
- Intersection #6, Monte Vista Drive and Wildomar Trail
- Intersection #7, Monte Vista Drive and Bundy Canyon Road

The conditions of approval are identified to offset the proposed project's impacts, but the installation of these improvements at Intersections #4 and #5 is subject to the approval of Caltrans. Since the proposed project cannot guarantee that improvements at Intersections #4 and #5 would be implemented, these intersections would continue to operate at LOS F. Additionally, as the TUMF and DIF fund the ultimate improvements it's reasonable to assume that they will be built eventually and that the cumulative condition would provide for acceptable level of service at the study area intersections.

The proposed project is consistent with adopted policies, plans, or programs regarding public transit, bicycle, and pedestrian facilities and the performance and safety of such facilities and would not combine with other projects to result in significant impacts to such facilities. Site access is adequately designed and would not combine with other area traffic impacts to result in significant cumulative impacts on circulation or emergency access or create hazardous conditions.

5.11.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, all impacts would be less than significant.

5.11.7 Mitigation Measures

No mitigation measures are required.

5.11.8 Level of Significance After Mitigation

The implementation of the proposed project's conditions of approval would ensure study intersections operate at an acceptable LOS. The proposed project would not exceed the City's VMT thresholds and has the potential to reduce VMT by 9.9 percent. Although LOS is no longer used, under the cumulative condition all roadways would operate at planned levels of service, and these improvements would be funded by TUMF and DIF. Therefore, impacts would be less than significant.

5.11.9 References

Integrated Engineering Group (IEG). 2020a, February. Baxter Town Center Traffic Impact Study (TIA). Appendix 5.11-1.

_____. 2020b, September. Wildomar Trail Town Center Vehicle Miles Traveled (VMT) Analysis. Appendix 5.11-2.

Wildomar, City of. 2019. Multi-Use Adopt a Trail Map. http://www.cityofwildomar.org/UserFiles/Servers/Server_9894739/File/Community/Parks%20&%20Trails/Trails/Trail%20Maps/28672a_d7d04c138a1da86b5e6313cf9a1fe471.pdf.

5.12 TRIBAL CULTURAL RESOURCES

Tribal Cultural Resources (TCR) include landscapes, sacred places, or objects with a cultural value to a California Native American tribe. This section of the Draft Environmental Impact Report (DEIR) evaluates the potential for the proposed Wildomar Trail Town Center Mixed-Use project to impact TCRs in the City of Wildomar. Other potential impacts to cultural resources (i.e., prehistoric, historic, and disturbance of human remains) are evaluated in Chapter 8.

5.12.1 Environmental Setting

5.12.1.1 REGULATORY BACKGROUND

Federal

Archaeological Resources Protection Act

The Archaeological Resources Protection Act (United States Code, Title 16, Sections 470aa–mm) became law on October 31, 1979, and has been amended four times. It regulates the protection of archaeological resources and sites that are on federal and Indian lands.

Native American Graves Protection and Repatriation Act

The Native American Graves Protection and Repatriation Act (United States Code, Title 25, Sections 3001 et seq.) is a federal law passed in 1990 that provides a process for museums and federal agencies to return certain Native American cultural items—such as human remains, funerary objects, sacred objects, or objects of cultural patrimony—to lineal descendants and culturally affiliated Indian tribes.

State

California Public Resources Code

Archaeological resources are protected pursuant to a wide variety of state policies and regulations enumerated under the California Public Resources Code (PRC). In addition, cultural resources are recognized as a nonrenewable resource and therefore, receive protection under the California PRC and CEQA.

California Public Resources Code 5097.9–5097.991 provides protection to Native American historical and cultural resources, and sacred sites and identifies the powers and duties of the NAHC. It also requires notification to descendants of discoveries of Native American human remains and provides for treatment and disposition of human remains and associated grave goods.

California Health and Safety Code

California Health and Safety Code Section 7050.5 requires that is human remains are discovered on the project area, disturbance of the site shall halt and remain halted until the coroner has conducted an investigation into the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the

excavation, or to his or her authorized representative. If the coroner determines that the remains are not subject to his or her authority and recognizes or has reason to believe the human remains are those of Native American, he or she shall contact, by telephone within 24 hours, the NAHC.

California Register of Historical Resources

The California Register of Historic Resources is the state version of the National Register of Historic Resources program. It was enacted in 1992 and became official January 1, 1993. The California Register was established to serve as an authoritative guide to the state's significant historical and archaeological resources. Resources that may be eligible for listing include buildings, sites, structures, objects, and historic districts. According to subsection (c) of the PRC Section 5024.1, a resource may be listed as a historical resource in the California Register if it meets any of the four National Register criteria.

California Senate Bill 18

Existing law provides limited protection for Native American prehistoric, archaeological, cultural, spiritual, and ceremonial places. These places may include sanctified cemeteries, religious sites, ceremonial sites, shrines, burial grounds, prehistoric ruins, archaeological or historic sites, Native American rock art inscriptions, or features of Native American historic, cultural, and sacred sites.

Senate Bill was signed into law in September 2004 and went into effect on March 1, 2005. It places new requirements upon local governments for developments within or near "traditional tribal cultural places" (TTCP). Per SB 18, the law requires local jurisdictions to provide opportunities for involvement of California Native American tribes in the land planning process for the purpose of preserving traditional tribal cultural places. The Final Tribal Guidelines recommend that the NAHC provide written information as soon as possible but no later than 30 days after receiving a request to inform the lead agency if the proposed project is determined to be in proximity to a TTCP and another 90 days for tribes to respond to a local government if they want to consult to determine whether the project would have an adverse impact on the TTCP. There is no statutory limit on the consultation duration. Forty-five days before the action is publicly considered by the local government council, the local government refers action to agencies, following the CEQA public review time frame. The CEQA public distribution list may include tribes listed by the NAHC who have requested consultation or it may not. If the NAHC, the tribe, and interested parties agree upon the mitigation measures necessary for the proposed project, they would be included in the project's EIR. If both the City of Wildomar and the tribe agree the adequate mitigation or preservation measures cannot be taken, neither party is obligated to take action.

SB 18 is triggered before the adoption, revision, amendment, or update of a city's or county's general plan. Although SB 18 does not specifically mention consultation or notice requirements for adoption of amendment of specific plans, the Final Tribal Guidelines advises that SB 18 requirements extend to specific plans as well, because state planning law requires local governments to use the same process for amendment or adoption of specific plans as general plans (defined in Government Code § 65453). In addition, SB 18 provides a new definition of TTCP requiring a traditional association of the site with Native American traditional beliefs, cultural practices, or ceremonies, or the site must be shown to actually have been used for activities related to traditional beliefs, cultural practices, or ceremonies. (Previously, the site was defined to

require only an association with traditional beliefs, practices, lifeways, and ceremonial activities). SB 18 law also amended Civil Code Section 815.3 and adds California Native American tribes to the list of entities that can acquire and hold conservation easements for the purpose of protecting their cultural places.

Assembly Bill 52

AB 52 took effect July 1, 2015, and requires inclusion of a new section in CEQA documents titled Tribal Cultural Resources, which heritage sites. Under AB 52, a tribal cultural resource is defined similar to tribal cultural places under SB 18—sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either included or eligible for inclusion in the California Register of Historic Resources or included in a local register of historical resources. Or the lead agency, supported by substantial evidence, chooses at its discretion to treat the resources as a tribal cultural resource.

Similar to SB 18, AB 52 requires consultation with tribes at an early stage to determine whether the project would have an adverse impact on the TCR and define mitigation to protect them. Per AB 52, within 14 days of deciding to undertake a project or determining that a project application is complete, the lead agency must provide formal written notification to all tribes who have requested it. The tribe then has 30 days of receiving the notification to respond if it wishes to engage in consultation. The lead agency must initiate consultation within 30 days of receiving the request from the tribe. Consultation concludes when both parties have agreed on measures to mitigate or avoid a significant effect to a tribal cultural resource, or a party, after a reasonable effort in good faith, decides that mutual agreement cannot be reached. Regardless of the outcome of consultation, the CEQA document must disclose significant impacts on tribal cultural resources and discuss feasible alternatives or mitigation that avoid or lessen the impact.

Local

City of Wildomar General Plan

The Land Use and Open Space Elements of the Wildomar General Plan provide policies on Tribal Cultural Resources.

- **Policy LU-32.1:** The County of Riverside will continue to work with Tribal authorities to forge inter-governmental agreements in situations where such agreements would be mutually beneficial. In the absence of agreements specifying otherwise, questions regarding development within areas subject to Indian jurisdiction should be referred to the applicable Tribal authorities. (AI 4)

- **Policy OS-19.4**: Require a Native American Statement as part of the environmental review process on development projects with identified cultural resources.

5.12.1.2 EXISTING CONDITIONS

The City notified the Morongo Band of Mission Indians, Pechanga Band of Mission Indians, Rincon Band of Luiseno Indians, and the Soboba Band of Mission Indians on June 26, 2020. Responses were received from the Pechanga Band of Mission Indians, Rincon Band of Luiseno Indians, and the Soboba Band of Mission Indians.

5.12.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

TCR-1 Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 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:

i) 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

ii) 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 § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

5.12.3 Plans, Programs, and Policies

Plans, programs, and policies (PPP), including applicable regulatory requirements and conditions of approval for tribal cultural resources are identified below.

PPP TCR-1 Pursuant to California Health and Safety Code Section 7050.5, if human remains are discovered in the project site, disturbance of the site shall halt and remain halted until the coroner has conducted an investigation. If the coroner determines that the remains are not subject to his or her authority and has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the NAHC.

5.12.4 Environmental Impacts

The following impact analysis addresses thresholds of significance that are identified in brackets after the impact statement.

Impact 5.12-1: The proposed project would cause a substantial adverse change in the significance of a tribal cultural resource 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). [Threshold TCR-1]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

Conducting consultation early in the CEQA process allows tribal governments, public lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse

impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process.

Effective July 1, 2015, AB 52 added TCRs as a resource subject to review under CEQA. AB 52 requires meaningful consultation between lead agencies and California Native American tribes on potential impacts to TCRs, as defined in PRC Section 21074. A TCR is a site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American tribe that is either on or eligible for inclusion in the California Historic Register, or is a resource that the lead agency, at its discretion and supported by substantial evidence, determines should be treated as a TCR (PRC §§ 21074[a][1-2]).

TCRs may be found throughout Riverside County, but information about them is much more difficult to obtain than for most archaeological resources. Currently, there is no database of such resources, and most cannot be identified by surveying the land. Identification of TCRs requires coordination with Native American tribes, and their precise location is often difficult to determine because they may only be documented through the oral history of the tribe.

In accordance with AB 52, the City notified local tribes about the proposed project on June 26, 2020, to determine the potentially for tribal cultural resources onsite and to determine if local knowledge of TCRs is available about the project site and surrounding area. The Pechanga Band of Mission Indians, Rincon Band of Luiseno Indians, and the Soboba Band of Mission Indians responded and requested consultation. The City consulted with the Pechanga Band of Mission Indians, Rincon Band of Luiseno Indians, and the Soboba Band of Mission Indians on July 30, 2020, July 21, 2020, and August 26, 2020, respectively. The City informed the tribes that the City's standard mitigation measures (**TRI-1** through **TRI-8**) would be implemented to ensure impacts are reduced, should the discovery of subsurface TCRs occur during ground disturbing activities.

PRIELIPP-YAMAS PROPERTY REZONE

The Property is currently vacant and future development on the site would require ground-disturbing activities which could potentially uncover TCRs. As a result, Mitigation Measures **TRI-1** through **TRI-8**, would be required to reduce potential impacts to less than significant. Additionally, after engaging in SB 18 consultation with the Pechanga Band of Luiseno Indians on December 3, 2020, the Tribe requested to be part of the entitlement process for future development on the Property.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.12-1 would be potentially significant.

Mitigation Measures

TRI-1 **Inadvertent Archeological Find.** If during ground disturbance activities, 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. Cultural resources are defined, as being multiple artifacts in close association with

each other, but also include fewer artifacts if the area of the find is determined to be of significance due to its sacred or cultural importance as determined in consultation with the Native American Tribe(s).

a. 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 tribal representative(s) and the Planning Director to discuss the significance of the find.
b. 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.
c. 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. Work shall be allowed to continue outside of the buffer area and will be monitored by additional Tribal monitors if needed.
d. Treatment and avoidance of the newly discovered resources shall be consistent with the Cultural Resources Management Plan and Monitoring Agreements entered into with the appropriate tribes. This may include avoidance of the cultural resources through project design, in-place preservation of cultural resources located in native soils and/or re-burial on the Project property so they are not subject to further disturbance in perpetuity as identified in Non-Disclosure of Reburial Locations Condition.
e. If the find is determined to be significant and avoidance of the site has not been achieved, a Phase III data recovery plan shall be prepared by the project archeologist, in consultation with the Tribe, and shall be submitted to the City for their review and approval prior to implementation of the said plan.
f. Pursuant to Calif. Pub. Res. Code § 21083.2(b) avoidance is the preferred method of preservation for archaeological resources and tribal cultural resources. If the landowner and the Tribe(s) cannot agree on the significance or the mitigation for the archaeological or tribal cultural resources, these issues will be presented to the Planning Director for decision. The City's Planning Director shall make the determination based on the provisions of the California Environmental Quality Act with respect to archaeological and tribal cultural resources, recommendations of the project archeologist, and shall take into account the cultural and religious principles and practices of the Tribe. Notwithstanding any other rights available under the law, the decision of the City Planning Director shall be appealable to the City Planning Commission and/or City Council.

TRI-2 **Cultural Resources Disposition.** In the event that Native American cultural resources are discovered during the course of grading (inadvertent discoveries), the following procedures shall be carried out for final disposition of the discoveries:

a. One or more of the following treatments, in order of preference, shall be employed with the tribes. Evidence of such shall be provided to the City of Wildomar Planning Department:

   i. Preservation-In-Place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in the place where they were found with no development affecting the integrity of the resources.

   ii. Reburial of the resources on the Project property. The measures for reburial shall include, at least, the following: Measures and provisions to protect the future reburial area from any future impacts in perpetuity. Reburial shall not occur until all legally required cataloging and basic recordation have been completed, with an exception that sacred items, burial goods and Native American human remains are excluded. Any reburial process shall be culturally appropriate. Listing of contents and location of the reburial shall be included in the confidential Phase IV report. The Phase IV Report shall be filed with the City under a confidential cover and not subject to Public Records Request.

   iii. If preservation in place or reburial is not feasible then the resources shall be curated in a culturally appropriate manner at a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines. The collection and associated records shall be transferred, including title, and are to be accompanied by payment of the fees by the Applicant necessary for permanent curation. Evidence of curation in the form of a letter from the curation facility stating that subject archaeological materials have been received and that all fees have been paid, shall be provided by the landowner to the City. There shall be no destructive or invasive testing on sacred items, burial goods, and Native American human remains, as defined by the cultural and religious practices of the Most Likely Descendant. Results concerning finds of any inadvertent discoveries shall be included in the Phase IV monitoring report.

TRI-3 **Archaeologist Retained.** Prior to issuance of a grading permit the project applicant shall retain a Riverside County qualified Registered Professional Archaeologist (RPA), to monitor all ground disturbing activities in an effort to identify any unknown archaeological resources.

The Registered Professional Archaeologist and the Tribal monitor(s) shall manage and oversee monitoring for all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, mass or rough grading, trenching, stockpiling of materials, rock crushing, structure demolition and etc. The Registered Professional Archaeologist and the Tribal monitor(s), shall independently have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow

identification, evaluation, and potential recovery of cultural resources in coordination with any required special interest or tribal monitors.

The developer/permit holder shall submit a fully executed copy of the contract to the Planning Department to ensure compliance with this condition of approval. Upon verification, the Planning Department shall clear this condition.

In addition, the Registered Professional Archaeologist, in consultation with the Consulting Tribe(s), the contractor, and the City, shall develop a Cultural Resources Management Plan (CRMP) in consultation pursuant to the definition in AB 52 to address the details, timing and responsibility of all archaeological and cultural activities that will occur on the project site. A consulting tribe is defined as a tribe that initiated the AB 52 tribal consultation process for the Project, has not opted out of the AB 52 consultation process, and has completed AB 52 consultation with the City as provided for in Cal Pub Res Code Section 21080.3.2(b)(1) of AB52. Details in the Plan shall include:

a. Project grading and development scheduling;

b. The Project archaeologist and the Consulting Tribes(s) shall attend the pre-grading meeting with the City, the construction manager and any contractors and will conduct a mandatory Cultural Resources Worker Sensitivity Training to those in attendance. The Training will include a brief review of the cultural sensitivity of the Project and the surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event inadvertent discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. All new construction personnel that will conduct earthwork or grading activities that begin work on the Project following the initial Training must take the Cultural Sensitivity Training prior to beginning work and the Project archaeologist and Consulting Tribe(s) shall make themselves available to provide the training on an as-needed basis;

c. The protocols and stipulations that the contractor, City, Consulting Tribe(s) and Project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.

TRI-4 **Native American Monitoring (Pechanga).** Tribal monitor(s) shall be required on-site during all ground-disturbing activities, including grading, stockpiling of materials, engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified tribal monitor(s) from the Pechanga Band of Luiseno Indians. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the above-mentioned Tribe and the land divider/permit holder for the monitoring of the project to the Planning Department and to the Engineering Department. The Tribal Monitor(s) shall have

the authority to temporarily divert, redirect or halt the ground-disturbance activities to allow recovery of cultural resources, in coordination with the Project Archaeologist.

TRI-5 **Native American Monitoring (Soboba).** Tribal monitor(s) shall be required on-site during all ground-disturbing activities, including grading, stockpiling of materials, engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified tribal monitor(s) from the Soboba Band of Luiseno Indians. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the above-mentioned Tribe and the land divider/permit holder for the monitoring of the project to the Planning Department and to the Engineering Department. The Tribal Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground-disturbance activities to allow recovery of cultural resources, in coordination with the Project Archaeologist.

TRI-6 **Archeology Report - Phase III and IV.** Prior to final inspection, the developer/permit holder shall prompt the Project Archeologist to submit two (2) copies of the Phase III Data Recovery report (if required for the Project) and the Phase IV Cultural Resources Monitoring Report that complies with the Community Development Department's requirements for such reports. The Phase IV report shall include evidence of the required cultural/historical sensitivity training for the construction staff held during the pre-grade meeting. The Planning Department shall review the reports to determine adequate mitigation compliance. Provided the reports are adequate, the Community Development Department shall clear this condition. Once the report(s) are determined to be adequate, two (2) copies shall be submitted to the Eastern Information Center (EIC) at the University of California Riverside (UCR) and one (1) copy shall be submitted to the Consulting Tribe(s) Cultural Resources Department(s).

TRI-7 **Human Remains.** If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resource 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 the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "most likely descendant." The most likely descendant shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.

TRI-8 **Non-Disclosure of Reburial Locations.** It is understood by all parties that unless otherwise required by law, the site of any reburial of Native American human remains or associated grave goods shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, pursuant to the specific exemption set forth in California Government Code 6254 (r)., parties, and Lead Agencies,

will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code 6254 (r).

Level of Significance After Mitigation: Impact 5.12-1 would be less than significant.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.12-1 would be potentially significant.

Mitigation Measures

Mitigation Measures TRI-1 and TRI-8 would be required.

Level of Significance After Mitigation: Impact 5.12-1 would be less than significant.

5.12.5 Cumulative Impacts

As with the proposed project and future development on the Prielipp-Yamas Property, each related cumulative project would be required to comply with AB 52 and PRC Section 21083.2(i), which addresses accidental discoveries of archaeological sites and resources, including tribal cultural resources. The mitigation measures indicated in this Section would apply to both the proposed project and the project-specific CEQA review for future development on the Prielipp-Yamas Property. Therefore, any discoveries of TCRs caused by the project or related projects would be mitigated to a less than significant level; therefore, project impacts would not be cumulatively considerable.

5.12.6 Level of Significance Before Mitigation

Without mitigation, the following impacts would be **potentially significant:**

- **Impact 5.12-1** Project implementation could result in an adverse change in Native American resources during construction activities.

5.12.7 Mitigation Measures

TRI-1 **Inadvertent Archeological Find.** If during ground disturbance activities, 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. Cultural resources are defined, as being multiple artifacts in close association with each other, but also include fewer artifacts if the area of the find is determined to be of significance due to its sacred or cultural importance as determined in consultation with the Native American Tribe(s).

a. 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 tribal representative(s) and the Planning Director to discuss the significance of the find.

b. 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.

c. 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. Work shall be allowed to continue outside of the buffer area and will be monitored by additional Tribal monitors if needed.

d. Treatment and avoidance of the newly discovered resources shall be consistent with the Cultural Resources Management Plan and Monitoring Agreements entered into with the appropriate tribes. This may include avoidance of the cultural resources through project design, in-place preservation of cultural resources located in native soils and/or re-burial on the Project property so they are not subject to further disturbance in perpetuity as identified in Non-Disclosure of Reburial Locations Condition.

e. If the find is determined to be significant and avoidance of the site has not been achieved, a Phase III data recovery plan shall be prepared by the project archeologist, in consultation with the Tribe, and shall be submitted to the City for their review and approval prior to implementation of the said plan.

f. Pursuant to Calif. Pub. Res. Code § 21083.2(b) avoidance is the preferred method of preservation for archaeological resources and tribal cultural resources. If the landowner and the Tribe(s) cannot agree on the significance or the mitigation for the archaeological or tribal cultural resources, these issues will be presented to the Planning Director for decision. The City's Planning Director shall make the determination based on the provisions of the California Environmental Quality Act with respect to archaeological and tribal cultural resources, recommendations of the project archeologist, and shall take into account the cultural and religious principles and practices of the Tribe. Notwithstanding any other rights available under the law, the decision of the City Planning Director shall be appealable to the City Planning Commission and/or City Council.

TRI-2 **Cultural Resources Disposition.** In the event that Native American cultural resources are discovered during the course of grading (inadvertent discoveries), the following procedures shall be carried out for final disposition of the discoveries:

a. One or more of the following treatments, in order of preference, shall be employed with the tribes. Evidence of such shall be provided to the City of Wildomar Planning Department:

i. Preservation-In-Place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in the place where they were found with no development affecting the integrity of the resources.

ii. Reburial of the resources on the Project property. The measures for reburial shall include, at least, the following: Measures and provisions to protect the future reburial area from any future impacts in perpetuity. Reburial shall not occur until all legally required cataloging and basic recordation have been completed, with an exception that sacred items, burial goods and Native American human remains are excluded. Any reburial process shall be culturally appropriate. Listing of contents and location of the reburial shall be included in the confidential Phase IV report. The Phase IV Report shall be filed with the City under a confidential cover and not subject to Public Records Request.

iii. If preservation in place or reburial is not feasible then the resources shall be curated in a culturally appropriate manner at a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines. The collection and associated records shall be transferred, including title, and are to be accompanied by payment of the fees by the Applicant necessary for permanent curation. Evidence of curation in the form of a letter from the curation facility stating that subject archaeological materials have been received and that all fees have been paid, shall be provided by the landowner to the City. There shall be no destructive or invasive testing on sacred items, burial goods, and Native American human remains, as defined by the cultural and religious practices of the Most Likely Descendant. Results concerning finds of any inadvertent discoveries shall be included in the Phase IV monitoring report.

TRI-3 Archaeologist Retained. Prior to issuance of a grading permit the project applicant shall retain a Riverside County qualified Registered Professional Archaeologist (RPA), to monitor all ground disturbing activities in an effort to identify any unknown archaeological resources.

The Registered Professional Archaeologist and the Tribal monitor(s) shall manage and oversee monitoring for all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, mass or rough grading, trenching, stockpiling of materials, rock crushing, structure demolition and etc. The Registered Professional Archaeologist and the Tribal monitor(s), shall independently have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources in coordination with any required special interest or tribal monitors.

The developer/permit holder shall submit a fully executed copy of the contract to the Planning Department to ensure compliance with this condition of approval. Upon verification, the Planning Department shall clear this condition.

In addition, the Registered Professional Archaeologist, in consultation with the Consulting Tribe(s), the contractor, and the City, shall develop a Cultural Resources Management Plan (CRMP) in consultation pursuant to the definition in AB 52 to address the details, timing and responsibility of all archaeological and cultural activities that will occur on the project site. A consulting tribe is defined as a tribe that initiated the AB 52 tribal consultation process for the Project, has not opted out of the AB 52 consultation process, and has completed AB 52 consultation with the City as provided for in Cal Pub Res Code Section 21080.3.2(b)(1) of AB52. Details in the Plan shall include:

a. Project grading and development scheduling;

b. The Project archaeologist and the Consulting Tribes(s) shall attend the pre-grading meeting with the City, the construction manager and any contractors and will conduct a mandatory Cultural Resources Worker Sensitivity Training to those in attendance. The Training will include a brief review of the cultural sensitivity of the Project and the surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event inadvertent discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. All new construction personnel that will conduct earthwork or grading activities that begin work on the Project following the initial Training must take the Cultural Sensitivity Training prior to beginning work and the Project archaeologist and Consulting Tribe(s) shall make themselves available to provide the training on an as-needed basis;

c. The protocols and stipulations that the contractor, City, Consulting Tribe(s) and Project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.

TRI-4 **Native American Monitoring (Pechanga).** Tribal monitor(s) shall be required on-site during all ground-disturbing activities, including grading, stockpiling of materials, engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified tribal monitor(s) from the Pechanga Band of Luiseno Indians. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the above-mentioned Tribe and the land divider/permit holder for the monitoring of the project to the Planning Department and to the Engineering Department. The Tribal Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground-disturbance activities to allow recovery of cultural resources, in coordination with the Project Archaeologist.

TRI-5 **Native American Monitoring (Soboba).** Tribal monitor(s) shall be required on-site during all ground-disturbing activities, including grading, stockpiling of materials, engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified tribal monitor(s) from the Soboba Band of Luiseno Indians. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the above-mentioned Tribe and the land divider/permit holder for the monitoring of the project to the Planning Department and to the Engineering Department. The Tribal Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground-disturbance activities to allow recovery of cultural resources, in coordination with the Project Archaeologist.

TRI-6 **Archeology Report - Phase III and IV.** Prior to final inspection, the developer/permit holder shall prompt the Project Archeologist to submit two (2) copies of the Phase III Data Recovery report (if required for the Project) and the Phase IV Cultural Resources Monitoring Report that complies with the Community Development Department's requirements for such reports. The Phase IV report shall include evidence of the required cultural/historical sensitivity training for the construction staff held during the pre-grade meeting. The Planning Department shall review the reports to determine adequate mitigation compliance. Provided the reports are adequate, the Community Development Department shall clear this condition. Once the report(s) are determined to be adequate, two (2) copies shall be submitted to the Eastern Information Center (EIC) at the University of California Riverside (UCR) and one (1) copy shall be submitted to the Consulting Tribe(s) Cultural Resources Department(s).

TRI-7 **Human Remains.** If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resource 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 the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "most likely descendant." The most likely descendant shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.

TRI-8 **Non-Disclosure of Reburial Locations.** It is understood by all parties that unless otherwise required by law, the site of any reburial of Native American human remains or associated grave goods shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, pursuant to the specific exemption set forth in California Government Code 6254 (r)., parties, and Lead Agencies, will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code 6254 (r).

5.12.8 Level of Significance After Mitigation

The mitigation measures identified above would reduce potential impacts associated with tribal cultural resources to a level that is less than significant. Therefore, no significant unavoidable adverse impact.

5. Environmental Analysis
TRIBAL CULTURAL RESOURCES

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5.13 UTILITIES AND SERVICE SYSTEMS

5.13.1 Wastewater Treatment and Collection

5.13.1.1 ENVIRONMENTAL SETTING

Regulatory Background

Federal

Requirements for waste discharges from publicly owned treatment works to navigable waters are addressed in National Pollution Discharge Elimination System (NPDES) regulations under the Clean Water Act, United States Code, Title 33, Sections 1251 et seq. NPDES permits for such discharges in the project region are issued by the San Diego Regional Water Quality Control Board. The federal Clean Water Act is described in further detail in Section 5.6, *Hydrology and Water Quality*, of this DEIR.

State

Senate Bill (SB) 244 requires cities and counties to address the infrastructure needs of unincorporated disadvantaged communities in city and county general plans. For cities and counties, SB 244 requires that, before the due date for adoption of the next housing element after January 1, 2012, the general plan land use element must be updated to:

- Identify unincorporated disadvantaged communities.
- Analyze for each identified community the water, wastewater, stormwater drainage, and structural fire protection needs.
- Identify financial funding alternatives for the extension of services to identified communities.

Local

2016 Sewer System Master Plan

The Sewer Master Plan provides the Elsinore Valley Municipal Water District (EVMWD) with a comprehensive assessment of its sewer system and its ability to accommodate current and future wastewater collection needs. The Master Plan has a planning horizon up to the year 2040. The evaluation includes determining needs to address existing system deficiencies and facility requirements to meet rising demands over the next 25 years. The report also provides details for a proposed Capital Improvement Program for the sewer collection system, including prioritization and construction cost estimates. The overall objective of the Master Plan is to provide cost-effective and fiscally responsible sewer collection services that meet the capacity and reliability requirements of its customers.

City of Wildomar Municipal Code

Chapter 13.04, Sewer System Service, ensures maximum beneficial public use of the City service area facilities through adequate regulation of sewer construction, sewer use and industrial wastewater discharges and to

provide for equitable distribution of the costs. Accordingly, no person, other than employees of the City or persons contracting to do work with the City, shall construct or alter any public sewer, lateral sewer, house connection or industrial sewer, pumping facility or other sewerage facility within the City where existing or proposed wastewater flows will discharge to City facilities without obtaining approval of construction plans from the Department of Building and Safety.

5.13.1.2 EXISTING CONDITIONS

Wastewater Treatment

The EVMWD Sewer District provides service for the City of Lake Elsinore, the cities of Canyon Lake and Wildomar, portions of the city of Murrieta, and unincorporated portions of Riverside County. The "backbone" of the system consists of trunk sewers, generally 10 inches in diameter and larger, that convey the collected wastewater to EVMWD's Water Reclamation Facilities (WRFs). The existing wastewater collection system consists of over 406 miles of pipes (force mains and gravity), 38 active lift stations, and three WRFs (EVMWD 2016).

EVMWD currently operates three wastewater reclamation facilities: Regional WRF, Horsethief Canyon WRF, and Railroad Canyon WRF. In addition, wastewater flow in the southern part of EVMWD's service area is treated at the Santa Rosa WRF operated by the Rancho California Water District (RCWD). These four reclamation facilities serve four major service areas within the EVMWD's wastewater collection system. Each service area consists of gravity collectors, trunk lines, lift stations, and force mains, which convey flow to the treatment plants. Effluent from all of these WRFs meets Title 22 standards and can be used for non-potable water supply to EVMWD's recycled water system.

The Regional WRF service area contains 29 lift stations, the Railroad Canyon WRF service area contains seven lift stations, and the Horsethief Canyon service area contains two lift stations. A majority of the EVMWD's wastewater collection system consists of 8-inch through 15-inch-diameter collector and trunk sewer lines. Additionally, EVMWD has two major interceptor sewers ranging in size from 12 inches to 27 inches in diameter. The EVMWD's system also contains 50 force mains, with diameters ranging in size from 4 inches to 16 inches (EVMWD 2016).

The project site is located within the Regional WRF service area. The plant was constructed in 1986 with a capacity of 2 million gallons per day (mgd). Several expansions and improvements were completed over the years, and currently the plant has an average flow capacity of 8 mgd and a peak flow capacity of 17.6 mgd, and treats flows using an extended aeration process (EVMWD 2016). EVMWD anticipates upgrading the capacity to 23.5 mgd by the year 2027.

Pump Stations

The EVMWD currently operates and maintains 38 active lift stations and 406 miles of force main and gravity pipes. The EVMWD collection system contains approximately 98,000 feet of force mains (EVMWD 2016). These force mains service the lift stations in the EVMWD system.

5.13.1.3 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project:

U-1 Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.

U-3 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.

5.13.1.4 PLANS, PROGRAMS, AND POLICIES

Plans, programs, and policies (PPP), including applicable regulatory requirements and conditions of approval, for utility and service systems impacts are identified below.

PPP USS-1 In accordance with municipal code 13.04, Sewer System Service, the project will obtain approval of construction plans from the Department of Building and Safety.

5.13.1.5 ENVIRONMENTAL IMPACTS

The following impact analysis addresses thresholds of significance that are identified in brackets after the impact statement.

Impact 5.13-1: Project-generated wastewater could be adequately treated by the wastewater service providers for the project. [Thresholds U-1 (part), and U-3]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

Future development as a result of the proposed project would require the installation of new or expanded sewer laterals and mains in order to accommodate the additional future development onsite.

As shown in Table 5.13-1, *Wildomar Trail Town Center Mixed-Use Project Estimated Wastewater Generation,* under the proposed conditions, the project would generate approximately 59,226 gallons of wastewater per day. The sewer flows from the project site connect to an 8-inch EVMWD gravity sewer line, along Cervera Road.

Table 5.13-1 Wildomar Trail Town Center Mixed-Use Project Estimated Wastewater Generation

	Units (persons)/acre	Average Daily Wastewater Generation[1]	Total Average Daily Wastewater Generation
Gas station/mini-mart car wash	0.14 acres	1,500 gpd/acre	209 gpd
Commercial retail shops, restaurant pads, and market	0.81 acres	1,500 gpd/acre	1,221 gpd
Office buildings	1.65 acres	1,800 gpd/acre	2,969 gpd
Townhome/condominium residential units	152 units (503 persons)	109 gpd/capita	54,827 gpd
		Total	59,226 gpd

Notes: The total average daily wastewater generated by the project is greater than the total average water demand. The wastewater generation factor used to estimate wastewater represents a worst-case estimate.
[1] Source: EVMWD Design Standards and Standard Drawings, 2015.

The increased sewer flows would connect through an existing 8-inch EVMWD gravity sewer line, along Cervera Road. The gravity sewer line flows to the McVicar lift station located approximately 1.2 miles south of the project site. The project site is located within the Regional WWTP service area. As of 2010, the Regional WWTP had an existing average daily wastewater flow into the treatment plant of 6.0 mgd. The capacity of the treatment plant is 8 mgd and the remaining capacity is about 2 mgd. As shown in Table 5.13-1, the project would result in the generation of 59,226 gpd which represents approximately 0.06 million gallons per day.

Proposed sewer infrastructure would continue to tie into the existing 8-inch EVMWD gravity sewer line. EVMWD utilizes development fees for new connections and proposed flow increases to improve existing low capacity sewer lines and upsize existing lines. The increases in sewer flows from the proposed project would cause no regional sewer capacity issues. Although EVMWD has no deficient lines serving the project site, it utilizes development fees to cover associated costs with providing any incremental expansions in service or infrastructure as a result of new development that increases the quantity or flow rate of wastewater discharge. Therefore, impacts would be less than significant.

PRIELIPP-YAMAS PROPERTY REZONE

The northern 10 acres of the 20-acre Prielipp-Yamas Property would be rezoned I-P to R-3 and the General Plan land use designation for this portion of the property would be changed from BP to HHDR . The zone change from I-P to R-3 would reduce the intensity of future development when compared to the General Plan.. Therefore, future wastewater impacts would be less severe than evaluated in the General Plan EIR due to the change in land use. While the site is currently vacant and therefore any development would increase wastewater impacts, the proposed project does not result in the approval of any development project and all future development will be required to conduct a project-specific environmental analysis. Future residential development of this site would be similar to other multi-family residential development in the local area. As a result, wastewater impacts resulting from this type of development would also be similar in nature.

The project site is currently undeveloped. Future development of the site would require the installation of new or expanded sewer laterals and mains in order to accommodate residential development. Sewer infrastructure would tie into the existing 8-inch EVMWD gravity sewer line. EVMWD utilizes development fees for new connections and proposed flow increases to improve existing low capacity sewer lines and upsize

existing lines. The increases in sewer flows from future would cause no regional sewer capacity issues. Although EVMWD has no deficient lines serving the site, it utilizes development fees to cover associated costs with providing any incremental expansions in service or infrastructure as a result of new development that increases the quantity or flow rate of wastewater discharge.

The proposed project would result in population growth of approximately 503 residents on the project site. The potential 503 new residents of the proposed project would comprise 3.05 percent of the proposed 25-year increase of 15,500 residents for the City based on the SCAG RTP/SCS projections. The SCAG projection estimated a 2020 population of 38,700 for the City, which is an increase of 1,517 residents from the DOF 2020 population estimate (37,183 residents). If the project population is added to the existing DOF population estimate, the resulting population of 37,686 residents[1] remains below the SCAG 2020 projection of 38,700. Thus, the proposed project would not induce substantial additional growth. Because the anticipated population growth resulting from development of this site is less than the land use assumptions outlined in the General Plan, sufficient wastewater infrastructure are available to the site and impacts are less than significant.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.13-1 would be less than significant.

Mitigation Measures

No mitigation measures would be required.

Level of Significance After Mitigation: Impact 5.13-1 would be less than significant.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.13-1 would be less than significant.

Mitigation Measures

No mitigation measures would be required.

Level of Significance After Mitigation: Impact 5.13-1 would be less than significant.

5.13.1.6 CUMULATIVE IMPACTS

Wastewater Treatment Capacity Impacts

The area considered for cumulative impacts to wastewater facilities is the EVMWD service area. Cumulative population increases and development within the service area would increase the overall regional demand for wastewater treatment service. The Regional Water Reclamation Facility is designed to treat an 8 mgd average

[1] 37,183 (DOF 2020 Population) + 503 (proposed residents) = 37,686 residents

flow and 16 mgd peak flow. The Water Reclamation Plant is expected to have adequate capacity to service the Regional Collection System's needs through 2030.

The project would not have a cumulatively significant impact on wastewater infrastructure because it would not require the expansion of existing infrastructure; it would only require connections to existing infrastructure. By adhering to the wastewater treatment requirements established by the San Diego RWQCB through the NPDES permit, wastewater from the project site that is processed through the Regional Collection System would meet established standards. As the wastewater from all development within the service area of EVMWD would be similarly treated under the NPDES, no cumulatively significant exceedance of RWQCB wastewater treatment requirements would occur.

5.13.1.7 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.13-1.

5.13.1.8 MITIGATION MEASURES

No mitigation measures would be required.

5.13.1.9 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts would be less than significant.

5.13.2 Water Supply and Distribution Systems

5.13.2.1 ENVIRONMENTAL SETTING

Regulatory Background

State

California Water Code

To assist with water suppliers, cities, and counties in integrating water and land use planning, the state passed Senate Bill (SB) 610, which is codified in the California Water Code Section 10910. The lead agency preparing a CEQA document shall identify any water system whose service area includes the project site and any water system adjacent to the project site that is, or may become, a public water system that may supply water for the project. If the leady agency is not able to identify any public water system that may supply water for the project, then the lead agency shall prepare a water assessment.

Urban Water Management Planning Act

The Urban Water Management Planning Act of 1983, California Water Code Sections 10610 et seq., requires preparation of a plan that:

- Plans for water supply and assesses reliability of each source of water, over a 20-year period, in 5-year increments.

- Identifies and quantifies adequate water supplies, including recycled water, for existing and future demands in normal, single-dry, and multiple-dry years.

- Implements conservation and the efficient use of urban water supplies. Significant new requirements for quantified demand reductions have been added by the Water Conservation Act of 2009 (SBX7-7), which amends the act and adds new water conservation provisions to the Water Code.

The Urban Water Management Planning Act states that every urban water supplier that provides water to 3,000 or more customers or provides over 3,000 acre-feet of water per year (afy) should make every effort to ensure the appropriate level of reliability in its water service to meet the needs of its various categories of customers during normal, dry, and multiple-dry years.

Principles Governing CEQA Analysis of Water Supply

In *Vineyard Area Citizens for Responsible Growth, Inc., v. City of Rancho Cordova* (February 1, 2007), the California Supreme Court articulated the following principles for analysis of future water supplies for projects subject to CEQA:

- To meet CEQA's informational purposes, the EIR must present sufficient facts to decision makers to evaluate the pros and cons of supplying the necessary amount of water to the project.

- CEQA analysis for large, multiphase projects must assume that all phases of the project will eventually be built, and the EIR must analyze, to the extent reasonably possible, the impacts of providing water to the entire project. Tiering cannot be used to defer water supply analysis until future phases of the project are built.

- CEQA analysis cannot rely on "paper water." The EIR must discuss why the identified water should reasonably be expected to be available. Future water supplies must be likely rather than speculative.

- When there is some uncertainty regarding future availability of water, an EIR should acknowledge the degree of uncertainty, include a discussion of possible alternative sources, and identify the environmental impacts of such alternative sources. Where a full discussion still leaves some uncertainty about long-term water supply, mitigation measures for curtailing future development in the event that intended sources become unavailable may become a part of the EIR's approach.

- The EIR does not need to show that water supplies are definitely ensured, because such a degree of certainty would be "unworkable, as it would require water planning to far outpace land use planning." The requisite degree of certainty of a project's water supply varies with the stage of project approval. CEQA does not require large projects, at the early planning phase, to provide a high degree of certainty regarding long-term future water supplies.

- The EIR analysis may rely on existing urban water management plans, as long as the project's demand was included in the water management plan's future demand accounting.
- The ultimate question under CEQA is not whether an EIR establishes a likely source of water, but whether it adequately addresses the reasonably foreseeable impacts of supplying water to the project.

Regional

Riverside County Municipal National Pollutant Discharge Elimination System (NPDES) Storm Water Permit – Water Code Section 13383 Order to Submit Method to Comply with Statewide Trash Provisions

The State Water Resources Control Board (State Water Board) adopted statewide Trash Provisions to address the impacts trash has on beneficial uses of surface waters. The Trash Provisions establish a statewide water quality objective for trash and a prohibition of trash discharge, or deposition where it may be discharged, to surface waters or the State. For Phase I Co-Permittees that have regulatory authority over Priority Land Uses, the Trash Provisions require implementation of the prohibition through requirements incorporated into Phase I MS4 Permits and/or through monitoring and reporting orders, by June 2, 2017. Since the Trash Provisions have not yet been implemented through the Riverside County MS4 Permit, the Santa Ana Regional Board implemented the initial steps of the Trash Provisions through orders in accordance with Water Code section 13383, as specific in the Trash Provisions. The City of Wildomar is one of the cities in Riverside County to receive this order.

Local

2015 Elsinore Valley Municipal Water District Urban Water Management Plan

The UWMP is required under Water Code Sections 10610 through 10656 of the Urban Water Management Planning Act, effective January 1, 1984. The act requires all urban water suppliers to prepare, adopt, and file a UWMP with DWR every five years. The UWMP outlines current water demands, sources, and supply reliability to the City by forecasting water use based on climate, demographics, and land use changes in the City. The plan also provides demand management measures to increase water use efficiency for various land use types and details a water supplies contingency plan in case of shortage emergencies.

City of Wildomar Municipal Code

Chapter 17.276, Water-Efficient Landscapes intends to establish water efficient landscape regulations in the City in order to ensure that landscapes are planned, designed, installed, maintained, and managed in a manner that uses water efficiently, encourages water conservation, and prevents water waste.

5.13.2.2 EXISTING CONDITIONS

Water service to the project site is provided by the Elsinore Valley Municipal Water District (EVMWD), which provides public water service, water supply development, water planning, wastewater treatment and disposal, and water recycling capacity. EVMWD is a Metropolitan Water District of Southern California (MWD) member agency and Western Municipal Water District (WMWD) sub-agency. EVMWD's service area encompasses approximately 96 square miles in Elsinore Valley area. EVMWD provides water to the Cities of

Lake Elsinore, Canyon Lake, and Wildomar, as well as the unincorporated communities of Lakeland Village, Cleveland Ridge, Rancho Capistrano-El Cariso Village, Horsethief Canyon, Sedco, and Temescal Canyon, and the Farm Mutual Water Company.

Water Supply

EVMWD has three primary sources of potable water supply:

- Local groundwater pumped from District-owned wells (which accounts for approximately 33 percent of the supply from 1992-2013 years).
- Surface water from Canyon Lake Reservoir and treated by the Canyon Lake Water Treatment Plant (which accounts for approximately 10 percent of the supply from 1992-2013)
- Imported water purchased from Metropolitan Water District (MWD) through Western Municipal Water District (WMWD) (which accounts for approximately 57 percent of the supply from 1992- 2013). Water is imported from the TVP connection, the Auld Valley Pipeline EM-17 connection, the conjunctive use program (CUP), and the Coldwater Basin (starting in August 2013).

In addition, EVMWD has access to several additional water sources through its acquisition of the Temescal Water Company assets in 1989. These consist of groundwater from the Bunker Hill, Rialto-Colton, Riverside North, Bedford, Coldwater, and Lee Lake Basins, and surface water from Temescal Creek and several tributary creeks.

EVMWD has a recycled water network that delivers non-potable recycled water to customers in four different service areas. Three of the service areas are supplied by EVMWD owned water reclamation facilities (WRF), and one recycled water service area is supplied from the Santa Rosa WRF owned by Rancho California Water District. EMWD supplies recycled water to the Canyon Lake Golf Course in the Railroad Canyon service area during peak summer demands. All three of EVMWD's water reclamation facilities are capable of producing recycled water quality water.

EVMWD purchases water from WMWD from two different sources. One source of the water purchased from WMWD is treated at MWD's Skinner Filtration Plant, which blends primarily Colorado River water and a small amount of State Project Water. The purchased water is pumped through the Auld Valley Pipeline (AVP) through the Metropolitan Connection EM-17 and into the 1434 zone by the Auld Valley Booster Pumps and into the 1650 zone through the California Oaks Booster Pumps Station. The other source of water EVMWD receives from WMWD is imported from the Temescal Valley Pipeline (TVP). The TVP delivers State Water Project Water (SWP) treated at MWD's Mills Filtration Plant. Conveyed water is transferred to the TVP from the Mills Gravity Pipeline, which is owned and operated by WMWD, at the Woodcrest vault.

The Elsinore Basin is the major source of potable groundwater supply for EVMWD and other private groundwater producers. The Elsinore Basin is located in a graben (a down-dropped geologic block) created by two major fault zones: the Glen Ivy Fault Zone to the northeast and the Wildomar Fault Zone to the

southeast. The groundwater basin encompasses approximately 25 square miles of valley fill including Lake Elsinore, which covers about 5.6 square miles (3,600 acres) of the basin. The surface water drainage area tributary to the basin consists of 42 square miles of mountain and valley area. Major streams include McVicker Canyon, Leach Canyon, Dickey Canyon, and the San Jacinto River, which drain into Lake Elsinore and provide a portion of the basin recharge. Planned sources of water are shown in Table 5.13-2, *Projected Water Supplies*.

Table 5.13-2 Projected Water Supplies

	afy				
Source	2020	2025	2030	2035	2040
Purchased or Imported	26,286	26,286	26,286	26,286	26,286
Groundwater	10,560	16,783	16,783	18,783	18,783
Surface Water	4,000	4,000	4,000	4,000	4,000
Other	1,145	1,720	2,295	2,870	3,100
Recycled Water	2,061	3,607	3,607	9,307	9,307
Total	44,052	52,396	52,971	61,246	61,476

Source: 2016 UWMP.

Tables 5.13-3 through 5.13-5 show a comparison between supply and demand for projected years between 2020 and 2040 for normal years, single dry year, and multiple dry years, respectively. As shown in these Tables, the available supply would meet the projected demand of EVMWD's service area due to conservation measures and diversified supply.

Table 5.13-3 Normal Year Supply and Demand Comparison

	afy				
Source	2020	2025	2030	2035	2040
Supply totals	44,052	52,396	52,971	61,246	61,476
Demand totals	36,205	40,605	45,005	49,205	53,605
Difference	7,847	11,791	7,966	12,041	7,871

Source: 2016 UWMP.

Table 5.13-4 Single Dry Year Supply and Demand Comparison

	afy				
Source	2020	2025	2030	2035	2040
Supply totals	41,170	49,514	50,089	58,079	58,309
Demand totals	36,205	40,605	45,005	49,205	53,605
Difference	4,965	8,909	5,084	8,874	4,704

Source: 2016 UWMP.

Table 5.13-5 Multiple Dry Year Supply and Demand Comparison

Source		afy				
		2020	2025	2030	2035	2040
First Year	Supply totals	42,782	51,126	51,701	59,691	59,921
	Demand totals	36,205	40,605	45,005	49,205	53,605
	Difference	6,577	10,521	6,696	10,486	6,316
Second Year	Supply totals	42,640	50,984	51,559	59,549	59,779
	Demand totals	36,205	40,605	45,005	49,205	53,605
	Difference	6,435	10,379	6,554	10,344	6,174
Third Year	Supply totals	41,640	49,984	50,559	58,549	58,779
	Demand totals	36,205	40,605	45,005	49,205	53,605
	Difference	5,435	9,379	5,554	9,344	5,174

Source: 2016 UWMP.

Water Demand

The EVMWD service area's total water demand in FY 2014-2015 for potable water was 22,569 acre-feet per year (AFY), met through locally pumped groundwater, surface water from Canyon Lake Reservoir, and purchased imported water from MWD. Table 5.13-6, *Total Water Demands,* shows the existing and projected potable water and recycled water demands from 2015 to 2040.

Table 5.13-6 Total Water Demands

Source	afy					
	2015	2020	2025	2030	2035	2040
Potable and Raw Water	21,333	34,400	38,800	43,200	47,400	51,800
Recycled Water Demand	1,236	1,805	1,805	1,805	1,805	1,805
Total Water Demand	22,569	36,205	40,605	45,005	49,205	53,605

Source: 2016 UWMP.
[1] Recycled water demand only incudes metered customer and golf course irrigation demands. It does not include required flow to Lake Elsinore and Temescal Wash or Groundwater IPR availability

5.13.2.3 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project:

U-1 Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.

U-2 Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years.

5.13.2.4 PLANS, PROGRAMS, AND POLICIES

Plans, programs, and policies (PPP), including applicable regulatory requirements and conditions of approval, for utility and service systems impacts are identified below.

PPP USS-2 Landscaping installed onsite would be required to comply with landscape water use standards set forth by municipal code 17.276. A landscape documentation package shall be submitted to the City for review and approval prior to the issuance of any permits to install or construct any landscape-related improvements and the applicant shall submit a certification of completion to the Planning Director prior to the final inspection of a new landscape installation.

5.13.2.5 ENVIRONMENTAL IMPACTS

The following impact analysis addresses thresholds of significance that are identified in brackets after the impact statement.

Impact 5.13-2: Water supply and delivery systems are adequate to meet project requirements. [Thresholds U-1 (part) and U-2]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The proposed project would connect to the EVMWD water main for domestic water use. As shown in Table 5.13-7, *Wildomar Trail Town Center Mixed-Use Project Estimated Water Demand,* under the proposed conditions, the demand for the project is estimated to be approximately 36,737 gallons of water per day.

Table 5.13-7 Wildomar Trail Town Center Mixed-Use Project Estimated Water Demand

	Units/Square Feet	Average Daily Water Demand[1]	Total Average Daily Water Demand
Gas station/mini-mart car wash	6,080 sf	120 gal/1,000 sf	730 gpd
Commercial retail shops, restaurant pads, and market	35,529 sf	120 gal/1,000 sf	4,263 gpd
Office buildings	72,000 sf	120 gal/1,000 sf	8,640 gpd
Townhome/condominium residential units	152 units sf	400 gal/unit	23,104 gpd
		Total	36,737 gpd

[1] Source: EVMWD Design Standards and Standard Drawings, 2015.

These results are conservative because they do not account for the 20 percent reduction in water use with new construction, as per CALGreen Building Code Standards as specified in Municipal Code Chapter 17.310. Furthermore, pursuant to Section 17.276.070 of the Wildomar Municipal Code, the proposed project would be subject to the requirements of the EVMWD's Ordinance 185, which prohibits the waste or unreasonable use of water and encourages water conservation practices. Compliance with this ordinance is expected to result in a reduced water demand.

Water supplies include surface water from Canyon Lake, groundwater pumping and imported water from MWD. As documented in Tables 5.13-3 through 5.13-5, EVMWD is able to meet all customers' demands during normal year, single dry year, and multiple dry year conditions with significant reserves held by MWD, local groundwater and surface water supplies, and conservation measures in multiple dry year conditions. EVMWD and its retail agencies work together to improve the water reliability within the service area by developing additional local supplies and by implementing water use efficiency programs.

As previously identified in Table 5.13-3, the EVMWD's UWMP projects a 2040 water demand of 61,476 AFY, with a projected supply of 53,605 AFY for a normal year. The project's anticipated water demand represents approximately 0.5, 0.9, and 0.8 percent of the projected 2040 water surplus in normal, single year dry, and multiple year dry conditions, respectively. As such, this would only incrementally increase demand and not require the construction of new water treatment facilities or expansion of existing facilities, which could cause significant environmental effects. Per the EVMWD's development review process, the project applicant will be required to submit plans to for review and approval. EVMWD will have sufficient water supplies available during normal, single dry, and multiple dry years through the year 2040 to meet all projected water demands associated with its existing and future customers, including the proposed project. Therefore, impacts would be less than significant.

PRIELIPP-YAMAS PROPERTY REZONE

The northern 10 acres of the 20-acre Prielipp-Yamas Property would be rezoned I-P to R-3 and the General Plan land use designation for this portion of the property would be changed from BP to HHDR . The zone change from I-P to R-3 would reduce the intensity of future development when compared to the General Plan.. Therefore, future water supply impacts would be less severe than evaluated in the General Plan EIR due to the change in land use. While the site is currently vacant and therefore any development would increase water supply impacts, the proposed project does not result in the approval of any development project and all future development will be required to conduct a project-specific environmental analysis. Future residential development of this site would be similar to other multi-family residential development in the local area. As a result, water supply impacts resulting from this type of development would be similar in nature.

The project site is currently undeveloped. Future development of the site would connect to the City's water main for domestic water use. Development would be required to comply with CALGreen Building Code Standards as specified in Municipal Code Chapter 17.310 which require a 20 percent reduction in water use with new construction. Furthermore, pursuant to Section 17.276.070 of the Wildomar Municipal Code, future development would be subject to the requirements of the EVMWD's Ordinance 185, which prohibits the waste or unreasonable use of water and encourages water conservation practices. Compliance with this ordinance is expected to result in a reduced water demand. Per the EVMWD's development review process, the project applicant will be required to submit plans to for review and approval. Because the anticipated population growth resulting from development of this site is less than the land use assumptions outlined in the General Plan, sufficient water supplies are available to the project and impacts are less than significant.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.13-2 would be less than significant.

Mitigation Measures

No mitigation measures would be required.

Level of Significance After Mitigation: Impact 5.13-2 would be less than significant.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.13-2 would be less than significant.

Mitigation Measures

No mitigation measures would be required.

Level of Significance After Mitigation: Impact 5.13-2 would be less than significant.

5.13.2.6 CUMULATIVE IMPACTS

The area considered for cumulative impacts to water supply services is the EVMWD service area. Existing and future development within the EVMWD's service area would demand additional quantities of water. The adopted UWMP projects population within the service area to increase to 238,300 persons by the year 2040. Increases in population, development, and intensity of uses would contribute to increases in the overall regional water demand. Water conservation and recycling measures would reduce the need for increased water supply. Overall, however, total demand is expected to increase from 36,205 AFY in the year 2020 to 53,605 AFY in the year 2040.

MWD will continue to rely on the plans and policies outlined in its UWMP and Incremental Recycled Water Program to address water supply shortages and interruptions (including potential shutdowns of SWP pumps) to meet water demands. An aggressive campaign for voluntary conservation and recycled water usage, curtailment of groundwater replenishment water and agricultural water delivery are some of the actions outlined in the RUWMP. MWD has analyzed the reliability of water delivery through the SWP and the Colorado River Aqueduct. MWD's IRWP and RUWMP have concluded that, with the storage and transfer programs developed by MWD, there will be a reliable source of water to serve its member agencies' needs through 2040. The EVMWD would have water supplies for projected growth through 2040 in wet, dry, and multiple-dry years.

As development occurs, each project will be required to assess its separate and cumulative effect on water supply and water treatment/delivery systems. The existing and future land use patterns/designations and demographic projects for the EVMWD service area are taken into consideration during the development of local and regional water planning documents. As EVMWD and MWD has established that current and future

water supplies are sufficient to address normal, single dry year, and multiple dry year conditions, no cumulatively significant water supply or delivery impact would occur.

5.13.2.7 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.13-2

5.13.2.8 MITIGATION MEASURES

No mitigation measures would be required.

5.13.2.9 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts would be less than significant.

5.13.3 Storm Drainage Systems

5.13.3.1 ENVIRONMENTAL SETTING

Regulatory Background

Regional

Municipal Stormwater (MS4) Permit

The project area lies within the jurisdiction of Santa Ana Regional Water Quality Control Board (Region 8) and is subject to the waste discharge requirements of the Riverside County Municipal Separate Sewer (MS4) Permit (Order No. R8-2010-0033) and NPDES Permit No. CAS618033, as amended by Order No. R8-2013-0024. Riverside County, incorporated cities of Riverside County, and the Riverside County Flood Control District are co-permittees under the MS4 Permit. Pursuant to the MS4 Permit, the co-permittees were required to develop and implement a drainage area management plan as well as local implementation plans, which describe urban runoff management programs for the local jurisdictions. The City of Wildomar, as a permittee under the General MS4 permit, has legal authority for enforcing the terms of the permit in its jurisdiction.

Stormwater Program: Trash Implementation Program

On April 7, 2015, the State Water Resources Control Board adopted an amendment to the Water Quality Control Plan for Ocean Waters of California (Ocean Plan) to control trash and Part 1, Trash Provisions of the Water Quality Control Plan for Inland Surface Waters, Enclosed Bays, and Estuaries of California (ISWEBE Plan). Together, they are collectively referred to as the "Trash Amendments." The Trash Amendments include six elements: (1) water quality objectives, (2) applicability of amendments, (3) prohibition of discharge, (4) implementation provisions, (5) time schedule, and (6) monitoring and reporting requirements. Following adoption, the Trash Amendments were submitted to both the California Office of Administrative Law (OAL) and the U.S. Environmental Protection Agency (EPA) for review and approval.

The OAL approved the Trash Amendments on December 2, 2015. The EPA approved the Trash Amendments on January 12, 2016.

The Trash Amendments apply to all Phase I and II permittees under the NPDES municipal separate storm sewer systems (MS4) permits who retain regulatory authority over Priority Land Uses. The State Water Resources Control Board Executive Director sent separate 13383 Orders to traditional and nontraditional Small MS4 permittees on June 1, 2017. Regional Water Quality Control Boards, as the permitting authority, issued to their Phase I permittees either Water Code 13383 or 13267 orders that contain region-specific requirements, which may differ from the State Water Resources Control Board orders.

The Trash Amendments apply to all surface waters of the state and prohibit the discharge of trash to surface waters of the state as well as the depositing of trash where it may be discharged into surface waters of the state. Priority land uses are developed sites that include high density residential (10 or more dwelling units/acre); industrial; commercial; mixed urban; public transportation stations and stops; alternative areas determined by the permittees; and other areas determined by the state.

2017 Drainage Area Management Plan (DAMP)

The DAMP is implemented by Riverside County, Riverside County Flood Control District (OCFCD), and incorporated cities (permittees), including Wildomar. Through the DAMP, permittees intend to continue to improve existing stormwater quality practices and, where necessary, address identified problems and implement new practices.

Local

City of Wildomar Municipal Code

Chapter 13.12, Stormwater Drainage System Protection, intends to protect and enhance the water quality of City watercourses, water bodies, groundwater, and wetlands in a manner pursuant to and consistent with applicable requirements contained in applicable state and federal regulations.

2019 City of Wildomar Master Drainage Plan

The 2019 Master Drainage Plan identifies areas that are deficient in meeting the flood control protection criteria established and recommends sub-regional and local drainage facilities that will mitigate the deficiencies and provide the level of flood protection established. In addition, the plan identifies costs and addresses financing. The plan acts as an implementation guide for the City and future developers. The City was divided into four Regions for study which represent major drainage areas. Each region was divided into Subregions representing a specific study area. Priority was placed on identifying new facilities to provide an additional level of flood control protection.

5.13.3.2 EXISTING CONDITIONS

The project site lies within the Santa Margarita River Watershed within Riverside County. The Santa Margarita River Watershed drains into the Santa Ana River, the largest river in Southern California. The project site is currently vacant and accepts flows from the north in two locations. Both flows enter the northern portion of

the site and meander southeasterly to an existing storm drain system. These flows are approximately 144 cubic feet per second (cfs) and 158 cfs. Surface runoff from the existing site is split and outflows in two locations. Approximately, half of the site conjoins the flows reaching this site and outflows to an existing storm drain system; while the other half flows onto Cervera Road, continues south on Wildomar Trail, and enters a storm drain inlet on Wildomar Trail just south of California Lutheran High School.

5.13.3.3 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project:

U-1 Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.

5.13.3.4 PLANS, PROGRAMS, AND POLICIES

Plans, programs, and policies (PPP), including applicable regulatory requirements and conditions of approval, for utility and service systems impacts are identified below.

PPP USS-3 The project will be constructed and operated in accordance with the Santa Ana Regional Water Quality Control Board Municipal Stormwater (MS4) Permit for Riverside County. The MS4 Permit requires the proposed project to prepare and implement a WQMP to:

- Control release of contaminants into storm drain systems.
- Educate the public about stormwater impacts.
- Detect and eliminate illicit discharges.
- Control runoff from construction sites.
- Implement BMPs and site-specific runoff controls and treatments.

5.13.3.5 ENVIRONMENTAL IMPACTS

The following impact analysis addresses thresholds of significance that are identified in brackets after the impact statement.

Impact 5.13-3: Existing and/or proposed storm drainage systems are adequate to serve the drainage requirements of the proposed project. [Threshold U-1 (part)]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The project site is currently undeveloped. Under the proposed conditions, impervious surfaces would increase because the proposed project would allow for the development of a mixed-use master plan on an approximately 25.8-acre vacant site which would include 41,609 square feet of commercial retail, 72,000

square feet of professional office, and 152 townhome/condominium residential units with full on-site/off-site improvements. Collectively, the proposed project would result in 22.33 acres of development.

Under existing conditions, the site is entirely pervious, and under the proposed project, the amount of impervious area would increase to 20.77 acres, or approximately 80.5 percent of the site. The construction of a detention basin would cover approximately 1.57 acres, or 6.05 percent of the site. Therefore, under the proposed project, the amount of pervious area would cover approximately 5.03 acres, or approximately 19.5 percent of the site.

The proposed project would be graded to closely mimic the direction of flow of the existing conditions, and these flows would continue in the southern direction but would be directed to the proposed detention basin before existing the site. This basin would treat the runoff of pollutants. Offsite runoff, entering the site from the north, would be intercepted by a 48-inch storm drainpipe and would only conjoin with cleaned runoff from onsite. Additionally, onsite landscaping would assist in minimizing the amount of runoff from the site by providing permeable areas for water infiltration and decreasing runoff volume. Infiltration through landscaped areas would serve as a water treatment function. The proposed project would also include BMPs to properly manage stormwater flow and prevent stormwater pollution by reducing the potential for contamination at the source. The BMPs could include marking "only rain down the storm drain" on storm drain inlets, maintaining landscaping using minimum or no pesticides, and dry sweeping the fueling area routinely, as stated in the WQMP (Michael Baker 2020b). The mix of BMPs have been determined as part of the WQMP. The proposed bioretention basin would treat the required water quality volume for the project site. Therefore, no substantial additional sources of pollutants or significant increases in runoff for the 85th percentile storm event are anticipated.

Storm drain infrastructure is to be developed as part of project-specific buildout. Offsite runoff would no longer outlet to the site; it would be conveyed through a proposed storm drain system, separate from the onsite storm drain. The new storm drain system would be appropriately located and sized to convey flows respective to their tributary areas for the design storm required by City and County requirements. Infrastructure would connect to a 60-inch City of Wildomar line on Cervera Road and discharge to modified channel to the south of the site as under existing conditions. Therefore, impacts would be less than significant.

PRIELIPP-YAMAS PROPERTY REZONE

The northern 10 acres of the 20-acre Prielipp-Yamas Property would be rezoned I-P to R-3 and the General Plan land use designation for this portion of the property would be changed from BP to HHDR. The zone change from I-P to R-3 would reduce the intensity of future development when compared to the General Plan.. Therefore, future storm drainage impacts would be less severe than evaluated in the General Plan EIR due to the change in land use. While the site is currently vacant and therefore any development would increase storm drainage impacts, the proposed project does not result in the approval of any development project and all future development will be required to conduct a project-specific environmental analysis. Future residential development of this site would be similar to other multi-family residential development in

the local area. As a result, storm drainage impacts resulting from this type of development would be similar in nature.

The project site is currently undeveloped. Future development of the site would increase the amount of impervious surfaces and therefore, may increase flow rates and volumes of runoff entering storm drains. Future development would include BMPs to properly manage stormwater flow and prevent stormwater pollution by reducing the potential for contamination at the source. Moreover, development on the site would be required by MS4 permits to be sized and designed to ensure onsite retention of the volume of runoff produced from a 24-hour, 85th percentile storm event, which is similar to a 2-year storm. Any new storm drain system would be appropriately located and sized to convey flows respective to their tributary areas for the design storm required by City and County requirements. Because the anticipated population growth resulting from development of this site is less than the land use assumptions outlined in the General Plan, sufficient storm drainage systems are available to the site and impacts are less than significant.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.13-3 would be less than significant.

Mitigation Measures

No mitigation measures would be required.

Level of Significance After Mitigation: Impact 5.13-3 would be less than significant.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.13-3 would be less than significant.

Mitigation Measures

No mitigation measures would be required.

Level of Significance After Mitigation: Impact 5.13-3 would be less than significant.

5.13.3.6 CUMULATIVE IMPACTS

Cumulative impacts are considered for the Santa Margarita River Watershed in western Riverside County. Other projects in the watershed may increase the amount of impervious surfaces and therefore, may increase flow rates and volumes of runoff entering storm drains in the region. Other projects in the watershed would be required by MS4 permits to be sized and designed to ensure onsite retention of the volume of runoff produced from a 24-hour, 85th percentile storm event, which is similar to a 2-year storm. Other impacts to storm drainage would be analyzed in separate CEQA processing for each cumulative project, and mitigation measures would be required as appropriate to minimize significant impacts.

5.13.3.7 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.10-3.

5.13.3.8 MITIGATION MEASURES

No mitigation measures are required.

5.13.3.9 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts would be less than significant.

5.13.4 Solid Waste

5.13.4.1 ENVIRONMENTAL SETTING

Regulatory Background

Federal

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act of 1976 (Title 40 of the Code of Federal Regulations), Part 258, contains regulations for municipal solid waste landfills and requires states to implement their own permitting programs incorporating the federal landfill criteria. The federal regulations address the location, operation, design (liners, leachate collection, run-off control, etc.), groundwater monitoring, and closure of landfills.

State

California Integrated Waste Management Act

California's Integrated Waste Management Act of 1989 (AB 939, Public Resources Code 40050 et seq.) set a requirement for cities and counties throughout the state to divert 50 percent of all solid waste from landfills by January 1, 2000, through source reduction, recycling, and composting. In 2008, the requirements were modified to reflect a per capita requirement rather than tonnage. To help achieve this, the act requires that each city and county prepare and submit a source reduction and recycling element. AB 939 also established the goal for all California counties to provide at least 15 years of ongoing landfill capacity.

AB 341 (Chapter 476, Statutes of 2011) increased the statewide goal for waste diversion to 75 percent by 2020 and requires recycling of waste from commercial and multifamily residential land uses.

California Solid Waste Reuse and Recycling Act of 1991

The California Solid Waste Reuse and Recycling Access Act (AB 1327, California Public Resources Code Sections 42900 et seq.) requires areas to be set aside for collecting and loading recyclable materials in development projects. The act required the California Integrated Waste Management Board to develop a

model ordinance for adoption by any local agency requiring adequate areas for collection and loading of recyclable materials as part of development projects. Local agencies are required to adopt the model or an ordinance of their own.

California Green Building Standards Code

Section 5.408 of the 2013 California Green Building Standards Code (Title 24, California Code of Regulations, Part 11) requires that at least 50 percent of the nonhazardous construction and demolition waste from nonresidential construction operations be recycled and/or salvaged for reuse.

Local

City of Wildomar Municipal Code

Section 8.104, Solid Waste Collection and Disposal, provides a comprehensive system for the generation accumulation, handling, collection, transportation, conversion and disposal of solid waste, to be controlled and regulated by the City. This section of the municipal code outlines requirements for the management and proper disposal of solid waste.

5.13.4.2 EXISTING CONDITIONS

Solid Waste Collection and Disposal

CR&R collects solid waste and provides recycling services to the City of Wildomar.

Landfills

All solid waste from the City, including the project site, is processed at CR&R Environmental Services and transferred to the Perris transfer station, where recyclable material is separated from other solid waste. Solid waste for disposal would be disposed of at the Lamb Canyon Sanitary Landfill, which is owned and operated by the Riverside County Waste Management District (RCWMD).

The landfill is permitted for 5,000 tons per day (TPD), a remaining capacity of 19,242,950 cubic yards, and an estimated cease date of April 1, 2029 (CalRecycle 2019). Landfills are required to comply with existing landfill regulations from federal, state, and local regulatory agencies. They are subject to regular inspections from CalRecycle and the local enforcement agencies, the RWQCB, and the South Coast Air Quality Management District.

Solid Waste Diversion and Recycling

CR&R has an extensive network of processing facilities that manage waste for residents of Wildomar. This includes solid waste, recyclables, green waste, food waste, construction and demolition waste, electronic waste and a number of other materials.

There are 34 solid waste diversion programs in Wildomar, including composting, facility recovery, household hazardous waste, policy incentives, public education, recycling, source reduction programs, and special waste

materials programs including white goods, scrap metal, wood waste, concrete/asphalt/rubble, and tires (CalRecycle 2018b).

Compliance with AB 939 is measured in part by comparing actual disposal rates for residents and employees to target rates; actual rates at or below target rates are consistent with AB 939. Target disposal rates for Wildomar in 2018 were 4.8 pounds per day (ppd) per resident and 36.2 ppd per employee; actual disposal rates were 3.5 ppd per resident and 21.5 ppd per employee (CalRecycle 2018a). Actual disposal rates in 2018 were consistent with AB 939.

5.13.4.1 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project:

U-4 Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.

U-5 Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

5.13.4.1 PLANS, PROGRAMS, AND POLICIES

Plans, programs, and policies (PPP), including applicable regulatory requirements and conditions of approval, for utility and service systems impacts are identified below.

PPP USS-4 The project will comply with Municipal Code Chapter 15.20, Green Building Standards Code which adopts the 2019 California Green Building Standards Code as the City's Green Building Standards Code.

PPP USS-5 The project will comply with Municipal Code Chapter 8.104, Solid Waste Collection and Disposal, which outlines requirements for the management and proper disposal of solid waste.

5.13.4.2 ENVIRONMENTAL IMPACTS

The following impact analysis addresses thresholds of significance that are identified in brackets after the impact statement.

Impact 5.13-4: Existing and/or proposed facilities would be able to accommodate project-generated solid waste. [Thresholds U-4 and U-5]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The proposed project would generate an increase in solid waste disposal during both construction and operation. Table 5.10-8, *Wildomar Trail Town Center Mixed-Use Project Estimated Solid Waste Disposal*, provides an estimate of the solid waste generated by the proposed project.

The proposed project would generate an increase 6,855.8 pounds per day (1,248.4 tons per year). The Lamb Canyon Sanitary Landfill would accept waste from the proposed project; the Lamb Canyon Sanitary Landfill has maximum daily throughput of 5,000 tons per day (19,242,950 pounds per day). The increase in solid waste generated from the proposed project would represent approximately 0.07[2] percent of the maximum daily throughput. The increase in solid waste disposal would be accommodated by the landfill's remaining capacity.

Table 5.13-8 Wildomar Trail Town Center Mixed-Use Project Estimated Solid Waste Disposal

	Project	
	Lbs/Day	Tons/Yr
Gas station/mini-mart car wash	124.8	21.9
Commercial retail shops, restaurant pads, and market	135.8	25.6
Office buildings	6,048	1,102.3
Townhome/condominium residential units	547.2	98.6
Total	6,855.8	1,248.4

Notes: Solid waste disposal estimates are based on California Department of Resources Recycling and Recovery's sample solid waste generation rates (CalRecycle 2016).
Numbers may not add to 100 percent due to rounding.
Lbs = pounds

Additionally, the proposed project would comply with solid waste disposal requirements, including requirements to divert solid waste to landfills through recycling. During construction, the proposed project would comply with CALGreen, which requires recycling and/or salvaging for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste generated during most "new construction" projects (CALGreen Sections 4.408 and 5.408). During operation, the proposed project would comply Chapter 8.104 of the Wildomar Municipal Code, which outlines requirements for the management and proper disposal of solid waste. Consequently, impacts would be less than significant.

PRIELIPP-YAMAS PROPERTY REZONE

The northern 10 acres of the 20-acre Prielipp-Yamas Property would be rezoned I-P to R-3 and the General Plan land use designation for this portion of the property would be changed from BP to HHDR. The zone change from I-P to R-3 would reduce the intensity of future development when compared to the General Plan.. Therefore, future solid waste impacts would be less severe than evaluated in the General Plan EIR due to the change in land use. While the site is currently vacant and therefore any development would increase solid waste impacts, the proposed project does not result in the approval of any development project and all future development will be required to conduct a project-specific environmental analysis. Future residential development of this site would be similar to other multi-family residential development in the local area. As a result, solid waste impacts resulting from this type of development would be similar in nature.

The project site is currently undeveloped. Future development would be required to comply with solid waste disposal requirements, including requirements to divert solid waste to landfills through recycling. During construction, future development would comply with CALGreen, which requires recycling and/or salvaging

[2] 6,855.8 lbs/day = 3.4279 tons/day
3.4279 tons/day / 5,000 tons/day =0.00068 or 0.068 percent.

for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste generated during most "new construction" projects (CALGreen Sections 4.408 and 5.408). During operation, future development would be required to comply Chapter 8.104 of the Wildomar Municipal Code, which outlines requirements for the management and proper disposal of solid waste. Because the anticipated population growth resulting from development of this site is less than the land use assumptions outlined in the General Plan, sufficient solid waste facilities are available to the site and impacts are less than significant.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.13-4 would be less than significant.

Mitigation Measures

No mitigation measures would be required.

Level of Significance After Mitigation: Impact 5.13-4 would be less than significant.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.13-4 would be less than significant.

Mitigation Measures

No mitigation measures would be required.

Level of Significance After Mitigation: Impact 5.13-4 would be less than significant.

5.13.4.3 CUMULATIVE IMPACTS

Cumulative impacts are considered for Riverside County, the service area for RCWMD, which owns and operates the Lamb Canyon Sanitary Landfill. Cumulative projects would result in increased generation of solid waste that would need to be processed at the Perris transfer station and Lamb Canyon Landfill. The Lamb Canyon Sanitary Landfill has a daily maximum throughput of 5,000 TPD, a remaining capacity of 19,242,950 cubic yards, and an estimated cease date of April 1, 2029. There is adequate landfill capacity to accommodate the existing and future projects in the City. In addition to the Lamb Canyon Landfill, five additional regional landfills are available to supplement disposal capacity. With planned expansion activities of landfills in the project vicinity and projected growth rates contained in the City's General Plan EIR, sufficient landfill capacity exists to accommodate future disposal needs through 2030. Therefore, development according to the City General Plan would not create demands for solid waste services that would exceed the capabilities of the County's waste management system. No significant cumulative impact to landfill capacity would occur, and the proposed project would not contribute to a significant cumulative impact.

5.13.4.4 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.10-4.

5.13.4.5 MITIGATION MEASURES

No mitigation measures are required.

5.13.4.6 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts would be less than significant.

5.13.5 References

California Department of Resources Recycling and Recovery (CalRecycle). 2016. Estimated Solid Waste Generation Rates. https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates

_____. 2018a. Annual Reporting: Disposal Rate Calculator - Wildomar, 2018. https://www2.calrecycle.ca.gov/LGCentral/AnnualReporting/DisposalRateCalculator

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5. Environmental Analysis
UTILITIES AND SERVICE SYSTEMS

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5.14 WILDFIRE

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential for implementation of the proposed project to exacerbate wildfires in the City of Wildomar. Cumulative impacts related to wildfire are based on regional wildfire hazards in the southern California region associated with proximity to wildlands and are based on Fire Hazard Severity Zones (FHSZ) mapped by the California Department of Forestry and Fire Protection (CAL FIRE).

5.14.1 Environmental Setting

5.14.1.1 REGULATORY BACKGROUND

Federal

National Fire Protection Association Standards

National Fire Protection Association (NFPA) codes, standards, recommended practices, and guides are developed through a consensus standards development process approved by the American National Standards Institute. NFPA standards are recommended (advisory) guidelines in fire protection but are not laws or "codes" unless adopted or referenced as such by the California Fire Code or local fire agency. Specific standards applicable to wildland fire hazards include, but are not limited to:

- **NFPA 1141**, Fire Protection Infrastructure for Land Development in Wildlands
- **NFPA 1142**, Water Supplies for Suburban and Rural Fire Fighting
- **NFPA 1143**, Wildland Fire Management
- **NFPA 1144**, Reducing Structure Ignition Hazards from Wildland Fire
- **NFPA 1710**, Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations

State

CAL FIRE

CAL FIRE is dedicated to the fire protection and stewardship of over 31 million acres of California's wildlands. The Board of Forestry and Fire Protection is a regulatory body within CAL FIRE. It is responsible for developing the general forest policy of the state, for determining the guidance policies of the Department and for representing the state's interest in federal forestland in California. The Board of Forestry and Fire Protection also promulgates regulations and reviews general plan safety elements that are adopted by local governments for compliance with statutes. Together, the Board and the CAL FIRE protect and enhance the forest resources of all the wildland areas of California that are not under federal jurisdiction.

Office of State Fire Marshal

The California Office of the State Fire Marshal supports the mission of CAL FIRE by focusing on fire prevention. Its fire safety responsibilities include: regulating buildings in which people live, congregate, or are confined; by controlling substances and products which may, in and of themselves, or by their misuse, cause injuries, death and destruction by fire; by providing statewide direction for fire prevention within wildland areas; by regulation hazardous liquid pipelines; by developing and reviewing regulations and building standards; and by providing training and education in fire protection methods and responsibilities. These achievements are accomplished through major programs including engineering, education, enforcement and support from the State Board of Fire Services.

California Government Code

The State of California maintains responsibility for the prevention and suppression of wildfires on land outside incorporated boundaries of a city. In 1991, the State Legislature adopted the Bates Bill (Government Code §§ 51175–51189) following the fires in the Oakland Hills. The bill requires CAL FIRE to identify and classify areas in local responsibility areas (LRA) that have a "very high fire severity" hazard for wildfires. LRAs are areas where local governments have the primary responsibility for preventing and suppressing fires. A local agency is required to adopt CAL FIRE's findings within 120 days of receiving recommendations from CAL FIRE, pursuant to Government Code § 51178(b), or propose modifications in accordance with state law. The VHFHSZs are currently being updated, due in part to the recent 2017 fire season.

California Fire Code

The California Fire Code is a series of building, property, and lifeline codes in the California Code of Regulations, Title 24, Chapter 9. The California Fire Code contains fire-safety-related building standards, such as construction standards, vehicular and emergency access, fire hydrants and fire flow, sprinkler requirements, etc. Specific chapters relevant to wildfire include Chapter 49, Requirements for Wildland-Urban Interface, and Chapter 7A of the California Building Code, Materials and Construction Methods for Exterior Wildfire Exposure. Corona adopts the updated Fire Code and numerous appendices B, C, E, F, and G but not the voluntary Appendix D standards every three years. Amendments are also made to the Code, including requirements for property addressing and signage, Class A roofing, automatic fire alarm and sprinkler system installation fire hydrants, eave protection, and fire flow and access.

California Public Resources Code

The Board of Forestry and Fire Protection is authorized in the Public Resources Code (§§ 4290 and 4291) to adopt minimum fire safety standards for new construction in VHFHSZs in SRAs. The Board published its fire safety regulations in the California Code of Regulations, Title 14. (These standards may differ from those in Appendix D of the California Fire Code.) Fire safe regulations currently address:

- Article 1: Administration of ordinance and defensible space measures (Chapter 49)
- Article 2: Emergency access and egress standards (roadways) (Appendix D)
- Article 3: Standards for signs identifying streets, roads, and buildings (Chapter 5)

- Article 4: Emergency water standards for fire use (Appendix B, BB)
- Article 5: Fuel modification standards (Chapter 49)

Local ordinances adopted by local governments cannot be less restrictive than the provisions in state law. These regulations would be applied in SRAs outside of the City's boundaries, such as the SOI and surrounding unincorporated lands.

California Building Code

The California Building Code requires the installation and maintenance of smoke alarms in residential dwelling units:

- **CCR Title 24, Part 2, Section 907.2.11.2.** Smoke alarms shall be installed and maintained on the ceiling or wall outside of each separate sleeping area in the immediate vicinity of bedrooms. In each room used for sleeping purposes, and in each story within a dwelling unit. The smoke alarms shall be interconnected.

California General Plan Law, OPR General Plan Guidelines

Government Code § 65302 requires that safety elements be revised periodically to address wildfire risks in accordance with regulations and guidance promulgated by the Board of Forestry and Fire Protection. In addition, cities must submit a revised safety element to the Board for consideration and comments no later than 90 days prior to its adoption. Local governments must also respond to how they plan to address the Board's comments or make findings to the contrary prior to adoption of the safety element.

To meet the intent of state law, SB 1241 requires the safety element to:

- Identify wildfire hazards with the latest state-prepared, very high fire severity zone maps from the Board of Forestry and Fire Protection, US Geological Survey, and other sources.

- Consider guidance given by the Office of Planning and Research's (OPR) Fire Hazard Planning document (OPR 2015).

- Demonstrate that the City or contract agency and associated codes satisfactorily address adequate water supply, egress requirements, vegetation management, street signage, land use policies, and other criteria to protect from wildfires.

- Establish in the safety element (and other elements that must be consistent with it) a set of comprehensive goals, policies, and feasible implementation measures for protection of the community from unreasonable risks of wildfire.

Regional

CALFIRE's County of Riverside Unity Strategic Plan

CALFIRE prepares a California Strategic Plan to govern operations statewide. The California Strategic Plan is implemented through individual "unit plans" that are prepared for different regions for the state. CALFIRE's fire suppression operations are organized into 21 units that geographically follow county lines. CALFIRE has adopted a Riverside Unit Fire Plan that covers Riverside County. The unit plan sets forth the agency's priorities for the prevention, protection, and suppression of wildfires. The overall goal of the Riverside County Unit Fire Plan is to reduce total costs and losses from wildland fire in the unit by protecting assets at risk through focused pre-fire management prescriptions increasing initial attach success.

County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan

The County of Riverside Multi-Jurisdictional LHMP identifies the County's hazards, reviews and assesses past disaster occurrences, estimates the probability of future occurrences and sets goals to mitigate potential risks to reduce or eliminate long-term risk to people and property from natural and man-made hazards. The LHMP contains mitigation strategies, from the Safety Element of the Riverside County General Plan.

Riverside County Local Agency Formation Commission

Municipal Service reviews were added to the Local Agency Formation Commission's (LAFCO) mandate with the passage of the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000. A service review is a comprehensive study designed to better inform LAFCO, local agencies, and the community about the provision of municipal services. Service reviews attempt to capture and analyze information about the governance structures and efficiencies of service providers and to identify opportunities for greater coordination and cooperation between providers.

Local

City of Wildomar Municipal Code

The purposes of Chapter 2.32, Disaster Relief, are to provide for the preparation and carrying out of plans for the protection of persons and property within this City in the event of an emergency; the direction of the emergency organization; and the coordination of the emergency functions of this City with all other public agencies, corporations, organizations, and affected private persons. As indicated in Section 2.32.080, Emergency Plan, the Wildomar Disaster Council is responsible for the development of the City's emergency plan, which shall provide the effective mobilization of all the resources of the City, both public and private, to meet any condition constituting a local emergency or state of war emergency; and shall provide for the organization, powers and duties, and staff of the emergency organization.

Moreover, according to Section 8.28, Fire Code, of the Wildomar Municipal Code, the City adopted the California Fire Code. The State adopts a new California Fire Code every three years; currently, the 2019 California Fire Code is the effective code implemented by the City.

5.14.1.2 EXISTING CONDITIONS

Wildomar Trail Town Center Mixed-Use Project

As shown in Figure 1-2a, *Mixed-Use Site Aerial Photograph,* the project site is vacant and covered with ruderal vegetation. The project site is bound to the north by Wildomar Trail, a single-family residential neighborhood to the east and southeast, Cervera Road to the southwest, and Central Avenue to the west. Uses surrounding the site include vacant land to the north, residential uses to the east and south, and residential and industrial uses to the west of the site.

Prielipp-Yamas Drive Property Rezone

Figure 1-2b, *Prielipp-Yamas Property Aerial Photograph,* shows the vacant, that the site contains ruderal vegetation and is located in an urbanized portion of the City. The site is bounded by vacant land to the north and east, and residential uses to the south and west.

5.14.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if located in or near state responsibility areas or lands classified as very high fire hazard severity zones the project would:

W-1 Substantially impair an adopted emergency response plan or emergency evacuation plan.

W-2 Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.

W-3 Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment.

W-4 Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

5.14.3 Plans, Programs, and Policies

PPP WF-1 The proposed project would be required to comply with the 2019 California Fire Code, as indicated in Section 8.28 of the Wildomar Municipal Code.

5.14.4 Environmental Impacts

5.14.4.1 IMPACT ANALYSIS

The following impact analysis addresses thresholds of significance that are identified in brackets after the impact statement.

Impact 5.14-1: Implementation of the proposed project would not substantially impair an adopted emergency response plan or emergency evacuation plan. [Threshold W-1]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

California Government Code Chapter 6.8 directs the California Department of Forestry and Fire Protection (CALFIRE) to identify areas of very high fire hazard severity with Local Responsibility Areas (LRA). Mapping of the areas, referred to as Very High Fire Hazard Severity Zones (VHFHSZ), is based on data 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 to buildings. LRA VHFHSZ maps were initially developed in the mid-1990s and are now being updated based on improved science, mapping techniques, and data. In 2008, the California Building Standards 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.

According to the City's GIS database, the project site is located within a VHFHSZ in the LRA. Development on the project site would be subject to compliance with the 2019 California Building Code (or the most current version) and the 2019 edition of the California Fire Code (or the most current version). The 2019 California Fire Code (Part 9 of Title 24 of the California Code of Regulations) includes Section 4905.2, Construction Methods and Requirements within Established Limits. Fire Code Chapter 49 cites specific requirements for wildland-urban interface areas that include, but are not limited to, providing defensible space and hazardous vegetation and fuel management. Wildomar is covered under the Riverside County Operational Area Emergency Operations Plan (2006) and the Riverside County Operation 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.

Development on the project site would be subject to compliance with California Building Code. Moreover, the City of Wildomar is under the Riverside County Operational Area Multi-Jurisdictional Local Hazard Mitigation Plan, which provide guidance to effectively respond to and mitigate emergencies, including wildfires. Furthermore, the proposed project would not conflict with adopted emergency response or evacuation plans. The surrounding roadways would continue to provide emergency access to the project site and surroundings during construction and postconstruction.

PRIELIPP-YAMAS PROPERTY REZONE

According to the City's GIS database, the property is not located within a VHFHSZ in the LRA. Future development on the property would be subject to compliance with the 2019 California Building Code (or the most current version) and the 2019 edition of the California Fire Code (or the most current version). The 2019 California Fire Code (Part 9 of Title 24 of the California Code of Regulations) includes Section 4905.2, Construction Methods and Requirements within Established Limits. Fire Code Chapter 49 cites specific requirements for wildland-urban interface areas that include, but are not limited to, providing defensible space and hazardous vegetation and fuel management. Wildomar is covered under the Riverside County Operational Area Emergency Operations Plan (2006) and the Riverside County Operation 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.

Future development on the property would be subject to compliance with California Building Code. Moreover, the City of Wildomar is under the Riverside County Operational Area Multi-Jurisdictional Local Hazard Mitigation Plan, which provide guidance to effectively respond to and mitigate emergencies, including wildfires. Furthermore, future development on the property would not conflict with adopted emergency response or evacuation plans. The surrounding roadways would continue to provide emergency access to the project site and surroundings during construction and postconstruction. In addition, as with all projects in the City of Wildomar, Mitigation Measures HAZ-1 and HAZ-2, which require conformance with the California Building Code and Fire Code, would be implemented.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.14-1 would be potentially significant.

Mitigation Measures

HAZ-1 Prior to the issuance of building permits, the project applicant shall demonstrate, to the satisfaction of the City Building Official and the Riverside County Fire Chief, compliance with the 2019 California Building Code (or the most recent edition) (Part 2 of Title 24 of the California Code of Regulations) and the 2019 California Fire Code (or the most recent edition) (Part 9 of Title 24 of the California Code of Regulations), including those regulations pertaining to materials and construction methods intended to mitigate wildfire exposure as described in the 2019 California Building Code and California Residential Code (or most recent edition); specifically California Building Code Chapter 7A; California Residential Code Section R327; California Residential Code Section R337; California Referenced Standards Code Chapter 12-7A; and California Fire Code Chapter 49.

HAZ-2 Prior to the issuance of a certificate of occupancy, the applicant shall demonstrate, to the satisfaction of the City Building Official and the County Fire Chief, compliance with the vegetation management requirements prescribed in California Fire Code Section 4906, including California Government Code Section 51182.

Level of Significance After Mitigation: Impact 5.14-1 would be less than significant with mitigation incorporated.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.14-1 would be potentially significant.

Mitigation Measures

Mitigation Measures HAZ-1 and HAZ-2.

Level of Significance After Mitigation: Impact 5.14-1 would be less than significant with mitigation incorporated.

Impact 5.14-2: The proposed project would not exacerbate wildfire risks due to slope, prevailing winds, and other factors, thereby exposing project occupants to elevated particulate concentrations from a wildfire. [Threshold W-2]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The project site is undeveloped and vacant. The entire site's topography is generally flat. The City does not have high-speed prevailing winds, and average wind speeds are approximately 6 miles per hour during the windier part of the year, from November to June.

Development of the site with the proposed improvements would reduce the amount of exposed vegetation that could be used as fuel on the site. Therefore, the project site conditions would not contribute to an increase in exposure to wildfire risk. Additionally, development on the project site would be subject to compliance with the California Building Code. Moreover, the City of Wildomar is under the Riverside County Operational Area Multi-Jurisdictional Local Hazard Mitigation Plan, which provides guidance to effectively respond to and mitigate emergencies, including wildfires. The project site is within a VHFHSZ, and therefore impacts would be potentially significant without the implementation of mitigation measures.

PRIELIPP-YAMAS PROPERTY REZONE

The property is undeveloped and vacant. The entire property's topography is generally flat. The City does not have high-speed prevailing winds, and average wind speeds are approximately 6 miles per hour during the windier part of the year, from November to June.

Future development of the property would reduce the amount of exposed vegetation that could be used as fuel on the site. Therefore, the property's conditions would not contribute to an increase in exposure to wildfire risk. Additionally, development on the property would be subject to compliance with the California Building Code. Moreover, the City of Wildomar is under the Riverside County Operational Area Multi-Jurisdictional Local Hazard Mitigation Plan, which provides guidance to effectively respond to and mitigate emergencies, including wildfires. Although the property is not within a VHFHSZ, impacts would be potentially significant without the implementation of mitigation measures. As such, Mitigation Measures HAZ-1 and HAZ-2, which require conformance with the California Building Code and Fire Code, would be implemented.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.14-2 would be potentially significant.

Mitigation Measures

Mitigation Measures HAZ-1 and HAZ-2.

Level of Significance After Mitigation: Impact 5.14-2 would be less than significant with mitigation incorporated.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.14-2 would be potentially significant.

Mitigation Measures

Mitigation Measures HAZ-1 and HAZ-2.

Level of Significance After Mitigation: Impact 5.14-2 would be less than significant with mitigation incorporated.

Impact 5.14-3: The proposed project would require the installation and maintenance of associated infrastructure but would not exacerbate fire risk or result in temporary or ongoing impacts to the environment. [Threshold W-3]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

As the project site is currently vacant, the proposed project would require the expansion of connection to utilities such as electricity, water, and sewer. The project applicant is required to pay for connections and maintenance of onsite utility infrastructure. The utilities would be installed to meet service requirements. The project site is within a VHFHSZ, and therefore, mitigation measures would be required to ensure impacts would be reduced to a level of less than significant.

PRIELIPP-YAMAS PROPERTY REZONE

As the property is currently vacant, the future development would require the expansion of connection to utilities such as electricity, water, and sewer. The future project applicant would be required to pay for connections and maintenance of onsite utility infrastructure. The utilities would be installed to meet service requirements. Although the property is not within a VHFHSZ, and future construction of infrastructure improvements for the property would not directly increase fire risk, impacts would be potentially significant. As such, Mitigation Measures HAZ-1 and HAZ-2, which require conformance with the California Building Code and Fire Code, would be implemented.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.14-3 would be potentially significant.

Mitigation Measures

Mitigation Measures HAZ-1 and HAZ-2.

Level of Significance After Mitigation: Impact 5.14-3 would be less than significant with mitigation incorporated.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.14-3 would be potentially significant.

Mitigation Measures

Mitigation Measures HAZ-1 and HAZ-2.

Level of Significance After Mitigation: Impact 5.14-3 would be less than significant.

Impact 5.14-4: The proposed project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. [Threshold W-4]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The project site is relatively flat. The project site is not located within a landslide hazard area or a flood plain. Construction activities related to the proposed project would be subject to compliance with the CBC and would include best management practices. Best management practices may include but are not limited to covering of the soil, use of a dust-inhibiting material, landscaping, use of straw and jute, hydroseeding, and grading in a pattern that slows stormwater flow and reduces the potential for erosion, landslides, and downstream flooding. Operationally, drainage at the site would be improved with a water detention basin. Therefore, with the implementation of BMPs, impacts would be less than significant.

PRIELIPP-YAMAS PROPERTY REZONE

The property is relatively flat. The property is not located within a landslide hazard area or a flood plain. Future construction activities on the property would be subject to compliance with the CBC and would include best management practices. Best management practices may include but are not limited to covering of the soil, use of a dust-inhibiting material, landscaping, use of straw and jute, hydroseeding, and grading in a pattern that slows stormwater flow and reduces the potential for erosion, landslides, and downstream flooding. Therefore, with the implementation of BMPs, impacts would be less than significant.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.14-4 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.14-4 would be less than significant.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.14-4 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.14-4 would be less than significant.

5.14.5 Cumulative Impacts

Growth within the City could exacerbate wildfire impacts. The proposed project and future development would implement mitigation measures which include complying with the CBC and best management practices onsite to reduce impacts of wildfires. Other projects in the City would also be required to comply with the City's regulations pertaining to wildfires, and development plans would be required to be approved by the City of Wildomar. The proposed project's impacts would not be cumulatively considerable.

5.14.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, some impacts would be less than significant: 5.14-4.

Without mitigation, these impacts would be **potentially significant**:

- **Impact 5.14-1** The proposed project could impair an adopted emergency plan or emergency evacuation plan.
- **Impact 5.14-2** The proposed project could exacerbate wildfire risks.
- **Impact 5.14-3** Installation and maintenance of infrastructures could exacerbate fire risk.

5.14.7 Mitigation Measures

HAZ-1 Prior to the issuance of building permits, the project applicant shall demonstrate, to the satisfaction of the City Building Official and the Riverside County Fire Chief, compliance with the 2019 California Building Code (or the most recent edition) (Part 2 of Title 24 of the California Code of Regulations) and the 2019 California Fire Code (or the most recent edition) (Part 9 of Title 24 of the California Code of Regulations), including those regulations pertaining to materials and construction methods intended to mitigate wildfire

exposure as described in the 2019 California Building Code and California Residential Code (or most recent edition); specifically California Building Code Chapter 7A; California Residential Code Section R327; California Residential Code Section R337; California Referenced Standards Code Chapter 12-7A; and California Fire Code Chapter 49.

HAZ-2 Prior to the issuance of a certificate of occupancy, the applicant shall demonstrate, to the satisfaction of the City Building Official and the County Fire Chief, compliance with the vegetation management requirements prescribed in California Fire Code Section 4906, including California Government Code Section 51182.

5.14.8 Level of Significance After Mitigation

Mitigation Measures HAZ-1 and HAZ-2 require conformance with the California Building Code and Fire Code which would reduce potential impacts to less than significant.

5.14.9 References

Wildomar, City of. 2003, October. City of Wildomar General Plan. https://www.cityofwildomar.org/UserFiles/Servers/Server_9894739/File/Government/Departments/Planning/General%20Plan.pdf

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6. Unavoidable Impacts, Irreversible Changes, and Growth-Inducing Impacts

Significant Unavoidable and Adverse Impacts

At the end of Chapter 1, *Executive Summary*, is a table that summarizes the impacts, mitigation measures, and levels of significance before and after mitigation. Mitigation measures would reduce the level of impact, but the following impacts would remain significant, unavoidable, and adverse after mitigation measures are applied:

- **Impact 5.5-1:** Implementation of the project would generate a substantial increase in the magnitude of GHG emissions.
- **Impact 5.5-2**: Implementation of the project would conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

Significant Irreversible Changes Due to the Proposed Project

Section 15126.2(c) of the CEQA Guidelines requires that an Environmental Impact Report (EIR) describe any significant irreversible environmental changes that would be caused by the proposed project should it be implemented. Specifically, the CEQA Guidelines state:

> Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highways improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.

The following are the significant irreversible changes that would be caused by the proposed project, should it be implemented:

- Implementation of the proposed project would include construction activities that would entail the commitment of nonrenewable and/or slowly renewable energy resources; human resources; and natural resources such as lumber and other forest products, sand and gravel, asphalt, steel, copper, lead, other metals, water, and fossil fuels. Operation of the proposed project would require the use of natural gas and electricity, petroleum-based fuels, fossil fuels, and water. The commitment of resources required for the construction and operation of the proposed project would limit the availability of such resources for future generations or for other uses during the life of the project.

6. Unavoidable Impacts, Irreversible Changes, and Growth-Inducing Impacts

- As increased commitment of social services and public maintenance services (e.g., police, fire, schools, libraries, and sewer and water services) would also be required. The energy and social services commitments would be long-term obligations in view of the low likelihood of returning the land to its original condition once it has been developed.

- An increase in vehicle trips would accompany project-related population growth. Over the long term, emissions associated with such vehicle trips would continue to contribute to the South Coast Air Basin's nonattainment designation for ozone (O^3) and particulate matter ($PM_{2.5}$ and PM_{10}) under the California and National Ambient Air Quality Standards (AAQS), and nonattainment for nitrogen dioxide (NO_2) under the California AAQS.

- The visual character of the project site would be altered by the construction of the new structures onsite. Landscaping, grading, and construction of the project site would also contribute to an altered visual character of the existing site. This would result in a permanent change in the character of the project site and on- and off-site views in the project's vicinity.

Given the low likelihood that the land at the project site would revert to its original form, the proposed project would generally commit future generations to these environmental changes.

Growth-Inducing Impacts of the Proposed Project

Pursuant to Sections 15126(d) and 15126.2(d) of the CEQA Guidelines, this section is provided to examine ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Also required is an assessment of other projects that would foster other activities which could affect the environment, individually or cumulatively. To address this issue, potential growth-inducing effects will be examined through analysis of the following questions:

- Would this project remove obstacles to growth, e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area, or through changes in existing regulations pertaining to land development?

- Would this project result in the need to expand one or more public services to maintain desired levels of service?

- Would this project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?

- Would approval of this project involve some precedent-setting action that could encourage and facilitate other activities that could significantly affect the environment?

Please note that growth-inducing effects are not to be construed as necessarily beneficial, detrimental, or of little significance to the environment. This issue is presented to provide additional information on ways in

which this project could contribute to significant changes in the environment, beyond the direct consequences of developing the land use concept examined in the preceding sections of this EIR.

Would this project remove obstacles to growth, e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area, or through changes in existing regulations pertaining to land development?

The construction of the Wildomar Trail Town Center project, as well as future development on the Prielipp-Yamas Property, would require the extension of major infrastructure facilities to the sites, as they are currently vacant. Therefore, the project sites are not served by existing infrastructure. The Wildomar Trail Town Center project would require a zone change on a portion of the site from C-P-S (Scenic Highway Commercial) to R-3 (General Residential), and, due to the reduction in assigned dwelling units for the site, a portion of the Prielipp-Yamas Drive Property would require a zone change from I-P (Industrial Park) to R-3 (General Residential) to accommodate the reduction in dwelling units on the project site. Implementation of the R-3 (General Residential) zone could further induce residential growth in commercial and industrial areas. Pressure to develop other land in the surrounding area may derive from regional economic conditions and market demands for housing, commercial, office, and industrial land uses that may directly or indirectly be influenced by the Wildomar Trail Town Center project and the rezone of the Prielipp-Yamas Property. Proposals may arise to implement the R-3 (General Residential) zone in the vicinity of the project sites. However, these would require full environmental analysis of the impacts of such actions. The project does not propose changes to any of the City's building safety standards (i.e., building, grading, plumbing, mechanical, electrical, or fire codes) to implement this project. The proposed project would comply with all applicable City plans, policies, ordinances, etc. to ensure that there are no conflicts with adopted land development regulations and that any environmental impacts are minimized. Therefore, the proposed project would not be precedent-setting actions; however, the approval of residential and commercial uses on the project site could influence owners of neighboring properties to move away from exclusively residential or commercial uses to mixed uses. Nonetheless, the impacts of subsequent similar actions would require environmental analysis and associated mitigation to ensure that such subsequent impacts would not significantly affect the environment.

Would this project result in the need to expand one or more public services to maintain desired levels of service?

The Wildomar Trail Town Center project and future development on the Prielipp-Yamas Property would increase population and housing in the City. The proposed project is expected to increase the demand for fire protection services, police services, school services, and library services, which would contribute to the need to expand facilities. However, as substantiated in Chapter 8 of this DEIR, existing programs and policies would ensure that the service capability will grow proportionate to the increase in uses, and impacts to public services and utilities would be less than significant.

Would this project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?

During project construction of the Wildomar Trail Town Center project and future development on the Prielipp-Yamas Property, a number of design, engineering, and construction jobs would be created. This would

last until project construction is completed. Construction employees would be absorbed from the regional labor force, and the construction of the project would not attract new workers to the region. The operation of the Wildomar Trail Town Center project would result in 305 employees and 503 residents (see Section 5.10, *Population and Housing*). Residents of the Wildomar Trail Town Center project as well as future residents on the Prielipp-Yamas Property would seek shopping, entertainment, employment, home improvement, auto maintenance, and other economic opportunities in the City of Wildomar and surrounding area. This would create an increased demand for such economic goods and services and would, therefore, encourage the creation of new businesses and/or the expansion of existing businesses that address these needs. The increase in commercial uses on the project site would have a beneficial impact on the City's jobs-housing balance. Therefore, although the proposed project would have a direct growth-inducing effect, indirect growth-inducing effects would be minimized due to the balance of land uses in the proposed project.

Would approval of this project involve some precedent-setting action that could encourage and facilitate other activities that could significantly affect the environment?

As identified above, the Wildomar Trail Town Center project would require a zone change from C-P-S (Scenic Highway Commercial) to R-3 (General Residential) and the Prielipp-Yamas Drive Property would require a zone change from I-P (Industrial Park) to R-3 (General Residential). The zone changes to R-3 (General Residential) could further induce residential growth in areas that are predominantly non-residential. Other proposals may arise to implement the R-3 zone in the vicinity of the project sites. However, these would require full environmental analysis of the impacts of such actions. The project does not proposed changes to any of the City's building safety standards (i.e., building, grading, plumbing, mechanical, electrical, or fire codes) to implement this project. The proposed project would comply with all applicable City plans, policies, ordinances, etc. to ensure that there are no conflicts with adopted land development regulations and that any environmental impacts are minimized. Therefore, the proposed project would not be precedent-setting actions; however, the approval of residential and commercial uses on the project site could influence owners of neighboring properties to move away from exclusively residential or commercial uses to mixed uses. Nonetheless, impacts of subsequent similar actions would require environmental analysis and associated mitigation to ensure that such subsequent impacts would not significantly affect the environment.

7. Alternatives to the Proposed Project

7.1 INTRODUCTION

7.1.1 Purpose and Scope

The California Environmental Quality Act (CEQA) requires that an environmental impact report (EIR) include a discussion of reasonable project alternatives that would "feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any significant effects of the project, and evaluate the comparative merits of the alternatives" (CEQA Guidelines § 15126.6[a]). As required by CEQA, this chapter identifies and evaluates potential alternatives to the proposed project.

Section 15126.6 of the CEQA Guidelines explains the foundation and legal requirements for the alternatives analysis in an EIR. Key provisions are:

- "[T]he discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly." (15126.6[b])

- "The specific alternative of 'no project' shall also be evaluated along with its impact." (15126.6[e][1])

- "The no project analysis shall discuss the existing conditions at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services. If the environmentally superior alternative is the 'no project' alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives." (15126.6[e][2])

- "The range of alternatives required in an EIR is governed by a 'rule of reason' that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project." (15126.6[f])

- "Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries…, and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent)" (15126.6[f][1]).

- "Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR." (15126.6[f][2][A])

- "An EIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative." (15126.6[f][3])

For each development alternative, this analysis:

- Describes the alterative.
- Analyzes the impact of the alternative as compared to the proposed project.
- Identifies the impacts of the project that would be avoided or lessened by the alternative.
- Assesses whether the alternative would meet most of the basic project objectives.
- Evaluates the comparative merits of the alternative and the project.

According to Section 15126.6(d) of the CEQA Guidelines, "[i]f an alternative would cause…significant effects in addition those that would be caused by the project as proposed, the significant effects of the alternative shall be discussed, but in less detail than the significant effects of the project as proposed."

7.1.2 Project Objectives

As described in Section 3.2, the following objectives have been established for the proposed project and will aid decision makers in their review of the project, the project alternatives, and associated environmental impacts.

1. Provide a freeway adjacent, and easily accessed, mixed-use project catering to both the residents of Wildomar and the travelling public.
2. Ensure that non-residential uses buffer the residential uses from the noise of I-15.
3. Add housing units to the City's housing stock.
4. Provide uses to serve the City's daytime population.
5. Provide additional office workspace in the City.
6. Increase employment opportunities by providing retail and professional office land uses.
7. Ensure that the City has vacant land designated and zoned for residential development sufficient to accommodate the City's remaining 2013-2021 Regional Housing Needs Assessment (RHNA) allocation.

7.2 ALTERNATIVES CONSIDERED AND REJECTED DURING THE SCOPING/PROJECT PLANNING PROCESS

The following is a discussion of the land use alternatives considered during the scoping and planning process and the reasons why they were not selected for detailed analysis in this EIR.

No Project/No Development

Under the City's General Plan and zoning ordinance, the project site is designated for mixed-use development. Therefore, it is unreasonable to consider an alternative that would result in no development on the project site. As the No Project/No Development alternative would not meet any of the project objectives, the consideration of no-development on the project site was rejected from consideration in this EIR.

Alternative Location

CEQA requires that the discussion of alternatives focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project. The key question and first step in the analysis is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only alternatives that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR (CEQA Guidelines § 15126[5][B][1]).

In general, any development of the size and type proposed by the project would have substantially the same impacts on air quality, land use/planning, noise, population/ housing, public services, recreation, transportation/traffic and utilities/service systems. Without a site-specific analysis, impacts on aesthetics, biological resources, cultural resources, geology/soils, hazards and hazardous materials, hydrology/water quality and mineral resources cannot be evaluated. The proposed project is on a site that has been designated for urban development since before the City incorporated. A portion of the site is shown in the Housing Element for housing development at 30 units to the acre, and across Wildomar Trail the Baxter Village project includes single- and multiple-family residential, medical office buildings, and a hotel.

The only site that has the potential to accommodate the proposed project would be on the southeast corner of I-15 and Bundy Canyon Road (see Figure 7-1, *Alternative Location*). However, this property is entitled for a Walmart shopping center. There are no other sites in the City that have the combination of freeway visibility, major roadway access, and the combination of land use designation and zoning needed to complete the proposed project. As there are no other sites that meet the project objectives, the consideration of alternative development sites was rejected from consideration in this EIR.

Reduced Residential Intensity Alternative

The Reduced Residential Intensity Alternative would assume a reduction in housing units. Reducing the number of housing units on the project site would result in accounting for more housing units elsewhere in the City. Therefore, this reduction in housing would not meet the goals of the City's Housing Element. According to Section 21159.26 of the Public Resources Code, a public agency may not reduce the proposed number of housing units as a mitigation measure or project alternative for a particular significant effect on the environment if it determines that there is another feasible specific mitigation measure or project alternative that would provide a comparable level of mitigation. Furthermore, the Reduced Residential Intensity Alternative would result in a cumulative need to rezone and develop more land to meet the same future population growth.

7.3 ALTERNATIVES SELECTED FOR FURTHER ANALYSIS

Based on the criteria listed above, the following alternatives have been determined to represent a reasonable range of alternatives which have the potential to feasibly attain most of the basic objectives of the project but which may avoid or substantially lessen any of the significant effects of the project. These alternatives are analyzed in detail in the following sections.

- No Project/Existing General Plan Alternative
- Reduced Non-Residential Intensity Alternative

An EIR must identify an "environmentally superior" alternative and where the No Project Alternative is identified as environmentally superior, the EIR is then required to identify as environmentally superior an alternative from among the others evaluated. Each alternative's environmental impacts are compared to the proposed project and determined to be environmentally superior, neutral, or inferior. Section 7.7 identifies the Environmentally Superior Alternative. The preferred land use alternative (proposed project) is analyzed in detail in Chapter 5 of this DEIR.

7.3.1 Alternatives Comparison

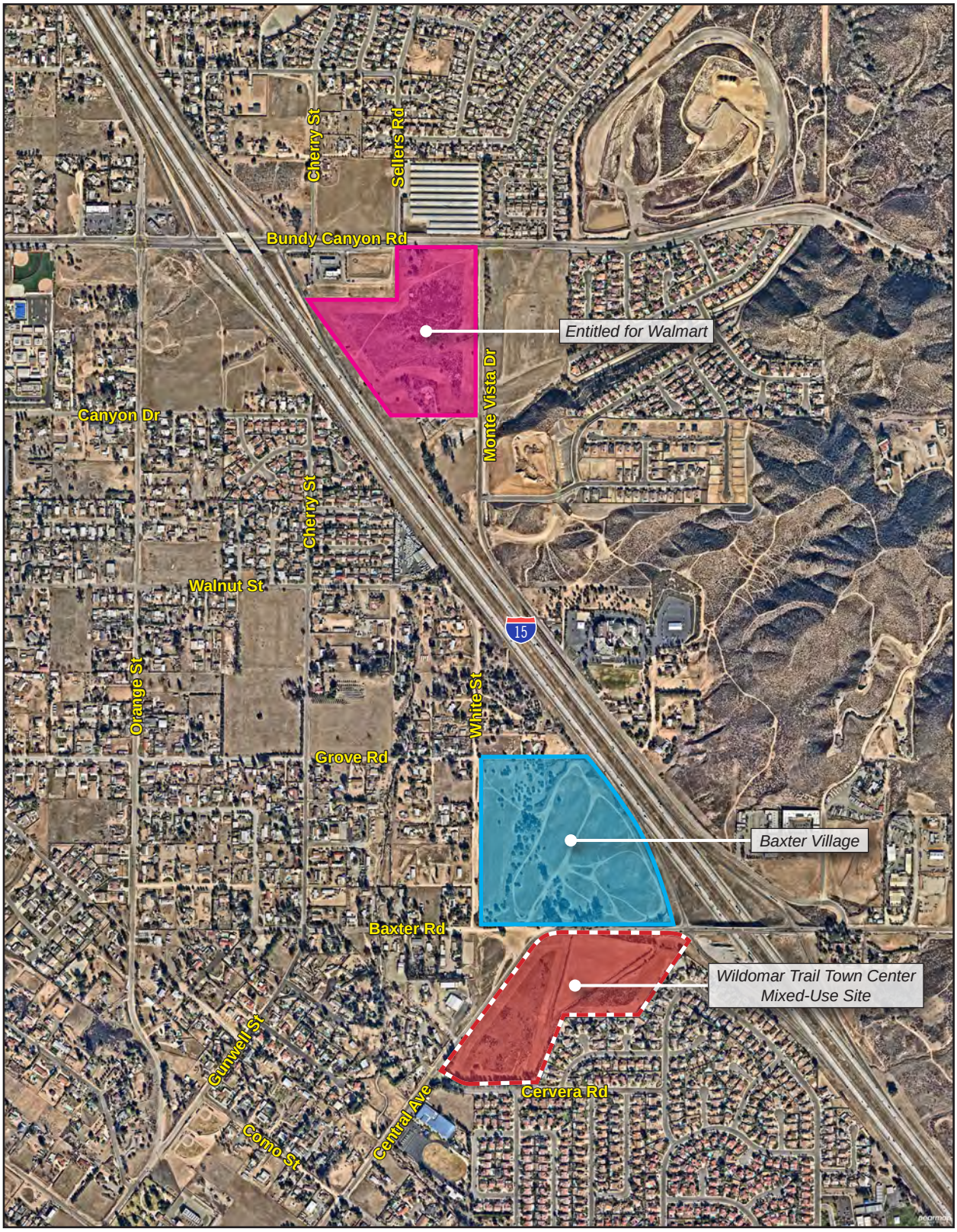
The following statistical analysis provides a summary of general socioeconomic buildout projections determined by the three land use alternatives, including the proposed project. It is important to note that these are not growth projections. That is, they do not anticipate what is likely to occur by a certain time horizon, but provide a buildout scenario that would only occur if all the areas of the City were to develop to the probable capacities yielded by the land use alternatives. The following statistics were developed as a tool to understand better the difference between the alternatives analyzed in the DEIR. Table 7-1, *Buildout Summary* identifies City-wide information regarding dwelling unit, population and employment projections, and also provides the jobs to housing ratio for each of the alternatives.

Table 7-1 Buildout Summary

	Proposed Project	No Project/Existing General Plan Alternative	Reduced Non-Residential Intensity Alternative
Dwelling Units	152	227	152
Non-residential Square Footage	113,609	501,044[1]	56,805
Population	503	751	503
Employment	305	1,360	153
Jobs-to-Housing Ratio	2.01	5.99	1.01

[1] Assumes a FAR of 0.40 for office space and 0.25 for retail; 70 percent of site would be designated for non-residential uses.

Figure 7-1 - Alternative Location



Source: Nearmap, 2021

7. Alternatives to the Proposed Project

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7.4 NO PROJECT/EXISTING GENERAL PLAN ALTERNATIVE

The No Project Alternative is required to discuss the existing conditions at the time the notice of preparation is published and evaluate what would reasonably be expected to occur in the foreseeable future if the proposed project is not approved (CEQA Guidelines, Section 15126.6(e)). Pursuant to CEQA, this Alternative is also based on current plans and consistent with available infrastructure and community services. Therefore, the No Project/Existing General Plan Alternative assumes that the proposed Wildomar Trail Town Center project would not be adopted, and the development intensity assumed in the General Plan would be adopted. According to the Housing Element, the project site, which is currently vacant and undeveloped, would be developed with 227 dwelling units.[1] Under this Alternative, a similar mix of residential and non-residential uses would occur as the site's existing General Plan Land Use Designation is MUPA. Moreover, under this Alternative, the Prielipp-Yamas Property would not need to be rezoned nor would a General Plan Amendment be required for the Prielipp-Yamas Property.

7.4.1 Aesthetics

Impacts associated with aesthetics include the degradation of scenic vistas, scenic resources, and increased light and glare. Similar to the proposed project, the No Project Alternative would not impact a scenic vista or scenic resources in the City. Impacts associated with this Alternative would be similar to the proposed project because it would develop the project site, which is currently vacant and undeveloped. Development under this Alternative would be required to comply with the development standards and design guidelines. Therefore, impacts would be similar to the proposed project and would be less than significant.

7.4.2 Agriculture and Forestry Resources

The project site is classified as Farmland of Local Importance, however, the State Farmland Mapping and Monitoring Program does not designate the site as Prime, Unique, or Farmland of Statewide Importance. Therefore, development on the site would have similar impacts to the proposed project and would be less than significant.

7.4.3 Air Quality

Under this Alternative, air quality impacts would increase during the construction and operational phases, as an increase in dwelling units and non-residential square feet would occur. As a result, peak construction emissions would be more than the proposed project. During the operational phase, this alternative would generate more vehicle trips and building energy. Consequently, this Alternative would increase long-term operational air quality impacts compared to the proposed project, and impacts would be less than significant with mitigation incorporated.

[1] The City of Wildomar Housing Element assumes 30 percent of a Mixed-Use site's capacity for residential uses and 70 percent for non-residential uses.

7.4.4 Biological Resources

This Alternative would result in similar impacts to biological resources as the proposed project. As with the proposed project, this Alternative would require removal of all vegetation on the project site. Similar to the proposed project, this Alternative would also require compliance with the California Fish and Game Code, and would not have significant impacts to nesting birds. Impacts under this Alternative would be the same as the proposed project, and would be less than significant.

7.4.5 Cultural Resources

Implementation of this Alternative would have the same development footprint as the proposed project, and could uncover cultural resources during grading activities. Both this Alternative and the proposed project would require mitigation in the event cultural resources are uncovered during grading activities. Therefore, impacts would be similar compared to the proposed project, and would be less than significant with mitigation incorporated.

7.4.6 Energy

This Alternative would result in an increase in building square footage compared to the proposed project. The operational phase of this Alternative would generate more vehicle trips and building energy. Construction activities with this Alternative would have increased energy demands. Impacts would be increased compared to the proposed project and would be less than significant.

7.4.7 Geology and Soils

This Alternative would be required to comply with building and seismic codes and regulations, like the proposed project, as well as standard procedures if paleontological resources are discovered during ground-disturbing activities. Therefore, impacts would be similar to the proposed project and would be less than significant.

7.4.8 Greenhouse Gas Emissions

During the operational phase of this Alternative, more trips and building energy would be generated. Construction activities associated with this Alternative would have increased GHG emissions. Therefore, this Alternative would result in an increase in construction and operational GHG emissions. Impacts would be increased compared to the proposed project, and would be significant and unavoidable.

7.4.9 Hazards and Hazardous Materials

This Alternative would require use of hazardous materials during construction. However, similar to the proposed project, construction materials such as fuels, paints, and solvents would be used in limited quantities and would not pose a significant safety hazard. Similar to the proposed project, hazards to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials during construction activities could still occur. Operational activities under this Alternative could result in similar uses of hazardous materials as with the proposed project. Like the proposed project,

compliance with regulations and guidelines of federal, state, and local agencies for the use, building, storage, and transport of hazardous materials would be required and would ensure impacts are less than significant. As with the proposed project, mitigation measures requiring compliance with California Building Code and California Fire Code would ensure impacts as a result of wildfires would be less than significant. Therefore, impacts would be similar to the proposed project, and would be less than significant with mitigation incorporated.

7.4.10 Hydrology and Water Quality

This Alternative would comply with the National Pollutant Discharge Elimination System Construction General Permit requirements and implementation of various BMPs to reduce water quality impacts. Additionally, this Alternative would implement a biofiltration system to reduce hydrological impacts, as with the proposed project. Therefore, impacts to hydrology and water quality impacts of this Alternative would be similar to the proposed project and would be less than significant.

7.4.11 Land Use and Planning

The proposed project would remove the existing Mixed-Use Zone Overlay and would require a zone change for an approximately 6.07-acre portion of the project site from C-P-S to R-3. Additionally, the proposed project would require approximately 10 acres of the Prielipp-Yamas Property to be rezoned from I-P to R-3 in order to accommodate the reduction of dwelling units on the project site. Under this Alternative, the Prielipp-Yamas Property nor the project site would be rezoned. While no physical impacts to the environment were identified for the proposed project, this Alternative was found to reduce impacts since it would not require a zone change. Impacts would be less than significant compared to the proposed project, and would be less than significant.

7.4.12 Mineral Resources

The project site is in MRZ-3; the MRZ-3 zone includes areas where the available geologic information indicates that while mineral deposits are likely to exist, the significance of the deposit is undetermined. The General Plan OS-MIN land use designation allows mineral extraction. No areas within the City are designated OS-MIN. Under this Alternative, impacts would be the same as those identified for the proposed, and no impact would occur to mineral resources.

7.4.13 Noise

Implementation of this Alternative would have the same development footprint as the proposed project. However, due to the increase in building square footage, construction under this Alternative would take longer than the proposed project. Consequently, construction noise impacts would be increased under this Alternative. The operational phase of this Alternative would generate more vehicle trips and would increase operational traffic-related noise impacts. Therefore, noise impacts of this Alternative would be increased compared to the proposed project, and would be less than significant with mitigation incorporated.

7.4.14 Population and Housing

This Alternative is anticipated to generate approximately 751 residents and 1,360 jobs at the project site, which is more than what the proposed project would generate. Similar to the proposed project, this Alternative would not displace housing or people as the project site is currently vacant. Unlike the proposed project, this Alternative would not create a more balanced jobs-housing ratio in the City. Therefore, this Alternative would increase population and housing impacts compared to the proposed project. However, impacts would be less than significant.

7.4.15 Public Services

This Alternative is anticipated to generate approximately 751 residents and 1,360 jobs at the project site. Residential uses generate a higher demand for emergency service calls (e.g., police, fire) and school demand than nonresidential land uses. This Alternative would be required to pay development impact fees and comply with applicable regulations and standard conditions to ensure that impacts related to public services are less than significant. This Alternative is anticipated to generate more service calls and would have an increased demand for public services compared to the proposed project; however, impacts would be less than significant.

7.4.16 Recreation

This Alternative would result in an increase in demand for recreation in the City. Similar to the proposed project, this Alternative would include recreational facilities onsite, which would reduce potential impacts to existing neighborhood and regional parks and recreational facilities. Therefore, impacts to recreation would be similar to the proposed project and would be less than significant.

7.4.17 Transportation

As this Alternative would result in an increase in employees and residents, this Alternative would also result in an increase in vehicle trips. Additionally, construction-related traffic would be expected to be more than the proposed project due to the increased square footage compared to the proposed project. Therefore, while this Alternative would increase impacts compared to the proposed project, with the implementation of conditions of approval, impacts would be less than significant.

7.4.18 Tribal Cultural Resources

Implementation of this Alternative would have the same development footprint as the proposed project, and could uncover tribal cultural resources during grading activities. Therefore, potential impacts to tribal cultural resources would be similar compared to the proposed project, and would be less than significant after mitigation.

7.4.19 Utilities and Service Systems

This Alternative would generate more water, wastewater, and solid waste compared to the proposed project. Utilities and service systems impacts would increase compared to the proposed project. However, with the compliance with local, state, and federal regulations, impacts would be less than significant.

7.4.20 Wildfire

The project site is located within a Very High Fire Hazard Severity Zone. As with the proposed project, development under this Alternative would be subject to compliance with the most current version of the California Fire and Building Codes. Additionally, as with the proposed project, this Alternative would implement mitigation measures to reduce impacts of wildfires to less than significant.

7.4.21 Conclusion

The No Project/Existing General Plan Alternative would lessen land use and planning impacts. This Alternative would result in similar impacts to aesthetics, agriculture and forestry resources, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, mineral resources, recreation, tribal cultural resources, utilities and service systems, and wildfire. This Alternative would result in greater impacts to air quality, energy, greenhouse gas emissions, noise, population and housing, public services, and transportation. The No Project/Existing General Plan Alternative would meet all of the project objectives, except for Objective 7 which would not be applicable to this Alternative.

7.5 REDUCED NON-RESIDENTIAL INTENSITY ALTERNATIVE

The Reduced Non-Residential Intensity Alternative would result in a 50 percent reduction of commercial and office square footage from the proposed Wildomar Trail Town Center project. No changes to the residential component would occur under this Alternative; the proposed 152 dwelling units would be developed, and therefore, the Prielipp-Yamas Property would continue to require a rezone and General Plan Amendment.

7.5.1 Aesthetics

Impacts associated with aesthetics include the degradation of scenic vistas, scenic resources, and increased light and glare. Similar to the proposed project, the No Project Alternative would not impact a scenic vista or scenic resource in the City. Impacts associated with this Alternative would be similar to the proposed project because it would develop the project site, which is currently vacant and undeveloped. However, the massing of the commercial and office development on the Wildomar Trail Town Center site would be reduced, result in reduced building size and height. Although the non-residential intensity would be reduced, the City's development standards and design guidelines would continue to apply. Therefore, impacts would be similar to the proposed project and would be less than significant.

7.5.2 Agriculture and Forestry Resources

The project site is classified as Farmland of Local Importance, however, the State Farmland Mapping and Monitoring Program does not designate the site as Prime, Unique, or Farmland of Statewide Importance. Therefore, development on the site would have similar impacts to the proposed project and would be less than significant.

7.5.3 Air Quality

Under this Alternative, air quality impacts would be reduced during the construction and operational phases, as a result of the reduced non-residential square footage. As a result, peak construction emissions would be less than the proposed project. During the operational phase, this Alternative would generate less vehicle trips and building energy. Consequently, this Alternative would decrease long-term operational air quality impacts compared to the proposed project, and impacts would be less than significant with mitigation incorporated.

7.5.4 Biological Resources

This Alternative would result in similar impacts to biological resources as the proposed project. As with the proposed project, this Alternative would require removal of all vegetation on the project site. Similar to the proposed project, this Alternative would also require compliance with the California Fish and Game Code, and would not have significant impacts to nesting birds. Impacts under this Alternative would be similar to the proposed project, and would be less than significant.

7.5.5 Cultural Resources

Implementation of this Alternative would have the same development footprint as the proposed project, and could uncover cultural resources during grading activities. Both this Alternative and the proposed project would require mitigation in the event cultural resources are uncovered during grading activities. Therefore, impacts would be similar compared to the proposed project, and would be less than significant with mitigation incorporated.

7.5.6 Energy

This Alternative would result in a decrease in building square footage compared to the proposed project. The operational phase of this Alternative would generate less vehicle trips and building energy. Construction activities with this Alternative would have reduced energy demands. Impacts would be reduced compared to the proposed project and would be less than significant.

7.5.7 Geology and Soils

This Alternative would be required to comply with building and seismic codes and regulations, like the proposed project, as well as standard procedures if paleontological resources are discovered during ground-disturbing activities. Therefore, impacts would be similar to the proposed project and would be less than significant.

7.5.8 Greenhouse Gas Emissions

During the operational phase of this Alternative, less trips and building energy would be generated. Construction activities associated with this Alternative would have reduced GHG emissions. Therefore, this Alternative would result in a decrease in construction and operational GHG emissions. Impacts would be reduced compared to the proposed project, and would be significant and unavoidable.

7.5.9 Hazards and Hazardous Materials

This Alternative would require use of hazardous materials during construction. However, similar to the proposed project, construction materials such as fuels, paints, and solvents would be used in limited quantities and would not pose a significant safety hazard. Similar to the proposed project, hazards to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials during construction activities could still occur. Operational activities under this Alternative could result in similar uses of hazardous materials as with the proposed project. Like the proposed project, compliance with regulations and guidelines of federal, state, and local agencies for the use, building, storage, and transport of hazardous materials would be required and would ensure impacts are less than significant. As with the proposed project, mitigation measures requiring compliance with California Building Code and California Fire Code would ensure impacts as a result of wildfires would be less than significant. Therefore, impacts would be similar to the proposed project, and would be less than significant with mitigation incorporated.

7.5.10 Hydrology and Water Quality

This Alternative would comply with the National Pollutant Discharge Elimination System Construction General Permit requirements and implementation of various BMPs to reduce water quality impacts. Additionally, this Alternative would implement a biofiltration system to reduce hydrological impacts, as with the proposed project. Therefore, impacts to hydrology and water quality impacts of this Alternative would be similar to the proposed project and would be less than significant.

7.5.11 Land Use and Planning

Both this Alternative and the proposed project would remove the existing Mixed-Use Zone Overlay and would require a zone change for an approximately 6.07-acre portion of the project site from C-P-S to R-3. Additionally, the proposed project would require approximately 10 acres of the Prielipp-Yamas Property to be rezoned from I-P to R-3 in order to accommodate the reduction of dwelling units on the project site. As with the proposed project, no physical impacts to the environment would occur under this Alternative. Impacts would be similar to the proposed project and would be less than significant.

7.5.12 Mineral Resources

The project site is in MRZ-3; the MRZ-3 zone includes areas where the available geologic information indicates that while mineral deposits are likely to exist, the significance of the deposit is undetermined. The General Plan OS-MIN land use designation allows mineral extraction. No areas within the City are designated OS-MIN.

Under this Alternative, impacts would be the same as those identified for the proposed, and no impact would occur to mineral resources.

7.5.13 Noise

Implementation of this Alternative would have the same development footprint as the proposed project. However, due to the decrease in building square footage, construction under this Alternative would be shorter than the proposed project. Consequently, construction noise impacts would be reduced under this Alternative. The operational phase of this Alternative would generate less vehicle trips and would decrease operational traffic-related noise impacts. Therefore, noise impacts of this Alternative would be reduced compared to the proposed project, and would be less than significant with mitigation incorporated.

7.5.14 Population and Housing

This Alternative is anticipated to generate approximately 503 residents and 153 jobs at the project site. Similar to the proposed project, this Alternative would not displace housing or people as the project site is currently vacant. Unlike the proposed project, this Alternative would create a more balanced jobs-housing ratio in the City. This Alternative would decrease population and housing impacts compared to the proposed project. However, impacts would be less than significant.

7.5.15 Public Services

This Alternative is anticipated to generate approximately 503 residents and 153 jobs at the project site. Residential uses generate a higher demand for emergency service calls (e.g., police, fire) and school demand than nonresidential land uses. This Alternative would be required to pay development impact fees and comply with applicable regulations and standard conditions to ensure that impacts related to public services are less than significant. This Alternative is anticipated to generate a slightly reduced number of service calls and would have a slightly reduced demand for public services as with the proposed project; impacts would be less than significant.

7.5.16 Recreation

This Alternative would result in a similar demand for recreation in the City. Similar to the proposed project, this Alternative would include recreational facilities onsite, which would reduce potential impacts to existing neighborhood and regional parks and recreational facilities. Therefore, impacts to recreation would be similar to the proposed project and would be less than significant.

7.5.17 Transportation

As this Alternative would result in a decrease in employees, this Alternative would also result in a decrease in vehicle trips. Additionally, construction-related traffic would be expected to be less than the proposed project due to the reduced square footage compared to the proposed project. Therefore, this Alternative would decrease impacts compared to the proposed project, and with the implementation of conditions of approval, impacts would be less than significant.

7.5.18 Tribal Cultural Resources

Implementation of this Alternative would have the same development footprint as the proposed project, and could uncover tribal cultural resources during grading activities. Therefore, potential impacts to tribal cultural resources would be similar compared to the proposed project, and would be less than significant after mitigation.

7.5.19 Utilities and Service Systems

This Alternative would generate less water, wastewater, and solid waste compared to the proposed project. Utilities and service systems impacts would decrease compared to the proposed project. However, with the compliance with local, state, and federal regulations, impacts would be less than significant.

7.5.20 Wildfire

The project site is located within a Very High Fire Hazard Severity Zone. As with the proposed project, development under this Alternative would be subject to compliance with the most current version of the California Fire and Building Codes. Additionally, as with the proposed project, this Alternative would implement mitigation measures to reduce impacts of wildfires to less than significant.

7.5.21 Conclusion

The Reduced Non-Residential Intensity Alternative would lessen impacts to air quality, energy, greenhouse gas emissions, noise, population and housing, public services, transportation, and utilities and service systems. This Alternative would result in similar impacts to aesthetics, agriculture and forestry resources, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, recreation, tribal cultural resources, and wildfire. The Reduced Non-Residential Intensity Alternative would meet all of the project objectives but to a lesser extent than the proposed project.

7.6 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA requires a lead agency to identify the "environmentally superior alternative" and, in cases where the "No Project" Alternative is environmentally superior to the proposed project, the environmentally superior development alternative must be identified. One alternative has been identified as "environmentally superior" to the proposed project:

- Reduced Non-Residential Intensity Alternative

The Reduced Non-Residential Intensity Alternative has been identified as the environmentally superior alternative because this Alternative lessens impacts to air quality, energy, greenhouse gas emissions, noise, population and housing, public services, transportation, and utilities and service systems, while achieving the benefits of the project objectives to a lesser extent.

7. Alternatives to the Proposed Project

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8. Impacts Found Not to Be Significant

California Public Resources Code Section 21003 (f) states: "…it is the policy of the state that…[a]ll persons and public agencies involved in the environmental review process be responsible for carrying out the process in the most efficient, expeditious manner in order to conserve the available financial, governmental, physical, and social resources with the objective that those resources may be better applied toward the mitigation of actual significant effects on the environment." This policy is reflected in the State California Environmental Quality Act (CEQA) Guidelines (Guidelines) Section 15126.2(a), which states that "[a]n EIR [Environmental Impact Report] shall identify and focus on the significant environmental impacts of the proposed project" and Section 15143, which states that "[t]he EIR shall focus on the significant effects on the environment."

State CEQA Guidelines Section 15128 requires that an EIR contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant. This Chapter includes an environmental analysis and finding of no impact, less than significant, or less than significant with mitigation incorporated for the topics not included in Chapter 5, *Environmental Analysis,* of this DEIR.

8.1 AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

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 non-agricultural use?

Less Than Significant Impact. The Wildomar Trail Town Center project site is classified as Farmland of Local Importance; however, the State Farmland Mapping and Monitoring Program (FMMP) does not designate the site as Prime, Unique, or Farmland of Statewide Importance (CDC 2020). The Prielipp-Yamas Drive Property is not designated as Prime, Unique, or Farmland of Statewide Importance. Therefore, the proposed project nor future development on the Property would result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural land uses. Therefore, a less than significant impact would occur.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. There is no land zoned for Williamson Act contracts either on the Wildomar Trail Town Center project site or on the Prielipp-Yamas Drive Property. Therefore, no impact would occur.

c) Conflict with existing zoning for, or cause rezoning of, forest land (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))?

No Impact. The project sites are not designated as forestland or timberland, and there is no forestland or timberland adjacent to these sites. Therefore, no impact would occur.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. There are no forestlands on the project site or Prielipp-Yamas Drive Property, nor are there forestlands within the vicinity of these sites. Therefore, no impact would occur.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

Less Than Significant Impact. The project sites do not contain forest land or unique farmland. Development on these sites would not result in the conversion of farmland to nonagricultural uses or forest land to non-forest uses. As such, impacts would be less than significant.

8.2 CULTURAL RESOURCES

Would the project:

a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?

No Impact. The CEQA Guidelines § 15064.5 defines historic resources as resources listed or determined to be eligible for listing by the State Historical Resources Commission, a local register of historical resources, or the lead agency. A resource is considered "historically significant" if it meets one of the following criteria:

i) Is associated with events that have made a significant contribution to the broad patterns of

California's history and cultural heritage.

ii) Is associated with the lives of persons important in our past.

iii) Embodies the distinctive characteristics of a type, period, region or method of construction,

or represents the work of an important creative individual, or possesses high artistic values.

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

According to the Cultural Resources Report, three previous cultural resources studies found three prehistoric resources on the project site (LSA 2020). Additional research identified that there were never historic-period buildings or structures on the site. During a field survey, an additional previously undocumented resource was identified, however, the resource is considered an isolate because it lacks contextual integrity and significant data potential, and therefore, does not mee the threshold of potential historical resources under CEQA. Therefore, as no significant historical resources on the site, no impacts would occur. Prior to future development on the Prielipp-Yamas Drive Property, the preparation of a cultural resources report would be required to ensure there are no historical resources on the site. Therefore, no impact would occur.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

Less Than Significant Impact with Mitigation Incorporated. According to Cultural Resources Report, a previously undocumented prehistoric artifact was identified on the Wildomar Trail Town Center site. The artifact is considered an isolate, and therefore, the site is not considered an archaeological site and does not meet the CEQA threshold potential for historical resources. However, despite site disturbance of at least four decades, these findings indicate that the project site is sensitive for undocumented subsurface resources. Therefore, the implementation of TRI-1 would be required which would ensure archaeological monitoring during ground-disturbing activities in order to reduce impacts to less than significant. The proposed project's conditions of approval to improve the surrounding intersections would have a less than significant impact as these roadways have been previously disturbed. Moreover, future development on the Prielipp-Yamas Drive Property could potentially uncover archaeological resources during ground-disturbing activities. Therefore, the implementation of TRI-1 would reduce potential impacts to less than significant.

Mitigation Measures

- See Mitigation Measure TRI-1 in Section 5.12, *Tribal Cultural Resources.*

c) Disturb any human remains, including those interred outside of dedicated cemeteries?

Less Than Significant Impact with Mitigation Incorporated. The project site and the Prielipp-Yamas Drive Property are currently undeveloped and there is no evidence to suggest that these sites have been utilized in the past for human burials. In the unlikely event that human remains are discovered during grading or construction activities within these sites, compliance with State law (Health and Safety Code § 7050.5) (HSC § 7050.5) would be required. These requirements area imposed on any construction activity in which human remains are detected, and include the following provisions:

- There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:
  - The coroner of the County in which the remains are discovered must be contacted to determine that no investigation of the cause of death is required; and
  - If the coroner determines the remains to be Native American:
- The coroner shall contact the Native American Heritage Commission within 24 hours;
- The NAHC shall identify the person or persons it believes to be the most likely descended from the deceased Native American;
- The most likely descendant may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of which appropriate dignity the human remains and any associated grave goods as provided in Public Resources Code § 5097.98 (PRC § 5097.98); or
  - Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further and future subsurface disturbance pursuant to PRC § 5097.98(e).
    - The NAHC is unable to identify a most likely descendant.
    - The most likely descendant is identified by the NAHC, fails to make a recommendation within 48 hours of being granted access to the site; or
    - The landowner or his authorized representative reject the recommendation of the descendant, and mediation by the NAHC fails to provide measures acceptable to the landowner.

Therefore, impacts would be less than significant with the incorporation of mitigation.

Mitigation Measure

- See Mitigation Measures **TRI-7** and **TRI-8** in Section 5.12, *Tribal Cultural Resources.*

8.3 GEOLOGY AND SOILS

Would the project:

a) Directly or indirectly cause 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? Refer to Division of Mines and Geology Special Publication 42.

Less Than Significant Impact. The project sites are not within an Alquist-Priolo Earthquake Fault Zone, however, a Riverside County Fault Zone crosses the northeast corner of the Wildomar Trail Town

Center site. Based on the current site plan, no habitable structures are planned for this portion of the site. The Elsinore fault located approximately 0.6-mile west of the site is the nearest known active fault to the site. Based on the geotechnical report (Appendix 8-2), active or inactive faults do not cross the site, however, the risk for seismic activity consist of the potential for moderate to strong seismic shaking. The closest fault zone to the Prielipp-Yamas Drive Property is the Riverside County Fault approximately 2.7 miles northwest of the site; future development on the Property would prepare a geotechnical report to assess potential impacts to the site. Additionally, compliance with seismic design criteria contained in the California Building Code (CBC) would minimize impacts to both sites to the extent feasible. As these sites are located within a seismically active region, compliance with PPP HAZ-4 (see Section 5.6, *Hazards and Hazardous Materials*), which states that the project applicant shall incorporate all recommendations made in the geotechnical report, will be implemented which would reduce impacts to less than significant.

ii) Strong seismic ground shaking?

Less Than Significant Impact with Mitigation Incorporated. The project sites are located in the seismically active area of southern California and the risk for seismic activity consist of the potential for moderate to strong seismic shaking. Development on the project sites would be designed and constructed to resists the effects of seismic ground motions as outlined in the 2019 CBC. After the implementation of PPP HAZ-4, which states that the project applicant shall incorporate all recommendations made in the geotechnical report, impacts would be less than significant.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction refers to loose, saturated sand or gravel deposits that lose their load-supporting capability when subjected to intense shaking. During intense shaking, any structures on these sediments may float, sink, or tilt as if on water. Liquefaction potential varies based on three main factors: 1) cohesionless, granular soils with relatively low densities (usually of Holocene age); 2) shallow groundwater (less than 50 feet); and 3) moderate to high seismic ground shaking. Lateral spreading refers to lateral displacement of large, surficial blocks of soil as a result of pore-pressure buildup or liquefaction in a subsurface layer.

Due to the lack of a permanent, near-surface groundwater table and the dense to very dense nature of the Pauba Formation, liquefaction potential for the site is negligible and not a design consideration. However, seismically induced settlement may occur whether the potential for liquefaction exists or not. The total seismic dry settlement on the order of 1 ¼ inch and differential seismic settlement on the order of ¾ inch along 40 feet are anticipated to occur during seismic event. The geotechnical report for the future development on the Prielipp-Yamas Drive Property would identify the potential for liquefaction, and provide mitigation measures, if needed. Nonetheless, compliance with the 2019 CBC would ensure potential impacts are reduced to less than significant.

iv) Landslides?

No Impact. Susceptibility of slopes to landslides and other slope failures depends on several factors that are usually present in combinations—steep slopes, condition of rock and soil materials, presence of water, formational contacts, geologic shear zones, seismic activity, etc.

Due to the flat topography at the both the sites, these sites are not subject to landslides. Therefore, no impact would occur.

b) Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. Erosion is a normal and inevitable geologic process whereby earthen materials are loosened, worn away, decomposed, or dissolved, and removed from one place and transported to another. Precipitation, water, waves, and wind are all agents of erosion. Alluvium and the upper portion of the Pauba Formation in the building areas should be removed to expose competent, unweathered Pauba Formation; the geotechnical report estimates that at least 5 feet of the existing ground surface would require remedial excavation (Geocon 2020). Construction of the Wildomar Trail Town Center project, as well as construction of future development on the Prielipp-Yamas Drive Property, may result in soil erosion because grading and construction can loosen surface soils and make soils susceptible to the effects of wind and water movement across the surface. The City routinely requires the submittal of detailed erosion control plans with any grading plans. Additionally, construction activities would be subject to compliance with the 2019 CBC and would include best management practices (BMPs). BMPs may include but are not limited to covering the disturbed or stockpiled soil, use of a dust-inhibiting material, landscaping, use of straw and jute to slow and channelize stormwater runoff, hydroseeding, and grading in a pattern that slows stormwater flow and reduces the potential for erosion. Compliance with BMPs is required by the federal and state Clean Water acts.

Additionally, since the Wildomar Trail Town Center project and future development on the Prielipp-Property would require clearing, grading, or excavation that causes soil disturbance of one or more acres, it is subject to the provisions of the National Pollutant Discharge Elimination System (NPDES) State General Permit (Order No. R8-2010-0033). Furthermore, development would be required to comply with an approved SWPPP that 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 BMPs, including any additional site-specific and seasonal conditions. The State General Permit also requires that those implementing SWPPPs meet prerequisite qualifications that would demonstrate the skills, knowledge, and experience necessary to implement such plans. NPDES requirements would significantly reduce the potential for substantial erosion or topsoil loss to occur in association with new development. Additionally, as part of the approval process, prior to grading plan approval, the project applicant would 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 require new development or redevelopment projects to control stormwater runoff by implementing appropriate BMPs to prevent the deterioration of water quality. Compliance with the recommendations of the geotechnical report (PPP HAZ-4) would ensure impacts are reduced to less than significant.

As part of the approval process, prior to grading plan approval, the project applicant would be required to comply with Chapter 13.12, Stormwater and Drainage System Protection, of the Wildomar Municipal Code. Water quality features intended to reduce construction-related erosion impacts would be clearly denoted on the grading plans for implementation by the construction contractor. For a discussion on erosion and runoff impact post-construction, see Section 5.7, *Hydrology and Water Quality*.

Compliance with the CBC and the NPDES would minimize effects from erosion. Additionally, compliance with Wildomar Municipal Code Chapter 13.12 and NPDES requirements would result in less than significant impacts related to soil erosion. Therefore, impacts would be less than significant.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Less Than Significant Impact. Refer to Impacts 8.3(a)(iii) and (iv) for information on liquefaction and landslides. As the potential for liquefaction is low, the likelihood of lateral spreading, which is the lateral movement of gently to steeply sloping and saturated soils caused by earthquake-induced liquefaction, would also be low. Moreover, groundwater was not encountered during the field survey, therefore, the probability of subsidence or collapse are low. Soils on the site were tested for collapse and indicated that the soils were classified as having a slight to moderate degree of collapse; potentially collapsible soils underlying the site are typically removed and recompacted during remedial site grading. Prior to future development on the Prilepp-Yamas Drive Property, a geotechnical report would be prepared to identify the potential geological hazards onsite.

Implementation of the CBC and other related construction standards apply seismic requirements and address certain grading activities. The CBC includes common engineering practices requiring special design and construction methods that reduce or eliminate potential impacts related to unstable soils. Compliance with CBC regulations and the geotechnical report would ensure adequate design and construction of building foundations to resist soil movement. Impacts would be less than significant.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Less Than Significant Impact. According to the geotechnical report, the alluvium and Pauba Formation generally consist of silty or clayey sands with lesser amounts of sandy silts and sandy clays; the expansion potential for soils on the site are very low to low. Therefore, impacts would be less than significant. A geotechnical report would be prepared prior to future development on the Prielipp-Yamas Property to identify the soil expansion potential; recommendations and/or mitigation measures would be provided if soils are found to be expansive.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. Development on the project site and the Prielipp-Yamas Drive Property would be connected to existing wastewater facilities (sewer) owned and operated by the Elsinore Valley Municipal Water District, and septic tanks would not be used. Therefore, no impact would occur.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant Impact. Paleontological resources are fossilized remains of past life on earth such as bones, shells, leaves, tracks, burrows, and impressions. There are no unique geological features on the Wildomar Trail Town Center project site or the Prielipp-Yamas Drive Property and both sites are undeveloped. There is some possibility that fossils could be present in the site soils and therefore could be damaged by project grading and/or construction activities. In order to ensure impacts are reduced to less than significant, the implementation of PPP HAZ-5 (see Section 5.6, *Hazards and Hazardous Materials*), which outlines recommendations if fossils are found onsite, would be required.

8.4 MINERAL RESOURCES

Would the project:

a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?

No Impact. The City of Wildomar is designated as MRZ-3 in the Wildomar General Plan. The MRZ-3 zone includes areas where the available geologic information indicates that while mineral deposits are likely to exist, the significance of the deposit is undetermined. The General Plan Open Space-Mineral Resources (OS-MIN) land use designation allows mineral extraction and processing facilities, based on the applicable Surface Mining and Reclamation Act (SMARA) classification. Those land areas held in reserve for future mining activities are also designated OS-MIN. No areas within the City boundaries are designated as OS-MIN. In addition to local regulations, all projects are required to comply with applicable state and federal regulations. As a result, no impacts would occur.

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

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

8.5 PUBLIC SERVICES

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a) Fire protection?

Less Than Significant Impact. The Riverside County Fire Department (RCFD) provides fire protection and safety services for the City of Wildomar. RCFD Fire Station 61 is located at 32637 Gruwell Street, approximately 0.7-mile southwest of the project site, and 2.7 miles northwest of the Prielipp-Yamas Drive Property. RCFD Fire Station 61 would respond to calls for service from the sites. In addition to Fire Station 61, several other Riverside County and Murrieta Fire Department stations in the surrounding area would be able to provide fire protection services to these sites under mutual aid agreements if needed. A standard condition of approval for the projects in the City includes compliance with the requirements of the Riverside County Fire Department and the payment of standard City development impact fees, which include a fee for fire service impacts. Neither the proposed project nor future development on the Prielipp-Yamas Drive Property are expected to result in activities that create unusual fire protection needs. Refer to Section 5.14, *Wildfire*, for specific analysis related to fire hazards. As such, any impacts are considered less than significant.

b) Police protection?

Less Than Significant Impact. Police protection services are provided in Wildomar by the Riverside County Sheriff's Department (RCSD). The nearest sheriff's station is located at 333 Limited Street in Lake Elsinore, approximately 5.4 miles northwest of the project site and 7.63 miles northwest of the Prielipp-Yamas Drive Property. Traffic enforcement is provided in this area of Riverside County 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 Sheriff's Department strives to maintain a recommended servicing of 1.2 sworn law enforcement personnel for every 1,000 residents (Wildomar 2018). The proposed project is not anticipated to induce substantial growth in the area, but would serve the projected growth, and therefore would not be expected to substantially increase the demand for police protection services. Regardless, as a standard condition of approval for projects in the City, the project applicant is required to pay standard development impact fees, which include a fee for police service impacts to offset potential demand associated with development. Therefore, this impact is less than significant.

c) Schools?

Less Than Significant Impact. The project sites are in the Lake Elsinore Unified School District (LEUSD). The proposed project would not result in substantial population growth, but would accommodate growth that is projected for the City. 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, LEUSD prepares and provides a certificate 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 is less than significant.

d) Parks?

Less Than Significant Impact. The City of Wildomar owns and manages four public parks with a combined acreage of 14.72 acres: Marna O'Brien Park, Regency Heritage Park, Windsong Park, and Malaga Park. Additionally, the City is proposing to develop a new 27-acre park. The City requires 3 acres of neighborhood and community parkland per 1,000 residents. The proposed project would generate approximately 503 residents, and therefore, approximately 1.51 acres of parkland would be required to accommodate these residents. The proposed project would include 1.9 acres of common open and private open space for the residents onsite. Additionally, impacts as a result of future residents on the Prielipp-Yamas Drive Property would be analyzed at the time development is proposed. Nonetheless, project applicants are required to pay DIFs, and therefore, with the payment of these fees and taxes, impacts would be less than significant.

e) Other public facilities?

Less Than Significant Impact. Neither the Wildomar Trail Town Center project nor the Prielipp-Yamas Drive Property are anticipated to have a negative impact on other public facilities. The project would not induce population growth in the City, but rather, accommodate the City's projected growth, and therefore, would not result in the need for new or expanded public facilities. The project applicant would be required to pay any applicable impact fees. Therefore, impacts would be less than significant.

8.6 RECREATION

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated?

Less Than Significant Impact. See response to Impact 8.5(d), above. The Wildomar Trail Town Center project would require approximately 1.51 acres of parkland to be set aside in order to meet the City's requirement of 3 acres per 1,000 residents. The proposed project would provide 1.9 acres of common open and private open space which would reduce impacts to existing parks and recreational facilities. Moreover, impacts to existing parks and recreational facilities as a result of future development on the Prielipp-Yamas Drive property would be analyzed at the time development is proposed. Nonetheless, project applicants would be required to pay DIFs, and therefore, with the payment of these fees and taxes, impacts would be less than significant.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

Less Than Significant Impact. See response to Impact 8.6(a). Implementation of the proposed project would result in the provision of new recreational opportunities through the implementation of 1.9 acres of

common open and private open space on the site. The construction of amenities associated with recreational facilities within the project site are included as part of the project site's development. The construction or expansion of such areas would not result in an adverse physical effect on the environment beyond those analyzed for the overall development of the project in this DEIR. Impacts of future recreational facilities on the Prielipp-Yamas Drive Property would be included in the environmental analysis prepared for that site. Therefore, impacts would be less than significant.

8.7 REFERENCES

California Department of Conservation (CDC). 2020. California Important Farmland Finder. https://maps.conservation.ca.gov/dlrp/ciff/.

Geocon West, Inc. (Geocon) 2020, April 24. Geotechnical Investigation and Percolation Test Results. Appendix 8-2.

LSA. 2020, January. Cultural Resources Assessment – Baxter Town Center Project. Appendix 8-1.

Wildomar, City of. 2018. Biennial Operating Budget Fiscal Years 2017-18 & 2018-19. https://www.cityofwildomar.org/UserFiles/Servers/Server_9894739/File/Government/Departments/Finance/Budgets/Adopted%20Budget%20City%20of%20Wildomar%20web%202017-19.pdf

8. Impacts Found Not to Be Significant

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9. Organizations Consulted and Qualifications of Preparers

Native American Tribes

Pechanga Band of Mission Indians

Rincon Band of Luiseno Indians

Soboba Band of Mission Indians

Qualifications of Preparers

PLACEWORKS

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9. Organizations Consulted and Qualifications of Preparers

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State Clearinghouse No. 2020090408

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT FINAL ENVIRONMENTAL IMPACT REPORT (PA 20-0039)

City of Wildomar

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PLACEWORKS

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1. Introduction

1.1 INTRODUCTION

This Final Environmental Impact Report (Final EIR) has been prepared in accordance with the California Environmental Quality Act (CEQA) as amended (Public Resources Code §§ 21000 et seq.) and CEQA Guidelines (California Code of Regulations §§ 15000 et seq.).

According to the CEQA Guidelines, Section 15132, the Final EIR shall consist of:

(a) The Draft Environmental Impact Report (Draft EIR) or a revision of the Draft;

(b) Comments and recommendations received on the Draft EIR either verbatim or in summary;

(c) A list of persons, organizations, and public agencies comments on the Draft EIR;

(d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process; and

(e) Any other information added by the Lead Agency.

This document contains responses to comments received on the Draft EIR for the Wildomar Trail Town Center Mixed-Use Project during the public review period, which began May 12, 2021, and closed June 25, 2021. This document has been prepared in accordance with CEQA and the CEQA Guidelines and represents the independent judgement of the Lead Agency. This document and the circulated Draft EIR comprise the Final EIR, in accordance with CEQA Guidelines, Section 15132.

1.2 FORMAT OF THE FINAL EIR

This document is organized as follows:

Section 1, Introduction. This section describes CEQA requirements and content of this Final EIR.

Section 2, Response to Comments. This section provides a list of agencies and interested persons commenting on the Draft EIR; copies of comment letters received during the public review period, and individual responses to written comments. Individual comments for each letter have been numbered, and the letter is followed by responses with references to the corresponding comment number.

Section 3. Revisions to the Draft EIR. This section contains revisions to the Draft EIR text and figures as a result of the comments received by agencies and interested persons as described in Section 2, and/or errors and omissions discovered after release of the Draft EIR for public review.

1. Introduction

The responses to comments contain material and revisions that will be added to the text of the Final EIR. City of Wildomar staff has reviewed this material and determined that none of this material constitutes the type of significant new information that requires recirculation of the Draft EIR for further public comment under CEQA Guidelines Section 15088.5. None of this new material indicates that the project will result in a significant new environmental impact not previously disclosed in the Draft EIR. Additionally, none of this material indicates that there would be a substantial increase in the severity of a previously identified environmental impact that will not be mitigated, or that there would be any of the other circumstances requiring recirculation described in Section 15088.5.

1.3 CEQA REQUIREMENTS REGARDING COMMENTS AND RESPONSES

CEQA Guidelines Section 15204 (a) outlines parameters for submitting comments and reminds persons and public agencies that the focus of review and comment of Draft EIRs should be "on the sufficiency of the document in identifying and analyzing possible impacts on the environment and ways in which significant effects of the project might be avoided or mitigated. Comments are most helpful when they suggest additional specific alternatives or mitigation measures that would provide better ways to avoid or mitigate the significant environmental effects. At the same time, reviewers should be aware that the adequacy of an EIR is determined in terms of what is reasonably feasible. …CEQA does not require a lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commenters. When responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR."

CEQA Guidelines Section 15204 (c) further advises, "Reviewers should explain the basis for their comments, and should submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to Section 15064, an effect shall not be considered significant in the absence of substantial evidence." Section 15204 (d) also states, "Each responsible agency and trustee agency shall focus its comments on environmental information germane to that agency's statutory responsibility." Section 15204 (e) states, "This section shall not be used to restrict the ability of reviewers to comment on the general adequacy of a document or of the lead agency to reject comments not focused as recommended by this section."

In accordance with CEQA, Public Resources Code Section 21092.5, copies of the written responses to public agencies will be forwarded to those agencies at least 10 days prior to certifying the environmental impact report. The responses will be forwarded with copies of this Final EIR, as permitted by CEQA, and will conform to the legal standards established for response to comments on Draft EIRs.

2. Response to Comments

Section 15088 of the CEQA Guidelines requires the Lead Agency (City of Wildomar) to evaluate comments on environmental issues received from public agencies and interested parties who reviewed the Draft EIR and prepare written responses.

This section provides all written responses received on the Draft EIR and the City of Wildomar's responses to each comment.

Comment letters and specific comments are given letters and numbers for reference purposes. Where sections of the Draft EIR are excerpted in this document, the sections are shown indented. Changes to the Draft EIR text are shown in <u>underlined text</u> for additions and ~~strikeout~~ for deletions.

The following is a list of agencies and persons that submitted comments on the Draft EIR during the public review period.

Number Reference	Commenting Person/Agency	Date of Comment	Page No.
A	Riverside County Flood Control and Water Conservation District, Deborah De Chambeau, Engineering Project Manager	June 17, 2021	2-3
B	Rincon Band of Luiseño Indians, Cheryl Madrigal, Tribal Historic Preservation Officer, Cultural Resources Manager	June 18, 2021	2-11
C	Mitchell M. Tsai (on behalf of Southwest Regional Council of Carpenters)	June 24, 2021	2-15

2. Response to Comments

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LETTER A – Riverside County Flood Control and Water Conservation District, Deborah De Chambeau, Engineering Project Manager (4 pages)

JASON E. UHLEY
General Manager-Chief Engineer

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www.rcflood.org

RIVERSIDE COUNTY FLOOD CONTROL
AND WATER CONSERVATION DISTRICT

238714

June 17, 2021

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

Attention: Matthew Bassi

Re: PA 20-0039 and TTM 37494, Wildomar Trail Town Center Mixed Use Project
APNs 376-180-006 and 376-190-002

The Riverside County Flood Control and Water Conservation District (District) does not normally recommend conditions for land divisions or other land use cases in incorporated cities. The District also does not plan check City land use cases or provide State Division of Real Estate letters or other flood hazard reports for such cases. District comments/recommendations for such cases are normally limited to items of specific interest to the District including District Master Drainage Plan facilities, other regional flood control and drainage facilities which could be considered a logical component or extension of a master plan system, and District Area Drainage Plan fees (development mitigation fees). In addition, information of a general nature is provided.

The District's review is based on the above-referenced project transmittal, received May 20, 2021. The District **has not** reviewed the proposed project in detail, and the following comments do not in any way constitute or imply District approval or endorsement of the proposed project with respect to flood hazard, public health and safety, or any other such issue:

☒ This project would not be impacted by District Master Drainage Plan facilities, nor are other facilities of regional interest proposed.

☐ This project involves District proposed Master Drainage Plan facilities, namely, _____. The District will accept ownership of such facilities on written request of the City. Facilities must be constructed to District standards, and District plan check and inspection will be required for District acceptance. Plan check, inspection, and administrative fees will be required.

☐ This project proposes channels, storm drains 36 inches or larger in diameter, or other facilities that could be considered regional in nature and/or a logical extension of the adopted Wildomar Master Drainage Plan. The District would consider accepting ownership of such facilities on written request of the City. Facilities must be constructed to District standards, and District plan check and inspection will be required for District acceptance. Plan check, inspection, and administrative fees will be required.

A-1

2. Response to Comments

City of Wildomar -2- June 17, 2021
Re: PA 20-0039 and TTM 37494, Wildomar
Trail Town Center Mixed Use Project
APNs 376-180-006 and 376-190-002

238714

☒ This project is located within the limits of the District's Murrieta Creek-Wildomar Valley Area Drainage Plan for which drainage fees have been adopted. If the project is proposing to create additional impervious surface area, applicable fees should be paid by cashier's check or money order only to the Flood Control District or City prior to issuance of grading or building permits. Fees to be paid should be at the rate in effect at the time of issuance of the actual permit.

A-1

☐ An encroachment permit shall be obtained for any construction related activities occurring within District right of way or facilities, namely, _____. For further information, contact the District's Encroachment Permit Section at 951.955.1266.

CONT'D

☒ The District's previous comments are still valid (see attached letter dated 9/25/20).

GENERAL INFORMATION

This project may require a National Pollutant Discharge Elimination System (NPDES) permit from the State Water Resources Control Board. Clearance for grading, recordation, or other final approval should not be given until the City has determined that the project has been granted a permit or is shown to be exempt.

If this project involves a Federal Emergency Management Agency (FEMA) mapped floodplain, then the City should require the applicant to provide all studies, calculations, plans, and other information required to meet FEMA requirements, and should further require that the applicant obtain a Conditional Letter of Map Revision (CLOMR) prior to grading, recordation, or other final approval of the project and a Letter of Map Revision (LOMR) prior to occupancy.

A-2

If a natural watercourse or mapped floodplain is impacted by this project, the City should require the applicant to obtain a Section 1602 Agreement from the California Department of Fish and Wildlife and a Clean Water Act Section 404 Permit from the U.S. Army Corps of Engineers, or written correspondence from these agencies indicating the project is exempt from these requirements. A Clean Water Act Section 401 Water Quality Certification may be required from the local California Regional Water Quality Control Board prior to issuance of the Corps 404 permit.

Very truly yours,

Deborah de Chambeau

DEBORAH DE CHAMBEAU
Engineering Project Manager

Attachment

c: Riverside County Planning Department
Attn: Phayvanh Nanthavongdouangsy

SLJ:blm

JASON E. UHLEY
General Manager-Chief Engineer

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RIVERSIDE COUNTY FLOOD CONTROL
AND WATER CONSERVATION DISTRICT

233846

September 25, 2020

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

Attention: Matthew Bassi

Re: PA 20-0039, Baxter Town Center
APNs 376-180-006 and 376-190-002

The Riverside County Flood Control and Water Conservation District (District) does not normally recommend conditions for land divisions or other land use cases in incorporated cities. The District also does not plan check City land use cases, or provide State Division of Real Estate letters or other flood hazard reports for such cases. District comments/recommendations for such cases are normally limited to items of specific interest to the District including District Master Drainage Plan facilities, other regional flood control and drainage facilities which could be considered a logical component or extension of a master plan system, and District Area Drainage Plan fees (development mitigation fees). In addition, information of a general nature is provided.

The District's review is based on the above-referenced project transmittal, received June 16, 2020. The District **has not** reviewed the proposed project in detail, and the following comments do not in any way constitute or imply District approval or endorsement of the proposed project with respect to flood hazard, public health and safety, or any other such issue:

☒ This project would not be impacted by District Master Drainage Plan facilities, nor are other facilities of regional interest proposed.

☐ This project involves District proposed Master Drainage Plan facilities, namely, _____. The District will accept ownership of such facilities on written request of the City. Facilities must be constructed to District standards, and District plan check and inspection will be required for District acceptance. Plan check, inspection, and administrative fees will be required.

☐ This project proposes channels, storm drains 36 inches or larger in diameter, or other facilities that could be considered regional in nature and/or a logical extension of the adopted Wildomar Master Drainage Plan. The District would consider accepting ownership of such facilities on written request of the City. Facilities must be constructed to District standards, and District plan check and inspection will be required for District acceptance. Plan check, inspection, and administrative fees will be required.

☒ This project is located within the limits of the District's Murrieta Creek-Wildomar Valley Area Drainage Plan for which drainage fees have been adopted. If the project is proposing to create

A-3

2. Response to Comments

City of Wildomar -2- September 25, 2020
Re: PA 20-0039, Baxter Town Center
APNs 376-180-006 and 376-190-002

233846

additional impervious surface area, applicable fees should be paid by cashier's check or money order only to the Flood Control District or City prior to issuance of grading or building permits. Fees to be paid should be at the rate in effect at the time of issuance of the actual permit.

☐ An encroachment permit shall be obtained for any construction related activities occurring within District right of way or facilities, namely, _____. For further information, contact the District's Encroachment Permit Section at 951.955.1266.

☒ The District's previous comments are still valid (see attached letter dated 6/30/20).

GENERAL INFORMATION

This project may require a National Pollutant Discharge Elimination System (NPDES) permit from the State Water Resources Control Board. Clearance for grading, recordation, or other final approval should not be given until the City has determined that the project has been granted a permit or is shown to be exempt.

If this project involves a Federal Emergency Management Agency (FEMA) mapped floodplain, then the City should require the applicant to provide all studies, calculations, plans, and other information required to meet FEMA requirements, and should further require that the applicant obtain a Conditional Letter of Map Revision (CLOMR) prior to grading, recordation, or other final approval of the project and a Letter of Map Revision (LOMR) prior to occupancy.

A-3

CONT'D

If a natural watercourse or mapped floodplain is impacted by this project, the City should require the applicant to obtain a Section 1602 Agreement from the California Department of Fish and Wildlife and a Clean Water Act Section 404 Permit from the U.S. Army Corps of Engineers, or written correspondence from these agencies indicating the project is exempt from these requirements. A Clean Water Act Section 401 Water Quality Certification may be required from the local California Regional Water Quality Control Board prior to issuance of the Corps 404 permit.

Very truly yours,

Deborah de Chambeau

DEBORAH DE CHAMBEAU
Engineering Project Manager

c: Riverside County Planning Department
Attn: John Hildebrand

SLJ:blm

JASON E. UHLEY
General Manager-Chief Engineer

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RIVERSIDE COUNTY FLOOD CONTROL
AND WATER CONSERVATION DISTRICT

231943

June 30, 2020

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

Attention: Matthew Bassi

Re: PA 20-0039, Baxter Town Center
APNs 376-180-006 and 376-190-002

The Riverside County Flood Control and Water Conservation District (District) does not normally recommend conditions for land divisions or other land use cases in incorporated cities. The District also does not plan check City land use cases, or provide State Division of Real Estate letters or other flood hazard reports for such cases. District comments/recommendations for such cases are normally limited to items of specific interest to the District including District Master Drainage Plan facilities, other regional flood control and drainage facilities which could be considered a logical component or extension of a master plan system, and District Area Drainage Plan fees (development mitigation fees). In addition, information of a general nature is provided.

The District's review is based on the above-referenced project transmittal, received June 16, 2020. The District **has not** reviewed the proposed project in detail, and the following comments do not in any way constitute or imply District approval or endorsement of the proposed project with respect to flood hazard, public health and safety, or any other such issue:

☒ This project would not be impacted by District Master Drainage Plan facilities, nor are other facilities of regional interest proposed.

A-4

☐ This project involves District proposed Master Drainage Plan facilities, namely, _____. The District will accept ownership of such facilities on written request of the City. Facilities must be constructed to District standards, and District plan check and inspection will be required for District acceptance. Plan check, inspection, and administrative fees will be required.

☐ This project proposes channels, storm drains 36 inches or larger in diameter, or other facilities that could be considered regional in nature and/or a logical extension of the adopted Wildomar Master Drainage Plan. The District would consider accepting ownership of such facilities on written request of the City. Facilities must be constructed to District standards, and District plan check and inspection will be required for District acceptance. Plan check, inspection, and administrative fees will be required.

☒ This project is located within the limits of the District's Murrieta Creek-Wildomar Valley Area Drainage Plan for which drainage fees have been adopted. If the project is proposing to create additional impervious surface area, applicable fees should be paid by cashier's check or money order only to the Flood Control District or City prior to issuance of grading or building permits. Fees to be paid should be at the rate in effect at the time of issuance of the actual permit.

2. Response to Comments

City of Wildomar -2- June 30, 2020
Re: PA 20-0039, Baxter Town Center
APNs 376-180-006 and 376-190-002
231943

☐ An encroachment permit shall be obtained for any construction related activities occurring within District right of way or facilities, namely, _____. For further information, contact the District's Encroachment Permit Section at 951.955.1266.

☐ The District's previous comments are still valid.

GENERAL INFORMATION

This project may require a National Pollutant Discharge Elimination System (NPDES) permit from the State Water Resources Control Board. Clearance for grading, recordation, or other final approval should not be given until the City has determined that the project has been granted a permit or is shown to be exempt.

If this project involves a Federal Emergency Management Agency (FEMA) mapped floodplain, then the City should require the applicant to provide all studies, calculations, plans, and other information required to meet FEMA requirements, and should further require that the applicant obtain a Conditional Letter of Map Revision (CLOMR) prior to grading, recordation, or other final approval of the project and a Letter of Map Revision (LOMR) prior to occupancy.

A-4

CONT'D

If a natural watercourse or mapped floodplain is impacted by this project, the City should require the applicant to obtain a Section 1602 Agreement from the California Department of Fish and Wildlife and a Clean Water Act Section 404 Permit from the U.S. Army Corps of Engineers, or written correspondence from these agencies indicating the project is exempt from these requirements. A Clean Water Act Section 401 Water Quality Certification may be required from the local California Regional Water Quality Control Board prior to issuance of the Corps 404 permit.

Very truly yours,

Deborah de Chambeau

DEBORAH DE CHAMBEAU
Engineering Project Manager

c: Riverside County Planning Department
Attn: John Hildebrand

SLJ:mcv

A. Response to Comments from Riverside County Flood Control and Water Conservation District, Deborah De Chambeau, Engineering Project Manager, dated June 17, 2021.

A-1 The commenter states that the proposed project would not be impacted by District Master Drainage Plan facilities nor are other facilities of regional interest proposed. The commenter states that the project site is within the Murrieta-Creek Wildomar Valley Area Drainage Plan for which drainage fees have been adopted. The commenter states that their previous comments from September 25, 2020 are still valid.

Payment of Flood Control fees is required by Section 16.32.040 of the Wildomar Municipal Code. The City understands that any work in either City or Flood Control jurisdiction will require an encroachment permit. The comments do not describe any inadequacies in the CEQA analysis. No further response is warranted.

A-2 The commenter states that the proposed project may require a National Pollutant Discharge Elimination System (NPDES) permit from the State Water Resources Control Board, and that if the proposed project involves a Federal Emergency Management Agency (FEMA) mapped floodplain, then the City should require the applicant to provide all studies, calculations, and other information required to meet FEMA requirements. The commenter also states that if a natural watercourse or mapped floodplain is impacted by this project, the City should require the applicant to obtain a Section 1602 Agreement from the California Department of Fish and Wildlife and a Clean Water Act Section 404 Permit from the U.S. Army Corps of Engineers.

As the proposed project involves clearing, grading, or excavation that causes soil disturbance of one or more acres, it is subject to the provisions of the NPDES. The project site is not within a FEMA mapped floodplain; the project site is within Zone X, indicating minimal risk of flooding, and therefore, the proposed project is not required to submit documentation to meet the FEMA mapped floodplain requirements. The project applicant would prepare a Stormwater Pollution Prevention Plan (SWPPP) and would implement best management practices (BMPs) to ensure that impacts to natural watercourses or mapped floodplains are minimized. The proposed project would result in the loss of riparian/riverine areas, and Mitigation Measure BIO-5 of the DEIR would require the developer to compensate impacts to riparian/riverine areas by providing a 2:1 ration of offsite land which would reduce impacts to less than significant. The comments do not describe any inadequacies in the CEQA analysis. No further response is warranted.

A-3 The commenter attached a letter dated September 25, 2020 which provided the same information as that included in the letter dated June 17, 2021. The commenter states that their comments from the June 30, 2020, letter are still valid.

See response to Comment A-1 and A-2. The commenter did not attach the letter dated June 30, 2020; however, this letter was most in response to the first distribution package

for the proposed project which was sent out on June 16, 2021. The June 30, 2020, letter is included in this FEIR (see A-4).

A-4 The June 30, 2020, letter is attached which states the District has not reviewed the proposed project in detail but indicated that the proposed project would not be impacted by the District Master Drainage Plan facilities and that the project site is located within the limits of the District's Murrieta Creek-Wildomar Valley Area Drainage Plan for which fees have been adopted.

See response to Comment A-3.

LETTER B – Rincon Band of Luiseño Indians, Cheryl Madrigal, Tribal Historic Preservation Officer, Cultural Resources Manager (1 page)

Rincon Band of Luiseño Indians
CULTURAL RESOURCES DEPARTMENT
One Government Center Lane | Valley Center | CA 92082
(760) 749-1092 | Fax: (760) 749-8901 | rincon-nsn.gov

June 18, 2021

Sent via email: mbassi@cityofwildomar.org
City of Wildomar
Matthew Bassi
23873 Clinton Keith Road, Ste 201
Wildomar, CA 92595

Re: Wildomar Trail Town Center Mixed-Use Project (PA 20-0039)

Dear Mr. Bassi,

This letter is written on behalf of the Rincon Band of Luiseño Indians ("Rincon Band" or "Band"), a federally recognized Indian Tribe and sovereign government. Thank you for providing us with the Notice of Availability of a Draft Environmental Impact Report (DEIR) for the above referenced project. The identified location is within the Territory of the Luiseño people, and is also within Rincon's specific area of Historic interest.

The Band has reviewed the provided documents and we are in agreement with the measures which include archaeological and Luiseño tribal monitoring, a monitoring report, and protocols for discovery of cultural material and human remains. We understand that other Tribes potentially have knowledge particular to this project site and may request additional measures. Please note that the Rincon Band supports all efforts to completely avoid cultural resources as preferred mitigation. B-1

We do request that the Rincon Band be notified of any changes in project plans. In addition, we request a copy of the final monitoring report, when available. If you have additional questions or concerns, please do not hesitate to contact our office at your convenience at (760) 749 1092 or via electronic mail at cmadrigal@rincon-nsn.gov.

Thank you for the opportunity to protect and preserve our cultural assets.

Sincerely,

Cheryl Madrigal
Tribal Historic Preservation Officer
Cultural Resources Manager

Bo Mazzetti, Chairman | Tishmall Turner, Vice Chair | Laurie E. Gonzalez, Council Member | John Constantino, Council Member | Joseph Linton, Council Member

2. Response to Comments

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B. Response to Comments from Rincon Band of Luiseño Indians, Cheryl Madrigal, Tribal Historic Preservation Officer, Cultural Resources Manager, dated June 18, 2021.

B-1 The commenter states that the Rincon Band of Luiseño Indians have reviewed the document and asks that the tribe be notified if the project plans change and request a copy of the final mitigation monitoring and reporting program.

The City thanks the Tribe for their response and will inform the tribe of any project changes.

2. Response to Comments

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LETTER C – Mitchell M. Tsai (on behalf of Southwest Regional Council of Carpenters) (542 pages)

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F: (626) 389-5414
E: info@mitchtsailaw.com

Mitchell M. Tsai
Attorney At Law

155 South El Molino Avenue
Suite 104
Pasadena, California 91101

VIA E-MAIL

June 24, 2021

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

RE: Wildomar Trail Town Center Mixed-Use Project

Dear Mr. Bassi,

On behalf of the Southwest Regional Council of Carpenters ("**Commenter**" or "**Southwest Carpenters**"), my Office is submitting these comments on the City of Wildomar's ("**City**" or "**Lead Agency**") Draft Environmental Impact Report ("**DEIR**") (SCH No. 2020090232) for the Wildomar Trail Town Center Mixed-Use project ("**Project**"). The Project would allow for the development of 41,609 square feet of commercial retail space, 72,000 square feet of professional office, and 152 residential units, with full on-site/off-site improvements. The Project's retail area would include a market, restaurant, shops, gas station/mini-mart, and car wash.

The Southwest Carpenters is a labor union representing more than 50,000 union carpenters in six states and has a strong interest in well ordered land use planning and addressing the environmental impacts of development projects. C-1

Individual members of the Southwest Carpenters live, work and recreate in the City and surrounding communities and would be directly affected by the Project's environmental impacts.

Commenters expressly reserves the right to supplement these comments at or prior to hearings on the Project, and at any later hearings and proceedings related to this Project. Cal. Gov. Code § 65009(b); Cal. Pub. Res. Code § 21177(a); *Bakersfield Citizens for Local Control v. Bakersfield* (2004) 124 Cal. App. 4th 1184, 1199-1203; see *Galante Vineyards v. Monterey Water Dist.* (1997) 60 Cal. App. 4th 1109, 1121.

2. Response to Comments

Commenters incorporates by reference all comments raising issues regarding the EIR submitted prior to certification of the EIR for the Project. *Citizens for Clean Energy v City of Woodland* (2014) 225 Cal. App. 4th 173, 191 (finding that any party who has objected to the Project's environmental documentation may assert any issue timely raised by other parties).

Moreover, Commenter requests that the Lead Agency provide notice for any and all notices referring or related to the Project issued under the California Environmental Quality Act ("**CEQA**"), Cal Public Resources Code ("**PRC**") § 21000 *et seq*, and the California Planning and Zoning Law ("**Planning and Zoning Law**"), Cal. Gov't Code §§ 65000–65010. California Public Resources Code Sections 21092.2, and 21167(f) and Government Code Section 65092 require agencies to mail such notices to any person who has filed a written request for them with the clerk of the agency's governing body. C-1 CONT'D

The City should require the Applicant provide additional community benefits such as requiring local hire and use of a skilled and trained workforce to build the Project. The City should require the use of workers who have graduated from a Joint Labor Management apprenticeship training program approved by the State of California, or have at least as many hours of on-the-job experience in the applicable craft which would be required to graduate from such a state approved apprenticeship training program or who are registered apprentices in an apprenticeship training program approved by the State of California. C-2

Community benefits such as local hire and skilled and trained workforce requirements can also be helpful to reduce environmental impacts and improve the positive economic impact of the Project. Local hire provisions requiring that a certain percentage of workers reside within 10 miles or less of the Project Site can reduce the length of vendor trips, reduce greenhouse gas emissions and providing localized economic benefits. Local hire provisions requiring that a certain percentage of workers reside within 10 miles or less of the Project Site can reduce the length of vendor trips, reduce greenhouse gas emissions and providing localized economic benefits. As environmental consultants Matt Hagemann and Paul E. Rosenfeld note: C-3

> [A]ny local hire requirement that results in a decreased worker trip length from the default value has the potential to result in a reduction of construction-related GHG emissions, though the significance of the

C-3

reduction would vary based on the location and urbanization level of the project site.

CONT'D

March 8, 2021 SWAPE Letter to Mitchell M. Tsai re Local Hire Requirements and Considerations for Greenhouse Gas Modeling.

Skilled and trained workforce requirements promote the development of skilled trades that yield sustainable economic development. As the California Workforce Development Board and the UC Berkeley Center for Labor Research and Education concluded:

> . . . labor should be considered an investment rather than a cost – and investments in growing, diversifying, and upskilling California's workforce can positively affect returns on climate mitigation efforts. In other words, well trained workers are key to delivering emissions reductions and moving California closer to its climate targets.[1]

Recently, on May 7, 2021, the South Coast Air Quality Management District found that that the "[u]se of a local state-certified apprenticeship program or a skilled and trained workforce with a local hire component" can result in air pollutant reductions.[2]

C-4

Cities are increasingly adopting local skilled and trained workforce policies and requirements into general plans and municipal codes. For example, the City of Hayward 2040 General Plan requires the City to "promote local hiring . . . to help achieve a more positive jobs-housing balance, and reduce regional commuting, gas consumption, and greenhouse gas emissions."[3]

In fact, the City of Hayward has gone as far as to adopt a Skilled Labor Force policy into its Downtown Specific Plan and municipal code, requiring developments in its Downtown area to requiring that the City "[c]ontribute to the stabilization of regional

[1] California Workforce Development Board (2020) Putting California on the High Road: A Jobs and Climate Action Plan for 2030 at p. ii, *available at* https://laborcenter.berkeley.edu/wp-content/uploads/2020/09/Putting-California-on-the-High-Road.pdf

[2] South Coast Air Quality Management District (May 7, 2021) Certify Final Environmental Assessment and Adopt Proposed Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions Program, and Proposed Rule 316 – Fees for Rule 2305, Submit Rule 2305 for Inclusion Into the SIP, and Approve Supporting Budget Actions, *available at* http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2021/2021-May7-027.pdf?sfvrsn=10

[3] City of Hayward (2014) Hayward 2040 General Plan Policy Document at p. 3-99, *available at* https://www.hayward-ca.gov/sites/default/files/documents/General_Plan_FINAL.pdf.

2. Response to Comments

construction markets by spurring applicants of housing and nonresidential developments to require contractors to utilize apprentices from state-approved, joint labor-management training programs, . . .”[4] In addition, the City of Hayward requires all projects 30,000 square feet or larger to “utilize apprentices from state-approved, joint labor-management training programs.”[5]

C-4

CONT'D

Locating jobs closer to residential areas can have significant environmental benefits. As the California Planning Roundtable noted in 2008:

> People who live and work in the same jurisdiction would be more likely to take transit, walk, or bicycle to work than residents of less balanced communities and their vehicle trips would be shorter. Benefits would include potential reductions in both vehicle miles traveled and vehicle hours traveled.[6]

In addition, local hire mandates as well as skill training are critical facets of a strategy to reduce vehicle miles traveled. As planning experts Robert Cervero and Michael Duncan noted, simply placing jobs near housing stock is insufficient to achieve VMT reductions since the skill requirements of available local jobs must be matched to those held by local residents.[7] Some municipalities have tied local hire and skilled and trained workforce policies to local development permits to address transportation issues. As Cervero and Duncan note:

C-5

> In nearly built-out Berkeley, CA, the approach to balancing jobs and housing is to create local jobs rather than to develop new housing.” The city’s First Source program encourages businesses to hire local residents, especially for entry- and intermediate-level jobs, and sponsors vocational training to ensure residents are employment-ready. While the program is

[4] City of Hayward (2019) Hayward Downtown Specific Plan at p. 5-24, *available at* https://www.hayward-ca.gov/sites/default/files/Hayward%20Downtown%20Specific%20Plan.pdf.

[5] City of Hayward Municipal Code, Chapter 10, § 28.5.3.020(C).

[6] California Planning Roundtable (2008) Deconstructing Jobs-Housing Balance at p. 6, *available at* https://cproundtable.org/static/media/uploads/publications/cpr-jobs-housing.pdf

[7] Cervero, Robert and Duncan, Michael (2006) Which Reduces Vehicle Travel More: Jobs-Housing Balance or Retail-Housing Mixing? Journal of the American Planning Association 72 (4), 475-490, 482, *available at* http://reconnectingamerica.org/assets/Uploads/UTCT-825.pdf.

> voluntary, some 300 businesses have used it to date, placing more than 3,000 city residents in local jobs since it was launched in 1986. When needed, these carrots are matched by sticks, since the city is not shy about negotiating corporate participation in First Source as a condition of approval for development permits.

C-5 CONT'D

The City should consider utilizing skilled and trained workforce policies and requirements to benefit the local area economically and mitigate greenhouse gas, air quality and transportation impacts.

C-6

The City should also require the Project to be built to standards exceeding the current 2019 California Green Building Code to mitigate the Project's environmental impacts and to advance progress towards the State of California's environmental goals.

C-7

I. EXPERTS

This appeal includes comments from hazards, air quality, and greenhouse gas experts Matt Hagemann, P.G., C.Hg. and Paul Rosenfeld, Ph.D. concerning the Project. Their comments, attachments, and Curriculum Vitae ("CV") are attached hereto and are incorporated herein by reference.

Matt Hagemann, P.G., C.Hg. ("Mr. Hagemann") has over 30 years of experience in environmental policy, contaminant assessment and remediation, stormwater compliance, and CEQA review. He spent nine years with the U.S. EPA in the Resource Conservation and Recovery Act (RCRA) and Superfund programs and served as EPA's Senior Science Policy Advisor in the Western Regional Office where he identified emerging threats to groundwater from perchlorate and MTBE. While with EPA, Mr. Hagemann also served as Senior Hydrogeologist in the oversight of the assessment of seven major military facilities undergoing base closer. He led numerous enforcement actions under provisions of the RCRA and directed efforts to improve hydrogeologic characterization and water quality monitoring.

C-8

For the past 15 years, Mr. Hagemann has worked as a founding partner with SWAPE (Soil/Water/Air Protection Enterprise). At SWAPE, Mr. Hagemann has developed extensive client relationships and has managed complex projects that include consultation as an expert witness and a regulatory specialist, and a manager of projects ranging from industrial stormwater compliance to CEQA review of impacts from hazardous waste, air quality, and greenhouse gas emissions.

2. Response to Comments

Mr. Hagemann has a Bachelor of Arts degree in geology from Humboldt State University in California and a Masters in Science degree from California State University Los Angeles in California.

Paul Rosenfeld, Ph.D. ("Dr. Rosenfeld") is a principal environmental chemist at SWAPE. Dr. Rosenfeld has over 25 years' experience conducting environmental investigations and risk assessments for evaluating impacts on human health, property, and ecological receptors. His expertise focuses on the fate and transport of environmental contaminants, human health risks, exposure assessment, and ecological restoration. Dr. Rosenfeld has evaluated and modeled emissions from unconventional oil drilling operations, oil spills, landfills, boilers and incinerators, process stacks, storage tanks, confined animal feeding operations, and many other industrial and agricultural sources. His project experience ranges from monitoring and modeling of pollution sources to evaluating impacts of pollution on workers at industrial facilities and residents in surrounding communities.

Dr. Rosenfeld has investigated and designed remediation programs and risk assessments for contaminated sites containing lead, heavy metals, mold, bacteria, particular matter, petroleum hydrocarbons, chlorinated solvents, pesticides, radioactive waste, dioxins and furans, semi- and volatile organic compounds, PCBs, PAHs, perchlorate, asbestos, per- and poly-fluoroalkyl substances (PFOA/PFOS), unusual polymers, fuel oxygenates (MTBE), among other pollutants, Dr. Rosenfeld also has experience evaluating greenhouse gas emissions from various projects and is an expert on the assessment of odors from industrial and agricultural sites, as well as the evaluation of odor nuisance impacts and technologies for abatement of odorous emissions. As a principal scientist at SWAPE, Dr. Rosenfeld directs air dispersion modeling and exposure assessments. He has served as an expert witness and testified about pollution sources causing nuisance and/or personal injury at dozens of sites and has testified as an expert witness on more than ten cases involving exposure to air contaminants from industrial sources.

C-8

CONT'D

Dr. Rosenfeld has a Ph.D. in soil chemistry from the University of Washington, M.S. in environmental science from U.C. Berkeley, and B.A. in environmental studies from U.C. Santa Barbara.

II. THE PROJECT WOULD BE APPROVED IN VIOLATION OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

A. Background Concerning the California Environmental Quality Act

CEQA has two basic purposes. First, CEQA is designed to inform decision makers and the public about the potential, significant environmental effects of a project. 14 California Code of Regulations ("**CCR**" or "**CEQA Guidelines**") § 15002(a)(1).[8] "Its purpose is to inform the public and its responsible officials of the environmental consequences of their decisions *before* they are made. Thus, the EIR 'protects not only the environment but also informed self-government.' [Citation.]" *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal. 3d 553, 564. The EIR has been described as "an environmental 'alarm bell' whose purpose it is to alert the public and its responsible officials to environmental changes before they have reached ecological points of no return." *Berkeley Keep Jets Over the Bay v. Bd. of Port Comm'rs.* (2001) 91 Cal. App. 4th 1344, 1354 (*"Berkeley Jets"); County of Inyo v. Yorty* (1973) 32 Cal. App. 3d 795, 810. C-9

Second, CEQA directs public agencies to avoid or reduce environmental damage when possible by requiring alternatives or mitigation measures. CEQA Guidelines § 15002(a)(2) and (3). *See also, Berkeley Jets,* 91 Cal. App. 4th 1344, 1354; *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal. 3d 553; *Laurel Heights Improvement Ass'n v. Regents of the University of California* (1988) 47 Cal. 3d 376, 400. The EIR serves to provide public agencies and the public in general with information about the effect that a proposed project is likely to have on the environment and to "identify ways that environmental damage can be avoided or significantly reduced." CEQA Guidelines § 15002(a)(2). If the project has a significant effect on the environment, the agency may approve the project only upon finding that it has "eliminated or substantially lessened all significant effects on the environment where feasible" and that any unavoidable significant effects on the environment are "acceptable due to overriding concerns" specified in CEQA section 21081. CEQA Guidelines § 15092(b)(2)(A–B).

[8] The CEQA Guidelines, codified in Title 14 of the California Code of Regulations, section 15000 *et seq*, are regulatory guidelines promulgated by the state Natural Resources Agency for the implementation of CEQA. (Cal. Pub. Res. Code § 21083.) The CEQA Guidelines are given "great weight in interpreting CEQA except when . . . clearly unauthorized or erroneous." *Center for Biological Diversity v. Department of Fish & Wildlife* (2015) 62 Cal. 4th 204, 217.

While the courts review an EIR using an "abuse of discretion" standard, "the reviewing court is not to 'uncritically rely on every study or analysis presented by a project proponent in support of its position.' A 'clearly inadequate or unsupported study is entitled to no judicial deference.'" *Berkeley Jets*, 91 Cal. App. 4th 1344, 1355 (emphasis added) (quoting *Laurel Heights,* 47 Cal. 3d at 391, 409 fn. 12). Drawing this line and determining whether the EIR complies with CEQA's information disclosure requirements presents a question of law subject to independent review by the courts. *Sierra Club v. Cnty. of Fresno* (2018) 6 Cal. 5th 502, 515; *Madera Oversight Coalition, Inc. v. County of Madera* (2011) 199 Cal. App. 4th 48, 102, 131. As the court stated in *Berkeley Jets*, 91 Cal. App. 4th at 1355:

> A prejudicial abuse of discretion occurs "if the failure to include relevant information precludes informed decision-making and informed public participation, thereby thwarting the statutory goals of the EIR process.

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CONT'D

The preparation and circulation of an EIR is more than a set of technical hurdles for agencies and developers to overcome. The EIR's function is to ensure that government officials who decide to build or approve a project do so with a full understanding of the environmental consequences and, equally important, that the public is assured those consequences have been considered. For the EIR to serve these goals it must present information so that the foreseeable impacts of pursuing the project can be understood and weighed, and the public must be given an adequate opportunity to comment on that presentation before the decision to go forward is made. *Communities for a Better Environment v. Richmond* (2010) 184 Cal. App. 4th 70, 80 (quoting *Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova* (2007) 40 Cal. 4th 412, 449–450).

B. <u>CEQA Requires Revision and Recirculation of an Environmental Impact Report When Substantial Changes or New Information Comes to Light</u>

Section 21092.1 of the California Public Resources Code requires that "[w]hen significant new information is added to an environmental impact report after notice has been given pursuant to Section 21092 … but prior to certification, the public agency shall give notice again pursuant to Section 21092, and consult again pursuant to Sections 21104 and 21153 before certifying the environmental impact report" in order to give the public a chance to review and comment upon the information. CEQA Guidelines § 15088.5.

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Significant new information includes "changes in the project or environmental setting as well as additional data or other information" that "deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative)." CEQA Guidelines § 15088.5(a). Examples of significant new information requiring recirculation include "new significant environmental impacts from the project or from a new mitigation measure," "substantial increase in the severity of an environmental impact," "feasible project alternative or mitigation measure considerably different from others previously analyzed" as well as when "the draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded." *Id.*

An agency has an obligation to recirculate an environmental impact report for public notice and comment due to "significant new information" regardless of whether the agency opts to include it in a project's environmental impact report. *Cadiz Land Co. v. Rail Cycle* (2000) 83 Cal. App. 4th 74, 95 [finding that in light of a new expert report disclosing potentially significant impacts to groundwater supply "the EIR should have been revised and recirculated for purposes of informing the public and governmental agencies of the volume of groundwater at risk and to allow the public and governmental agencies to respond to such information."]. If significant new information was brought to the attention of an agency prior to certification, an agency is required to revise and recirculate that information as part of the environmental impact report.

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The information and issues raise to the City through this letter constitute significant new information. That information, along with the substantive changes to the DEIR required to address the issues raised herein, obligate the City to substantively revise and recirculate the DEIR for a new public notice and comment period.

C. The DEIR Fails to Sufficiently Disclose, Analyze, and Mitigate the Project's Air Quality, Health Risk, and Greenhouse Gas Impacts

Attached hereto and incorporated herein is a letter from air quality and greenhouse gas experts Dr. Rosenfeld and Mr. Hagemann of SWAPE, dated June 21, 2021 (Exhibit D), which provides detailed technical comments concerning the Project's air quality, health risk, and greenhouse gas impacts and the sufficiency of the DEIR's assessment of those impacts.

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In that letter, SWAPE notes the DEIR's air quality analysis reflects the results of flawed and incomplete modeling of the Project's emissions. Specifically, unsubstantiated modeling inputs and inputs inconsistent with the Project as described in the DEIR result in modeling outputs that underestimate the Project's emissions. According to SWAPE's modeling and analysis of the Project's emissions, the Project would result in significantly more emissions that reported in the DEIR, those emissions would exceed applicable emission thresholds set by the South Coast Air Quality Management District, and, therefore, the Project would result in a potentially significant air quality impacts not identified or addressed in the DEIR.

Similarly, SWAPE found the DEIR fails to properly model greenhouse gas emission or meaningfully consider feasible mitigation measures to offset the Project's greenhouse gas emissions.

Finally, SWAPE details why the DEIR's consideration of the Project's potential health risk impacts are incomplete and its conclusion that the Project would result in less than significant health risk impacts is not adequately supported by the evidence. In fact, SWAPE's screening-level health risk analysis shows the Project may in fact pose a significant health risk to nearby sensitive receptors.

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CONT'D

In total, Dr. Rosenfeld and Mr. Hagemann conclude:

> The DEIR fails to adequately evaluate the Project's air quality, health risk, and greenhouse gas impacts. As a result, emissions and health risk impacts associated with construction and operation of the proposed Project are underestimated and inadequately addressed. An updated EIR should be prepared to adequately assess and mitigate the potential air quality, health risk, and greenhouse gas impacts that the project may have on the surrounding environment.

Exhibit D at p. 1.

The City must address these issues by updating its emission modeling for the Project and update the DEIR's analysis. Failure to do so would deprive the public and decisionmakers of a full understanding of the Project's impacts and the need for alternatives and mitigation measures to address those impacts.

D. The DEIR Impermissibly Defers Consultation with Regulatory Agencies and Consideration of Alternatives to Avoid Impacts to Jurisdictional Waters

An EIR cannot defer parts of the requisite environmental impacts and alternatives analysis for a project to other agencies with discretion over those parts of the project. See *Banning Ranch Conservancy v. City of Newport Beach* (2017) 2 Cal.5th 918, 935. CEQA Guidelines section 15124(d)(1)(C) directs that "[t]o the fullest extent possible, the lead agency should integrate CEQA review with these related environmental review and consultation requirements." This integration, along with coordination between a lead agency and a permitting agency, "serves the laudable purpose of minimizing the chance the City will approve the Project, only to have later permits for the Project denied...." *California Native Plant Society v. City of Rancho Cordova* (2009) 172 Cal.App.4th 603, 641.

The DEIR fails to fulfill the City's obligation under CEQA to adequately consider alternatives to impacting jurisdictional waters on the Project Site, impermissibly deferring both full consideration relevant regulatory programs and coordination with state and federal regulatory agencies responsible for permitting impacts to jurisdictional waters.

The Project Site (excluding the offsite upzone area) contains approximately 0.72-acres of jurisdictional waters as defined by the Multiple Species Habitat Conservation Plan (MSHCP). Of that, 0.34 acres are presumed to be waters of the United States subject to the U.S. Army Corps of Engineers' (Corps) Clean Water Act (CWA) section 404 permitting jurisdiction. *See* 33 Code of Federal Regulations (CFR) § 323. These jurisdictional resources are afforded special projection under both federal and state law and, as the DEIR correctly indicates, impacts to them are subject to particular consulting and permitting requirements. Of particular importance is the CWA's emphasis on complete avoidance of impacts to jurisdictional waters and its requirement that "no discharge of dredged or fill material shall be permitted if there is a practicable alternative to the proposed discharge which would have less adverse impact on the aquatic ecosystem, so long as the alternative does not have other significant adverse environmental consequences." 40 CFR § 230.10(a). C-12

By failing to sufficiently integrate consideration of the Corps' CWA regulatory program into the DEIR and deferring coordination with the Corps and other regulatory bodies until a later date, the DEIR lacks critical information about the Project's impacts to jurisdictional waters and forecloses full consideration of

alternatives that would allow for avoidance and minimization of those impacts. The DEIR's current consideration of alternatives to avoid and minimize impacts to jurisdictional waters is pithy and fails to reflect the robust analysis required by the CWA. The DEIR quickly concludes the Project's impacts to jurisdictional waters cannot be avoided or minimized and therefore must be mitigated. That conclusion is premature and not supported by substantial evidence.

The City must not defer consideration of permitting obligations for anticipated impacts to jurisdictional waters. It must integrate consideration of those obligations into the DEIR and proffer the requisite analyses for those regulatory programs in the DEIR itself. The City should not certify the EIR for this Project until and unless the Corps and other regulatory agencies have been consulted and the EIR's alternatives analysis and mitigation requirements deemed sufficient to fulfill all applicability regulatory program requirements. Failure to coordinate CEQA and the regulatory agencies' reviews would deprive the public of vital information about the Project's impacts and potentially foreclose consideration of Project alternatives that could minimize those impacts. C-12 CONT'D

E. The DEIR Fails to Reflect the City's Consultation Efforts and Obligations

CEQA requires all EIRs contain certain contents. *See* CEQA Guidelines §§ 15122 – 15131. CEQA expressly requires an EIR "identify all federal, state, or local agencies, other organizations, and private individuals consulted in preparing the draft EIR, and the persons, firm, or agency preparing the draft EIR, by contract or other authorization." CEQA Guidelines § 15129. This information is critical to demonstrating a lead agency fulfilled its obligation to "consult with, and obtain comments from, each responsible agency, trustee agency, any public agency that has jurisdiction by law with respect to the project, and any city or county that borders on a city or county within which the project is located …." PRC § 21104(a). C-13

Failure to provide sufficient information concerning the lead agency's consultation efforts could undermine the legal sufficiency of an EIR. Courts determine *de novo* whether a CEQA environmental document sufficiently discloses information required by CEQA as "noncompliance with the information disclosure provisions" of CEQA is a failure to proceed in a manner required by law. PRC § 21005(a); *see also Sierra Club v. County of Fresno* (2018) 6 Cal. 5th 502, 515.

Although Section 9 of the DEIR is titled "Organizations Consulted and Qualifications of Preparers," it fails to provide any details concerning the City's consultations with relevant state and federal resource and permitting agencies pursuant to CEQA Guidelines section 15129 and 15124(d)(1)(C). It simply lists the environmental consultants who prepared the DIER and the three Native American Tribes the City consulted concerning cultural resource impacts. The City must revise the DEIR Section 9 to detail its consultation requirements and efforts.

C-13

CONT'D

F. Due to the COVID-19 Crisis, the City Must Adopt a Mandatory Finding of Significance that the Project May Cause a Substantial Adverse Effect on Human Beings and Mitigate COVID-19 Impacts

CEQA requires that an agency make a finding of significance when a Project may cause a significant adverse effect on human beings. PRC § 21083(b)(3); CEQA Guidelines § 15065(a)(4).

Public health risks related to construction work requires a mandatory finding of significance under CEQA. Construction work has been defined as a Lower to High-risk activity for COVID-19 spread by the Occupations Safety and Health Administration. Recently, several construction sites have been identified as sources of community spread of COVID-19.[9]

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SWRCC recommends that the Lead Agency adopt additional CEQA mitigation measures to mitigate public health risks from the Project's construction activities. SWRCC requests that the Lead Agency require safe on-site construction work practices as well as training and certification for any construction workers on the Project Site.

In particular, based upon SWRCC's experience with safe construction site work practices, SWRCC recommends that the Lead Agency require that while construction activities are being conducted at the Project Site:

Construction Site Design:

- The Project Site will be limited to two controlled entry points.

[9] Santa Clara County Public Health (June 12, 2020) COVID-19 CASES AT CONSTRUCTION SITES HIGHLIGHT NEED FOR CONTINUED VIGILANCE IN SECTORS THAT HAVE REOPENED, *available at* https://www.sccgov.org/sites/covid19/Pages/press-release-06-12-2020-cases-at-construction-sites.aspx.

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- Entry points will have temperature screening technicians taking temperature readings when the entry point is open.
- The Temperature Screening Site Plan shows details regarding access to the Project Site and Project Site logistics for conducting temperature screening.
- A 48-hour advance notice will be provided to all trades prior to the first day of temperature screening.
- The perimeter fence directly adjacent to the entry points will be clearly marked indicating the appropriate 6-foot social distancing position for when you approach the screening area. Please reference the Apex temperature screening site map for additional details.
- There will be clear signage posted at the project site directing you through temperature screening.
- Provide hand washing stations throughout the construction site.

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CONT'D

Testing Procedures:

- The temperature screening being used are non-contact devices.
- Temperature readings will not be recorded.
- Personnel will be screened upon entering the testing center and should only take 1-2 seconds per individual.
- Hard hats, head coverings, sweat, dirt, sunscreen or any other cosmetics must be removed on the forehead before temperature screening.
- Anyone who refuses to submit to a temperature screening or does not answer the health screening questions will be refused access to the Project Site.
- Screening will be performed at both entrances from 5:30 am to 7:30 am.; main gate [ZONE 1] and personnel gate [ZONE 2]

- After 7:30 am only the main gate entrance [ZONE 1] will continue to be used for temperature testing for anybody gaining entry to the project site such as returning personnel, deliveries, and visitors.
- If the digital thermometer displays a temperature reading above 100.0 degrees Fahrenheit, a second reading will be taken to verify an accurate reading.
- If the second reading confirms an elevated temperature, DHS will instruct the individual that he/she will not be allowed to enter the Project Site. DHS will also instruct the individual to promptly notify his/her supervisor and his/her human resources (HR) representative and provide them with a copy of Annex A.

Planning

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CONT'D

- Require the development of an Infectious Disease Preparedness and Response Plan that will include basic infection prevention measures (requiring the use of personal protection equipment), policies and procedures for prompt identification and isolation of sick individuals, social distancing (prohibiting gatherings of no more than 10 people including all-hands meetings and all-hands lunches) communication and training and workplace controls that meet standards that may be promulgated by the Center for Disease Control, Occupational Safety and Health Administration, Cal/OSHA, California Department of Public Health or applicable local public health agencies.[10]

The United Brotherhood of Carpenters and Carpenters International Training Fund has developed COVID-19 Training and Certification to ensure that Carpenter union members and apprentices conduct safe work practices. The Agency should require that

[10] *See also* The Center for Construction Research and Training, North America's Building Trades Unions (April 27 2020) NABTU and CPWR COVIC-19 Standards for U.S Constructions Sites, *available at* https://www.cpwr.com/sites/default/files/NABTU_CPWR_Standards_COVID-19.pdf; Los Angeles County Department of Public Works (2020) Guidelines for Construction Sites During COVID-19 Pandemic, *available at* https://dpw.lacounty.gov/building-and-safety/docs/pw_guidelines-construction-sites.pdf.

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all construction workers undergo COVID-19 Training and Certification before being allowed to conduct construction activities at the Project Site.

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CONT'D

III. THE PROJECT IS INCONSISTENT WITH THE GENERAL PLAN AND THE ZONING CODE.

A. The Background on the State Planning and Zoning Law

Each California city and county must adopt a comprehensive, long-term general plan governing development. *Napa Citizens for Honest Gov. v. Napa County Bd. of Supervisors* (2001) 91 Cal.App.4th 342, 352, citing Gov. Code §§ 65030, 65300. The general plan sits at the top of the land use planning hierarchy (*see DeVita v. County of Napa* (1995) 9 Cal.4th 763, 773), and serves as a "constitution" or "charter" for all future development. *Lesher Communications, Inc. v. City of Walnut Creek* (1990) 52 Cal.3d 531, 540.

General plan consistency is "the linchpin of California's land use and development laws; it is the principle which infused the concept of planned growth with the force of law." *See Debottari v. Norco City Council* (1985) 171 Cal.App.3d 1204, 1213.

State law mandates two levels of consistency. First, a general plan must be internally or "horizontally" consistent: its elements must "comprise an integrated, internally consistent and compatible statement of policies for the adopting agency." See Gov. Code § 65300.5; *Sierra Club v. Bd. of Supervisors* (1981) 126 Cal.App.3d 698, 704. A general plan amendment thus may not be internally inconsistent, nor may it cause the general plan as a whole to become internally inconsistent. *See DeVita*, 9 Cal.4th at 796 fn. 12.

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Second, state law requires "vertical" consistency, meaning that zoning ordinances and other land use decisions also must be consistent with the general plan. See Gov. Code § 65860(a)(2) [land uses authorized by zoning ordinance must be "compatible with the objectives, policies, general land uses, and programs specified in the [general] plan."]; *see also Neighborhood Action Group v. County of Calaveras* (1984) 156 Cal.App.3d 1176, 1184. A zoning ordinance that conflicts with the general plan or impedes achievement of its policies is invalid and cannot be given effect. *See Lesher*, 52 Cal.3d at 544.

State law requires that all subordinate land use decisions, including conditional use permits, be consistent with the general plan. See Gov. Code § 65860(a)(2); *Neighborhood Action Group*, 156 Cal.App.3d at 1184.

A project cannot be found consistent with a general plan if it conflicts with a general plan policy that is "fundamental, mandatory, and clear," regardless of whether it is consistent with other general plan policies. *See Endangered Habitats League v. County of Orange* (2005) 131 Cal.App.4th 777, 782-83; *Families Unafraid to Uphold Rural El Dorado County v. Bd. of Supervisors* (1998) 62 Cal.App.4th 1332, 1341-42 ("*FUTURE*"). Moreover, even in the absence of such a direct conflict, an ordinance or development project may not be approved if it interferes with or frustrates the general plan's policies and objectives. *See Napa Citizens*, 91 Cal.App.4th at 378-79; *see also Lesher*, 52 Cal.3d at 544 (zoning ordinance restricting development conflicted with growth-oriented policies of general plan).

As explained in full below, the Project is inconsistent with the General Plan. As such, the Project violates the State Planning and Zoning law.

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CONT'D

B. The Project is Inconsistent with the City's General Plan

Multiple aspects of the Project are inconsistent with the City's General Plan. The following items are just a few instances of inconsistencies that are not sufficiently disclosed, discussed, or addressed in the DEIR.

The Project would place a gas station immediately adjacent to residential units. This is inconsistent with General Plan Policies AQ 2.1 and 2.2, which read as follows:

- Policy AQ 2.1: The County land use planning efforts shall assure that sensitive receptors are separated and protected from polluting point sources to the greatest extent possible.
- Policy AQ 2.2: Require site plan designs to protect people and land uses sensitive to air pollution through the use of barriers and/or distance from emissions sources when possible.

As the DEIR itself explains, "Dispensing gasoline products has the potential to introduce air toxics (primarily benzene emissions) into the local environment." DEIR p. 5.2-20. SWAPE's analysis of the Project demonstrates how the DEIR's conclusion that the gas station's to proximity to sensitive receptors does not pose a health risk is incorrect. So not only does the Project violate these Genera Plan policies, it unnecessarily subjects sensitive receptors to increased health risks.

The Project would result in the destruction of native riparian habitat and jurisdictional waters without complete consideration of applicable regulatory programs *during* the

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Project's development review process as demanded by General Plan Policies OS-5.5 and OS-6.1, which read as follows:

- Policy OS-5.5: New development shall preserve and enhance existing native riparian habitat and prevent obstruction of natural watercourses. Incentives shall be utilized to the maximum extent possible.
- Policy OS-6.1: During the development review process, ensure compliance with the Clean Water Act's Section 404 in terms of wetlands mitigation policies and policies concerning fill material in jurisdictional wetlands.

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CONT'D

The City must review and revise the DEIR to address these particular inconsistencies and provide a meaningful and detailed analysis of the Project's consistency with all applicable portions of the City's General Plan.

IV. **CONCLUSION**

Commenters request that the City revise and recirculate the Project's environmental impact report to address the aforementioned concerns. If the City has any questions or concerns, feel free to contact my Office.

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Sincerely,

Mitchell M. Tsai
Attorneys for Southwest Regional Council of Carpenters

Attached:

March 8, 2021 SWAPE Letter to Mitchell M. Tsai re Local Hire Requirements and Considerations for Greenhouse Gas Modeling (Exhibit A);

Air Quality and GHG Expert Paul Rosenfeld CV (Exhibit B);

Air Quality and GHG Expert Matt Hagemann CV (Exhibit C); and

June 21, 2021 SWAPE Letter to Mitchell M. Tsai re Wildomar Trail Town Center Project (Exhibit D).

EXHIBIT A

2. Response to Comments

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

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March 8, 2021

Mitchell M. Tsai
155 South El Molino, Suite 104
Pasadena, CA 91101

Subject: Local Hire Requirements and Considerations for Greenhouse Gas Modeling

Dear Mr. Tsai,

Soil Water Air Protection Enterprise ("SWAPE") is pleased to provide the following draft technical report explaining the significance of worker trips required for construction of land use development projects with respect to the estimation of greenhouse gas ("GHG") emissions. The report will also discuss the potential for local hire requirements to reduce the length of worker trips, and consequently, reduced or mitigate the potential GHG impacts.

Worker Trips and Greenhouse Gas Calculations

The California Emissions Estimator Model ("CalEEMod") is a "statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and greenhouse gas (GHG) emissions associated with both construction and operations from a variety of land use projects."[1] CalEEMod quantifies construction-related emissions associated with land use projects resulting from off-road construction equipment; on-road mobile equipment associated with workers, vendors, and hauling; fugitive dust associated with grading, demolition, truck loading, and on-road vehicles traveling along paved and unpaved roads; and architectural coating activities; and paving.[2]

The number, length, and vehicle class of worker trips are utilized by CalEEMod to calculate emissions associated with the on-road vehicle trips required to transport workers to and from the Project site during construction.[3]

[1] "California Emissions Estimator Model." CAPCOA, 2017, *available at:* http://www.aqmd.gov/caleemod/home.
[2] "California Emissions Estimator Model." CAPCOA, 2017, *available at:* http://www.aqmd.gov/caleemod/home.
[3] "CalEEMod User's Guide." CAPCOA, November 2017, *available at*: http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 34.

1

Specifically, the number and length of vehicle trips is utilized to estimate the vehicle miles travelled ("VMT") associated with construction. Then, utilizing vehicle-class specific EMFAC 2014 emission factors, CalEEMod calculates the vehicle exhaust, evaporative, and dust emissions resulting from construction-related VMT, including personal vehicles for worker commuting.[4]

Specifically, in order to calculate VMT, CalEEMod multiplies the average daily trip rate by the average overall trip length (see excerpt below):

> "$VMT_d = \Sigma(\text{Average Daily Trip Rate}_i * \text{Average Overall Trip Length}_i)_n$
>
> Where:
>
> n = Number of land uses being modeled."[5]

Furthermore, to calculate the on-road emissions associated with worker trips, CalEEMod utilizes the following equation (see excerpt below):

> "$\text{Emissions}_{pollutant} = VMT * EF_{running,pollutant}$
>
> Where:
>
> $\text{Emissions}_{pollutant}$ = emissions from vehicle running for each pollutant
>
> VMT = vehicle miles traveled
>
> $EF_{running,pollutant}$ = emission factor for running emissions."[6]

Thus, there is a direct relationship between trip length and VMT, as well as a direct relationship between VMT and vehicle running emissions. In other words, when the trip length is increased, the VMT and vehicle running emissions increase as a result. Thus, vehicle running emissions can be reduced by decreasing the average overall trip length, by way of a local hire requirement or otherwise.

Default Worker Trip Parameters and Potential Local Hire Requirements

As previously discussed, the number, length, and vehicle class of worker trips are utilized by CalEEMod to calculate emissions associated with the on-road vehicle trips required to transport workers to and from the Project site during construction.[7] In order to understand how local hire requirements and associated worker trip length reductions impact GHG emissions calculations, it is important to consider the CalEEMod default worker trip parameters. CalEEMod provides recommended default values based on site-specific information, such as land use type, meteorological data, total lot acreage, project type and typical equipment associated with project type. If more specific project information is known, the user can change the default values and input project-specific values, but the California Environmental Quality Act ("CEQA") requires that such changes be justified by substantial evidence.[8] The default number of construction-related worker trips is calculated by multiplying the

[4] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 14-15.
[5] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 23.
[6] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 15.
[7] "CalEEMod User's Guide." CAPCOA, November 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 34.
[8] CalEEMod User Guide, *available at:* http://www.caleemod.com/, p. 1, 9.

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number of pieces of equipment for all phases by 1.25, with the exception of worker trips required for the building construction and architectural coating phases.[9] Furthermore, the worker trip vehicle class is a 50/25/25 percent mix of light duty autos, light duty truck class 1 and light duty truck class 2, respectively."[10] Finally, the default worker trip length is consistent with the length of the operational home-to-work vehicle trips.[11] The operational home-to-work vehicle trip lengths are:

> "[B]ased on the *location* and *urbanization* selected on the project characteristic screen. These values were *supplied by the air districts or use a default average for the state*. Each district (or county) also assigns trip lengths for urban and rural settings" (emphasis added). [12]

Thus, the default worker trip length is based on the location and urbanization level selected by the User when modeling emissions. The below table shows the CalEEMod default rural and urban worker trip lengths by air basin (see excerpt below and Attachment A).[13]

Worker Trip Length by Air Basin

Air Basin	Rural (miles)	Urban (miles)
Great Basin Valleys	16.8	10.8
Lake County	16.8	10.8
Lake Tahoe	16.8	10.8
Mojave Desert	16.8	10.8
Mountain Counties	16.8	10.8
North Central Coast	17.1	12.3
North Coast	16.8	10.8
Northeast Plateau	16.8	10.8
Sacramento Valley	16.8	10.8
Salton Sea	14.6	11
San Diego	16.8	10.8
San Francisco Bay Area	10.8	10.8
San Joaquin Valley	16.8	10.8
South Central Coast	16.8	10.8
South Coast	19.8	14.7
Average	**16.47**	**11.17**
Minimum	**10.80**	**10.80**
Maximum	**19.80**	**14.70**
Range	**9.00**	**3.90**

[9] "CalEEMod User's Guide." CAPCOA, November 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 34.
[10] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 15.
[11] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 14.
[12] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 21.
[13] "Appendix D Default Data Tables." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/05_appendix-d2016-3-2.pdf?sfvrsn=4, p. D-84 – D-86.

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As demonstrated above, default rural worker trip lengths for air basins in California vary from 10.8- to 19.8-miles, with an average of 16.47 miles. Furthermore, default urban worker trip lengths vary from 10.8- to 14.7-miles, with an average of 11.17 miles. Thus, while default worker trip lengths vary by location, default urban worker trip lengths tend to be shorter in length. Based on these trends evident in the CalEEMod default worker trip lengths, we can reasonably assume that the efficacy of a local hire requirement is especially dependent upon the urbanization of the project site, as well as the project location.

Practical Application of a Local Hire Requirement and Associated Impact

To provide an example of the potential impact of a local hire provision on construction-related GHG emissions, we estimated the significance of a local hire provision for the Village South Specific Plan ("Project") located in the City of Claremont ("City"). The Project proposed to construct 1,000 residential units, 100,000-SF of retail space, 45,000-SF of office space, as well as a 50-room hotel, on the 24-acre site. The Project location is classified as Urban and lies within the Los Angeles-South Coast County. As a result, the Project has a default worker trip length of 14.7 miles.[14] In an effort to evaluate the potential for a local hire provision to reduce the Project's construction-related GHG emissions, we prepared an updated model, reducing all worker trip lengths to 10 miles (see Attachment B). Our analysis estimates that if a local hire provision with a 10-mile radius were to be implemented, the GHG emissions associated with Project construction would decrease by approximately 17% (see table below and Attachment C).

Local Hire Provision Net Change	
Without Local Hire Provision	
Total Construction GHG Emissions (MT CO_2e)	3,623
Amortized Construction GHG Emissions (MT CO_2e/year)	120.77
With Local Hire Provision	
Total Construction GHG Emissions (MT CO2e)	3,024
Amortized Construction GHG Emissions (MT CO_2e/year)	100.80
% Decrease in Construction-related GHG Emissions	***17%***

As demonstrated above, by implementing a local hire provision requiring 10 mile worker trip lengths, the Project could reduce potential GHG emissions associated with construction worker trips. More broadly, any local hire requirement that results in a decreased worker trip length from the default value has the potential to result in a reduction of construction-related GHG emissions, though the significance of the reduction would vary based on the location and urbanization level of the project site.

This serves as an example of the potential impacts of local hire requirements on estimated project-level GHG emissions, though it does not indicate that local hire requirements would result in reduced construction-related GHG emission for all projects. As previously described, the significance of a local hire requirement depends on the worker trip length enforced and the default worker trip length for the project's urbanization level and location.

[14] "Appendix D Default Data Tables." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/05_appendix-d2016-3-2.pdf?sfvrsn=4, p. D-85.

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2. Response to Comments

Disclaimer

SWAPE has received limited discovery. Additional information may become available in the future; thus, we retain the right to revise or amend this report when additional information becomes available. Our professional services have been performed using that degree of care and skill ordinarily exercised, under similar circumstances, by reputable environmental consultants practicing in this or similar localities at the time of service. No other warranty, expressed or implied, is made as to the scope of work, work methodologies and protocols, site conditions, analytical testing results, and findings presented. This report reflects efforts which were limited to information that was reasonably accessible at the time of the work, and may contain informational gaps, inconsistencies, or otherwise be incomplete due to the unavailability or uncertainty of information obtained or provided by third parties.

Sincerely,

Matt Hagemann, P.G., C.Hg.

Paul E. Rosenfeld, Ph.D.

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EXHIBIT B

2. Response to Comments

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

SOIL WATER AIR PROTECTION ENTERPRISE
2656 29th Street, Suite 201
Santa Monica, California 90405
Attn: Paul Rosenfeld, Ph.D.
Mobil: (310) 795-2335
Office: (310) 452-5555
Fax: (310) 452-5550
Email: prosenfeld@swape.com

Paul Rosenfeld, Ph.D.

Chemical Fate and Transport & Air Dispersion Modeling

Principal Environmental Chemist

Risk Assessment & Remediation Specialist

Education

Ph.D. Soil Chemistry, University of Washington, 1999. Dissertation on volatile organic compound filtration.

M.S. Environmental Science, U.C. Berkeley, 1995. Thesis on organic waste economics.

B.A. Environmental Studies, U.C. Santa Barbara, 1991. Thesis on wastewater treatment.

Professional Experience

Dr. Rosenfeld has over 25 years' experience conducting environmental investigations and risk assessments for evaluating impacts to human health, property, and ecological receptors. His expertise focuses on the fate and transport of environmental contaminants, human health risk, exposure assessment, and ecological restoration. Dr. Rosenfeld has evaluated and modeled emissions from unconventional oil drilling operations, oil spills, landfills, boilers and incinerators, process stacks, storage tanks, confined animal feeding operations, and many other industrial and agricultural sources. His project experience ranges from monitoring and modeling of pollution sources to evaluating impacts of pollution on workers at industrial facilities and residents in surrounding communities.

Dr. Rosenfeld has investigated and designed remediation programs and risk assessments for contaminated sites containing lead, heavy metals, mold, bacteria, particulate matter, petroleum hydrocarbons, chlorinated solvents, pesticides, radioactive waste, dioxins and furans, semi- and volatile organic compounds, PCBs, PAHs, perchlorate, asbestos, per- and poly-fluoroalkyl substances (PFOA/PFOS), unusual polymers, fuel oxygenates (MTBE), among other pollutants. Dr. Rosenfeld also has experience evaluating greenhouse gas emissions from various projects and is an expert on the assessment of odors from industrial and agricultural sites, as well as the evaluation of odor nuisance impacts and technologies for abatement of odorous emissions. As a principal scientist at SWAPE, Dr. Rosenfeld directs air dispersion modeling and exposure assessments. He has served as an expert witness and testified about pollution sources causing nuisance and/or personal injury at dozens of sites and has testified as an expert witness on more than ten cases involving exposure to air contaminants from industrial sources.

Professional History:

Soil Water Air Protection Enterprise (SWAPE); 2003 to present; Principal and Founding Partner
UCLA School of Public Health; 2007 to 2011; Lecturer (Assistant Researcher)
UCLA School of Public Health; 2003 to 2006; Adjunct Professor
UCLA Environmental Science and Engineering Program; 2002-2004; Doctoral Intern Coordinator
UCLA Institute of the Environment, 2001-2002; Research Associate
Komex H_2O Science, 2001 to 2003; Senior Remediation Scientist
National Groundwater Association, 2002-2004; Lecturer
San Diego State University, 1999-2001; Adjunct Professor
Anteon Corp., San Diego, 2000-2001; Remediation Project Manager
Ogden (now Amec), San Diego, 2000-2000; Remediation Project Manager
Bechtel, San Diego, California, 1999 – 2000; Risk Assessor
King County, Seattle, 1996 – 1999; Scientist
James River Corp., Washington, 1995-96; Scientist
Big Creek Lumber, Davenport, California, 1995; Scientist
Plumas Corp., California and USFS, Tahoe 1993-1995; Scientist
Peace Corps and World Wildlife Fund, St. Kitts, West Indies, 1991-1993; Scientist

Publications:

Remy, L.L., Clay T., Byers, V., **Rosenfeld P. E.** (2019) Hospital, Health, and Community Burden After Oil Refinery Fires, Richmond, California 2007 and 2012. *Environmental Health.* 18:48

Simons, R.A., Seo, Y. **Rosenfeld, P.**, (2015) Modeling the Effect of Refinery Emission On Residential Property Value. Journal of Real Estate Research. 27(3):321-342

Chen, J. A, Zapata A. R., Sutherland A. J., Molmen, D.R., Chow, B. S., Wu, L. E., **Rosenfeld, P. E.,** Hesse, R. C., (2012) Sulfur Dioxide and Volatile Organic Compound Exposure To A Community In Texas City Texas Evaluated Using Aermod and Empirical Data. *American Journal of Environmental Science*, 8(6), 622-632.

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Cheremisinoff, N.P., & **Rosenfeld, P.E.** (2011). *Handbook of Pollution Prevention and Cleaner Production: Best Practices in the Agrochemical Industry*, Amsterdam: Elsevier Publishing.

Gonzalez, J., Feng, L., Sutherland, A., Waller, C., Sok, H., Hesse, R., **Rosenfeld, P.** (2010). PCBs and Dioxins/Furans in Attic Dust Collected Near Former PCB Production and Secondary Copper Facilities in Sauget, IL. *Procedia Environmental Sciences.* 113-125.

Feng, L., Wu, C., Tam, L., Sutherland, A.J., Clark, J.J., **Rosenfeld, P.E.** (2010). Dioxin and Furan Blood Lipid and Attic Dust Concentrations in Populations Living Near Four Wood Treatment Facilities in the United States. *Journal of Environmental Health.* 73(6), 34-46.

Cheremisinoff, N.P., & **Rosenfeld, P.E.** (2010). *Handbook of Pollution Prevention and Cleaner Production: Best Practices in the Wood and Paper Industries.* Amsterdam: Elsevier Publishing.

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Wu, C., Tam, L., Clark, J., **Rosenfeld, P**. (2009). Dioxin and furan blood lipid concentrations in populations living near four wood treatment facilities in the United States. *WIT Transactions on Ecology and the Environment, Air Pollution,* 123 (17), 319-327.

2. Response to Comments

Tam L. K., Wu C. D., Clark J. J. and **Rosenfeld, P.E.** (2008). A Statistical Analysis Of Attic Dust And Blood Lipid Concentrations Of Tetrachloro-p-Dibenzodioxin (TCDD) Toxicity Equivalency Quotients (TEQ) In Two Populations Near Wood Treatment Facilities. *Organohalogen Compounds*. 70, 002252-002255.

Tam L. K., Wu C. D., Clark J. J. and **Rosenfeld, P.E.** (2008). Methods For Collect Samples For Assessing Dioxins And Other Environmental Contaminants In Attic Dust: A Review. *Organohalogen Compounds*, 70, 000527-000530.

Hensley, A.R. A. Scott, J. J. J. Clark, **Rosenfeld, P.E.** (2007). Attic Dust and Human Blood Samples Collected near a Former Wood Treatment Facility. *Environmental Research*. 105, 194-197.

Rosenfeld, P.E., J. J. J. Clark, A. R. Hensley, M. Suffet. (2007). The Use of an Odor Wheel Classification for Evaluation of Human Health Risk Criteria for Compost Facilities. *Water Science & Technology* 55(5), 345-357.

Rosenfeld, P. E., M. Suffet. (2007). The Anatomy Of Odour Wheels For Odours Of Drinking Water, Wastewater, Compost And The Urban Environment. *Water Science & Technology* 55(5), 335-344.

Sullivan, P. J. Clark, J.J.J., Agardy, F. J., **Rosenfeld, P.E.** (2007). *Toxic Legacy, Synthetic Toxins in the Food, Water, and Air in American Cities.* Boston Massachusetts: Elsevier Publishing

Rosenfeld, P.E., and Suffet I.H. (2004). Control of Compost Odor Using High Carbon Wood Ash. *Water Science and Technology*. 49(9),171-178.

Rosenfeld P. E., J.J. Clark, I.H. (Mel) Suffet (2004). The Value of An Odor-Quality-Wheel Classification Scheme For The Urban Environment. *Water Environment Federation's Technical Exhibition and Conference (WEFTEC) 2004*. New Orleans, October 2-6, 2004.

Rosenfeld, P.E., and Suffet, I.H. (2004). Understanding Odorants Associated With Compost, Biomass Facilities, and the Land Application of Biosolids. *Water Science and Technology*. 49(9), 193-199.

Rosenfeld, P.E., and Suffet I.H. (2004). Control of Compost Odor Using High Carbon Wood Ash. *Water Science and Technology*, 49(9), 171-178.

Rosenfeld, P. E., Grey, M. A., Sellew, P. (2004). Measurement of Biosolids Odor and Odorant Emissions from Windrows, Static Pile and Biofilter. *Water Environment Research*. 76(4), 310-315.

Rosenfeld, P.E., Grey, M and Suffet, M. (2002). Compost Demonstration Project, Sacramento California Using High-Carbon Wood Ash to Control Odor at a Green Materials Composting Facility. *Integrated Waste Management Board Public Affairs Office*, Publications Clearinghouse (MS–6), Sacramento, CA Publication #442-02-008.

Rosenfeld, P.E., and C.L. Henry. (2001). Characterization of odor emissions from three different biosolids. *Water Soil and Air Pollution*. 127(1-4), 173-191.

Rosenfeld, P.E., and Henry C. L., (2000). Wood ash control of odor emissions from biosolids application. *Journal of Environmental Quality*. 29, 1662-1668.

Rosenfeld, P.E., C.L. Henry and D. Bennett. (2001). Wastewater dewatering polymer affect on biosolids odor emissions and microbial activity. *Water Environment Research*. 73(4), 363-367.

Rosenfeld, P.E., and C.L. Henry. (2001). Activated Carbon and Wood Ash Sorption of Wastewater, Compost, and Biosolids Odorants. *Water Environment Research*, 73, 388-393.

Rosenfeld, P.E., and Henry C. L., (2001). High carbon wood ash effect on biosolids microbial activity and odor. *Water Environment Research*. 131(1-4), 247-262.

Chollack, T. and **P. Rosenfeld.** (1998). Compost Amendment Handbook For Landscaping. Prepared for and distributed by the City of Redmond, Washington State.

Rosenfeld, P. E. (1992). The Mount Liamuiga Crater Trail. *Heritage Magazine of St. Kitts*, 3(2).

Rosenfeld, P. E. (1993). High School Biogas Project to Prevent Deforestation On St. Kitts. *Biomass Users Network*, 7(1).

Rosenfeld, P. E. (1998). Characterization, Quantification, and Control of Odor Emissions From Biosolids Application To Forest Soil. Doctoral Thesis. University of Washington College of Forest Resources.

Rosenfeld, P. E. (1994). Potential Utilization of Small Diameter Trees on Sierra County Public Land. Masters thesis reprinted by the Sierra County Economic Council. Sierra County, California.

Rosenfeld, P. E. (1991). How to Build a Small Rural Anaerobic Digester & Uses Of Biogas In The First And Third World. Bachelors Thesis. University of California.

Presentations:

Rosenfeld, P.E., Sutherland, A; Hesse, R.; Zapata, A. (October 3-6, 2013). Air dispersion modeling of volatile organic emissions from multiple natural gas wells in Decatur, TX. *44th Western Regional Meeting, American Chemical Society*. Lecture conducted from Santa Clara, CA.

Sok, H.L.; Waller, C.C.; Feng, L.; Gonzalez, J.; Sutherland, A.J.; Wisdom-Stack, T.; Sahai, R.K.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Atrazine: A Persistent Pesticide in Urban Drinking Water. *Urban Environmental Pollution*. Lecture conducted from Boston, MA.

Feng, L.; Gonzalez, J.; Sok, H.L.; Sutherland, A.J.; Waller, C.C.; Wisdom-Stack, T.; Sahai, R.K.; La, M.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Bringing Environmental Justice to East St. Louis, Illinois. *Urban Environmental Pollution*. Lecture conducted from Boston, MA.

Rosenfeld, P.E. (April 19-23, 2009). Perfluorooctanoic Acid (PFOA) and Perfluoroactane Sulfonate (PFOS) Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*, Lecture conducted from Tuscon, AZ.

Rosenfeld, P.E. (April 19-23, 2009). Cost to Filter Atrazine Contamination from Drinking Water in the United States" Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*. Lecture conducted from Tuscon, AZ.

Wu, C., Tam, L., Clark, J., **Rosenfeld, P**. (20-22 July, 2009). Dioxin and furan blood lipid concentrations in populations living near four wood treatment facilities in the United States. Brebbia, C.A. and Popov, V., eds., *Air Pollution XVII: Proceedings of the Seventeenth International Conference on Modeling, Monitoring and Management of Air Pollution*. Lecture conducted from Tallinn, Estonia.

Rosenfeld, P. E. (October 15-18, 2007). Moss Point Community Exposure To Contaminants From A Releasing Facility. *The 23rd Annual International Conferences on Soils Sediment and Water*. Platform lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld, P. E. (October 15-18, 2007). The Repeated Trespass of Tritium-Contaminated Water Into A Surrounding Community Form Repeated Waste Spills From A Nuclear Power Plant. *The 23rd Annual International Conferences on Soils Sediment and Water*. Platform lecture conducted from University of Massachusetts, Amherst MA.

2. Response to Comments

Rosenfeld, P. E. (October 15-18, 2007). Somerville Community Exposure To Contaminants From Wood Treatment Facility Emissions. The *23rd Annual International Conferences on Soils Sediment and Water*. Lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld P. E. (March 2007). Production, Chemical Properties, Toxicology, & Treatment Case Studies of 1,2,3-Trichloropropane (TCP). *The Association for Environmental Health and Sciences (AEHS) Annual Meeting*. Lecture conducted from San Diego, CA.

Rosenfeld P. E. (March 2007). Blood and Attic Sampling for Dioxin/Furan, PAH, and Metal Exposure in Florala, Alabama. *The AEHS Annual Meeting*. Lecture conducted from San Diego, CA.

Hensley A.R., Scott, A., **Rosenfeld P.E.**, Clark, J.J.J. (August 21 – 25, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *The 26th International Symposium on Halogenated Persistent Organic Pollutants – DIOXIN2006*. Lecture conducted from Radisson SAS Scandinavia Hotel in Oslo Norway.

Hensley A.R., Scott, A., **Rosenfeld P.E.**, Clark, J.J.J. (November 4-8, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *APHA 134 Annual Meeting & Exposition*. Lecture conducted from Boston Massachusetts.

Paul Rosenfeld Ph.D. (October 24-25, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. Mealey's C8/PFOA. *Science, Risk & Litigation Conference*. Lecture conducted from The Rittenhouse Hotel, Philadelphia, PA.

Paul Rosenfeld Ph.D. (September 19, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, *Toxicology and Remediation PEMA Emerging Contaminant Conference*. Lecture conducted from Hilton Hotel, Irvine California.

Paul Rosenfeld Ph.D. (September 19, 2005). Fate, Transport, Toxicity, And Persistence of 1,2,3-TCP. *PEMA Emerging Contaminant Conference*. Lecture conducted from Hilton Hotel in Irvine, California.

Paul Rosenfeld Ph.D. (September 26-27, 2005). Fate, Transport and Persistence of PDBEs. *Mealey's Groundwater Conference*. Lecture conducted from Ritz Carlton Hotel, Marina Del Ray, California.

Paul Rosenfeld Ph.D. (June 7-8, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. *International Society of Environmental Forensics: Focus On Emerging Contaminants*. Lecture conducted from Sheraton Oceanfront Hotel, Virginia Beach, Virginia.

Paul Rosenfeld Ph.D. (July 21-22, 2005). Fate Transport, Persistence and Toxicology of PFOA and Related Perfluorochemicals. *2005 National Groundwater Association Ground Water And Environmental Law Conference*. Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

Paul Rosenfeld Ph.D. (July 21-22, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, Toxicology and Remediation. *2005 National Groundwater Association Ground Water and Environmental Law Conference*. Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

Paul Rosenfeld, Ph.D. and James Clark Ph.D. and Rob Hesse R.G. (May 5-6, 2004). Tert-butyl Alcohol Liability and Toxicology, A National Problem and Unquantified Liability. *National Groundwater Association. Environmental Law Conference*. Lecture conducted from Congress Plaza Hotel, Chicago Illinois.

Paul Rosenfeld, Ph.D. (March 2004). Perchlorate Toxicology. *Meeting of the American Groundwater Trust*. Lecture conducted from Phoenix Arizona.

Hagemann, M.F., **Paul Rosenfeld, Ph.D.** and Rob Hesse (2004). Perchlorate Contamination of the Colorado River. *Meeting of tribal representatives*. Lecture conducted from Parker, AZ.

Paul Rosenfeld, Ph.D. (April 7, 2004). A National Damage Assessment Model For PCE and Dry Cleaners. *Drycleaner Symposium. California Ground Water Association*. Lecture conducted from Radison Hotel, Sacramento, California.

Rosenfeld, P. E., Grey, M., (June 2003) Two stage biofilter for biosolids composting odor control. *Seventh International In Situ And On Site Bioremediation Symposium Battelle Conference* Orlando, FL.

Paul Rosenfeld, Ph.D. and James Clark Ph.D. (February 20-21, 2003) Understanding Historical Use, Chemical Properties, Toxicity and Regulatory Guidance of 1,4 Dioxane. *National Groundwater Association. Southwest Focus Conference. Water Supply and Emerging Contaminants*.. Lecture conducted from Hyatt Regency Phoenix Arizona.

Paul Rosenfeld, Ph.D. (February 6-7, 2003). Underground Storage Tank Litigation and Remediation. *California CUPA Forum*. Lecture conducted from Marriott Hotel, Anaheim California.

Paul Rosenfeld, Ph.D. (October 23, 2002) Underground Storage Tank Litigation and Remediation. *EPA Underground Storage Tank Roundtable*. Lecture conducted from Sacramento California.

Rosenfeld, P.E. and Suffet, M. (October 7- 10, 2002). Understanding Odor from Compost, *Wastewater and Industrial Processes. Sixth Annual Symposium On Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

Rosenfeld, P.E. and Suffet, M. (October 7- 10, 2002). Using High Carbon Wood Ash to Control Compost Odor. *Sixth Annual Symposium On Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

Rosenfeld, P.E. and Grey, M. A. (September 22-24, 2002). Biocycle Composting For Coastal Sage Restoration. *Northwest Biosolids Management Association*. Lecture conducted from Vancouver Washington..

Rosenfeld, P.E. and Grey, M. A. (November 11-14, 2002). Using High-Carbon Wood Ash to Control Odor at a Green Materials Composting Facility. *Soil Science Society Annual Conference*. Lecture conducted from Indianapolis, Maryland.

Rosenfeld. P.E. (September 16, 2000). Two stage biofilter for biosolids composting odor control. *Water Environment Federation*. Lecture conducted from Anaheim California.

Rosenfeld. P.E. (October 16, 2000). Wood ash and biofilter control of compost odor. *Biofest*. Lecture conducted from Ocean Shores, California.

Rosenfeld, P.E. (2000). Bioremediation Using Organic Soil Amendments. *California Resource Recovery Association*. Lecture conducted from Sacramento California.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation With High-Carbon Wood-Ash. *Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings*. Lecture conducted from Bellevue Washington.

Rosenfeld, P.E., and C.L. Henry. (1999). An evaluation of ash incorporation with biosolids for odor reduction. *Soil Science Society of America*. Lecture conducted from Salt Lake City Utah.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Comparison of Microbial Activity and Odor Emissions from Three Different Biosolids Applied to Forest Soil. *Brown and Caldwell*. Lecture conducted from Seattle Washington.

Rosenfeld, P.E., C.L. Henry. (1998). Characterization, Quantification, and Control of Odor Emissions from Biosolids Application To Forest Soil. *Biofest*. Lecture conducted from Lake Chelan, Washington.

2. Response to Comments

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation With High-Carbon Wood-Ash. Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings. Lecture conducted from Bellevue Washington.

Rosenfeld, P.E., C.L. Henry, R. B. Harrison, and R. Dills. (1997). Comparison of Odor Emissions From Three Different Biosolids Applied to Forest Soil. *Soil Science Society of America*. Lecture conducted from Anaheim California.

Teaching Experience:

UCLA Department of Environmental Health (Summer 2003 through 20010) Taught Environmental Health Science 100 to students, including undergrad, medical doctors, public health professionals and nurses. Course focused on the health effects of environmental contaminants.

National Ground Water Association, Successful Remediation Technologies. Custom Course in Sante Fe, New Mexico. May 21, 2002. Focused on fate and transport of fuel contaminants associated with underground storage tanks.

National Ground Water Association; Successful Remediation Technologies Course in Chicago Illinois. April 1, 2002. Focused on fate and transport of contaminants associated with Superfund and RCRA sites.

California Integrated Waste Management Board, April and May, 2001. Alternative Landfill Caps Seminar in San Diego, Ventura, and San Francisco. Focused on both prescriptive and innovative landfill cover design.

UCLA Department of Environmental Engineering, February 5, 2002. Seminar on Successful Remediation Technologies focusing on Groundwater Remediation.

University Of Washington, Soil Science Program, Teaching Assistant for several courses including: Soil Chemistry, Organic Soil Amendments, and Soil Stability.

U.C. Berkeley, Environmental Science Program Teaching Assistant for Environmental Science 10.

Academic Grants Awarded:

California Integrated Waste Management Board. $41,000 grant awarded to UCLA Institute of the Environment. Goal: To investigate effect of high carbon wood ash on volatile organic emissions from compost. 2001.

Synagro Technologies, Corona California: $10,000 grant awarded to San Diego State University.
Goal: investigate effect of biosolids for restoration and remediation of degraded coastal sage soils. 2000.

King County, Department of Research and Technology, Washington State. $100,000 grant awarded to University of Washington: Goal: To investigate odor emissions from biosolids application and the effect of polymers and ash on VOC emissions. 1998.

Northwest Biosolids Management Association, Washington State. $20,000 grant awarded to investigate effect of polymers and ash on VOC emissions from biosolids. 1997.

James River Corporation, Oregon: $10,000 grant was awarded to investigate the success of genetically engineered Poplar trees with resistance to round-up. 1996.

United State Forest Service, Tahoe National Forest: $15,000 grant was awarded to investigating fire ecology of the Tahoe National Forest. 1995.

Kellogg Foundation, Washington D.C. $500 grant was awarded to construct a large anaerobic digester on St. Kitts in West Indies. 1993

Deposition and/or Trial Testimony:

In the United States District Court For The District of New Jersey
Duarte et al, *Plaintiffs*, vs. United States Metals Refining Company et. al. *Defendant*.
Case No.: 2:17-cv-01624-ES-SCM
Rosenfeld Deposition. 6-7-2019

In the United States District Court of Southern District of Texas Galveston Division
M/T Carla Maersk, *Plaintiffs*, vs. Conti 168., Schiffahrts-GMBH & Co. Bulker KG MS "Conti Perdido" *Defendant*.
Case No.: 3:15-CV-00106 consolidated with 3:15-CV-00237
Rosenfeld Deposition. 5-9-2019

In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica
Carole-Taddeo-Bates et al., vs. Ifran Khan et al., Defendants
Case No.: No. BC615636
Rosenfeld Deposition, 1-26-2019

In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica
The San Gabriel Valley Council of Governments et al. vs El Adobe Apts. Inc. et al., Defendants
Case No.: No. BC646857
Rosenfeld Deposition, 10-6-2018; Trial 3-7-19

In United States District Court For The District of Colorado
Bells et al. Plaintiff vs. The 3M Company et al., Defendants
Case: No 1:16-cv-02531-RBJ
Rosenfeld Deposition, 3-15-2018 and 4-3-2018

In The District Court Of Regan County, Texas, 112th Judicial District
Phillip Bales et al., Plaintiff vs. Dow Agrosciences, LLC, et al., Defendants
Cause No 1923
Rosenfeld Deposition, 11-17-2017

In The Superior Court of the State of California In And For The County Of Contra Costa
Simons et al., Plaintiffs vs. Chevron Corporation, et al., Defendants
Cause No C12-01481
Rosenfeld Deposition, 11-20-2017

In The Circuit Court Of The Twentieth Judicial Circuit, St Clair County, Illinois
Martha Custer et al., Plaintiff vs. Cerro Flow Products, Inc., Defendants
Case No.: No. 0i9-L-2295
Rosenfeld Deposition, 8-23-2017

In The Superior Court of the State of California, For The County of Los Angeles
Warrn Gilbert and Penny Gilber, Plaintiff vs. BMW of North America LLC
Case No.: LC102019 (c/w BC582154)
Rosenfeld Deposition, 8-16-2017, Trail 8-28-2018

In the Northern District Court of Mississippi, Greenville Division
Brenda J. Cooper, et al., *Plaintiffs*, vs. Meritor Inc., et al., *Defendants*
Case Number: 4:16-cv-52-DMB-JVM
Rosenfeld Deposition: July 2017

2. Response to Comments

In The Superior Court of the State of Washington, County of Snohomish
Michael Davis and Julie Davis et al., Plaintiff vs. Cedar Grove Composting Inc., Defendants
Case No.: No. 13-2-03987-5
Rosenfeld Deposition, February 2017
Trial, March 2017

In The Superior Court of the State of California, County of Alameda
Charles Spain., Plaintiff vs. Thermo Fisher Scientific, et al., Defendants
Case No.: RG14711115
Rosenfeld Deposition, September 2015

In The Iowa District Court In And For Poweshiek County
Russell D. Winburn, et al., Plaintiffs vs. Doug Hoksbergen, et al., Defendants
Case No.: LALA002187
Rosenfeld Deposition, August 2015

In The Iowa District Court For Wapello County
Jerry Dovico, et al., Plaintiffs vs. Valley View Sine LLC, et al., Defendants
Law No,: LALA105144 - Division A
Rosenfeld Deposition, August 2015

In The Iowa District Court For Wapello County
Doug Pauls, et al.,, et al., Plaintiffs vs. Richard Warren, et al., Defendants
Law No,: LALA105144 - Division A
Rosenfeld Deposition, August 2015

In The Circuit Court of Ohio County, West Virginia
Robert Andrews, et al. v. Antero, et al.
Civil Action N0. 14-C-30000
Rosenfeld Deposition, June 2015

In The Third Judicial District County of Dona Ana, New Mexico
Betty Gonzalez, et al. Plaintiffs vs. Del Oro Dairy, Del Oro Real Estate LLC, Jerry Settles and Deward DeRuyter, Defendants
Rosenfeld Deposition: July 2015

In The Iowa District Court For Muscatine County
Laurie Freeman et. al. Plaintiffs vs. Grain Processing Corporation, Defendant
Case No 4980
Rosenfeld Deposition: May 2015

In the Circuit Court of the 17th Judicial Circuit, in and For Broward County, Florida
Walter Hinton, et. al. Plaintiff, vs. City of Fort Lauderdale, Florida, a Municipality, Defendant
Case Number CACE07030358 (26)
Rosenfeld Deposition: December 2014

In the United States District Court Western District of Oklahoma
Tommy McCarty, et al., Plaintiffs, v. Oklahoma City Landfill, LLC d/b/a Southeast Oklahoma City Landfill, et al. Defendants.
Case No. 5:12-cv-01152-C
Rosenfeld Deposition: July 2014

In the County Court of Dallas County Texas
Lisa Parr et al, *Plaintiff*, vs. Aruba et al, *Defendant*.
Case Number cc-11-01650-E
Rosenfeld Deposition: March and September 2013
Rosenfeld Trial: April 2014

In the Court of Common Pleas of Tuscarawas County Ohio
John Michael Abicht, et al., *Plaintiffs*, vs. Republic Services, Inc., et al., *Defendants*
Case Number: 2008 CT 10 0741 (Cons. w/ 2009 CV 10 0987)
Rosenfeld Deposition: October 2012

In the United States District Court of Southern District of Texas Galveston Division
Kyle Cannon, Eugene Donovan, Genaro Ramirez, Carol Sassler, and Harvey Walton, each Individually and on behalf of those similarly situated, *Plaintiffs*, vs. BP Products North America, Inc., *Defendant*.
Case 3:10-cv-00622
Rosenfeld Deposition: February 2012
Rosenfeld Trial: April 2013

In the Circuit Court of Baltimore County Maryland
Philip E. Cvach, II et al., *Plaintiffs* vs. Two Farms, Inc. d/b/a Royal Farms, Defendants
Case Number: 03-C-12-012487 OT
Rosenfeld Deposition: September 2013

2. Response to Comments

EXHIBIT C

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

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Matthew F. Hagemann, P.G., C.Hg., QSD, QSP

Geologic and Hydrogeologic Characterization
Industrial Stormwater Compliance
Investigation and Remediation Strategies
Litigation Support and Testifying Expert
CEQA Review

Education:

M.S. Degree, Geology, California State University Los Angeles, Los Angeles, CA, 1984.
B.A. Degree, Geology, Humboldt State University, Arcata, CA, 1982.

Professional Certifications:

California Professional Geologist
California Certified Hydrogeologist
Qualified SWPPP Developer and Practitioner

Professional Experience:

Matt has 25 years of experience in environmental policy, assessment and remediation. He spent nine years with the U.S. EPA in the RCRA and Superfund programs and served as EPA's Senior Science Policy Advisor in the Western Regional Office where he identified emerging threats to groundwater from perchlorate and MTBE. While with EPA, Matt also served as a Senior Hydrogeologist in the oversight of the assessment of seven major military facilities undergoing base closure. He led numerous enforcement actions under provisions of the Resource Conservation and Recovery Act (RCRA) while also working with permit holders to improve hydrogeologic characterization and water quality monitoring.

Matt has worked closely with U.S. EPA legal counsel and the technical staff of several states in the application and enforcement of RCRA, Safe Drinking Water Act and Clean Water Act regulations. Matt has trained the technical staff in the States of California, Hawaii, Nevada, Arizona and the Territory of Guam in the conduct of investigations, groundwater fundamentals, and sampling techniques.

Positions Matt has held include:

- Founding Partner, Soil/Water/Air Protection Enterprise (SWAPE) (2003 – present);
- Geology Instructor, Golden West College, 2010 – 2014;
- Senior Environmental Analyst, Komex H2O Science, Inc. (2000 -- 2003);

2. Response to Comments

- Executive Director, Orange Coast Watch (2001 – 2004);
- Senior Science Policy Advisor and Hydrogeologist, U.S. Environmental Protection Agency (1989–1998);
- Hydrogeologist, National Park Service, Water Resources Division (1998 – 2000);
- Adjunct Faculty Member, San Francisco State University, Department of Geosciences (1993 – 1998);
- Instructor, College of Marin, Department of Science (1990 – 1995);
- Geologist, U.S. Forest Service (1986 – 1998); and
- Geologist, Dames & Moore (1984 – 1986).

Senior Regulatory and Litigation Support Analyst:

With SWAPE, Matt's responsibilities have included:

- Lead analyst and testifying expert in the review of over 100 environmental impact reports since 2003 under CEQA that identify significant issues with regard to hazardous waste, water resources, water quality, air quality, Valley Fever, greenhouse gas emissions, and geologic hazards. Make recommendations for additional mitigation measures to lead agencies at the local and county level to include additional characterization of health risks and implementation of protective measures to reduce worker exposure to hazards from toxins and Valley Fever.
- Stormwater analysis, sampling and best management practice evaluation at industrial facilities.
- Manager of a project to provide technical assistance to a community adjacent to a former Naval shipyard under a grant from the U.S. EPA.
- Technical assistance and litigation support for vapor intrusion concerns.
- Lead analyst and testifying expert in the review of environmental issues in license applications for large solar power plants before the California Energy Commission.
- Manager of a project to evaluate numerous formerly used military sites in the western U.S.
- Manager of a comprehensive evaluation of potential sources of perchlorate contamination in Southern California drinking water wells.
- Manager and designated expert for litigation support under provisions of Proposition 65 in the review of releases of gasoline to sources drinking water at major refineries and hundreds of gas stations throughout California.
- Expert witness on two cases involving MTBE litigation.
- Expert witness and litigation support on the impact of air toxins and hazards at a school.
- Expert witness in litigation at a former plywood plant.

With Komex H2O Science Inc., Matt's duties included the following:

- Senior author of a report on the extent of perchlorate contamination that was used in testimony by the former U.S. EPA Administrator and General Counsel.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of MTBE use, research, and regulation.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of perchlorate use, research, and regulation.
- Senior researcher in a study that estimates nationwide costs for MTBE remediation and drinking water treatment, results of which were published in newspapers nationwide and in testimony against provisions of an energy bill that would limit liability for oil companies.
- Research to support litigation to restore drinking water supplies that have been contaminated by MTBE in California and New York.

- Expert witness testimony in a case of oil production-related contamination in Mississippi.
- Lead author for a multi-volume remedial investigation report for an operating school in Los Angeles that met strict regulatory requirements and rigorous deadlines.

2. Response to Comments

- Development of strategic approaches for cleanup of contaminated sites in consultation with clients and regulators.

Executive Director:

As Executive Director with Orange Coast Watch, Matt led efforts to restore water quality at Orange County beaches from multiple sources of contamination including urban runoff and the discharge of wastewater. In reporting to a Board of Directors that included representatives from leading Orange County universities and businesses, Matt prepared issue papers in the areas of treatment and disinfection of wastewater and control of the discharge of grease to sewer systems. Matt actively participated in the development of countywide water quality permits for the control of urban runoff and permits for the discharge of wastewater. Matt worked with other nonprofits to protect and restore water quality, including Surfrider, Natural Resources Defense Council and Orange County CoastKeeper as well as with business institutions including the Orange County Business Council.

Hydrogeology:

As a Senior Hydrogeologist with the U.S. Environmental Protection Agency, Matt led investigations to characterize and cleanup closing military bases, including Mare Island Naval Shipyard, Hunters Point Naval Shipyard, Treasure Island Naval Station, Alameda Naval Station, Moffett Field, Mather Army Airfield, and Sacramento Army Depot. Specific activities were as follows:

- Led efforts to model groundwater flow and contaminant transport, ensured adequacy of monitoring networks, and assessed cleanup alternatives for contaminated sediment, soil, and groundwater.
- Initiated a regional program for evaluation of groundwater sampling practices and laboratory analysis at military bases.
- Identified emerging issues, wrote technical guidance, and assisted in policy and regulation development through work on four national U.S. EPA workgroups, including the Superfund Groundwater Technical Forum and the Federal Facilities Forum.

At the request of the State of Hawaii, Matt developed a methodology to determine the vulnerability of groundwater to contamination on the islands of Maui and Oahu. He used analytical models and a GIS to show zones of vulnerability, and the results were adopted and published by the State of Hawaii and County of Maui.

As a hydrogeologist with the EPA Groundwater Protection Section, Matt worked with provisions of the Safe Drinking Water Act and NEPA to prevent drinking water contamination. Specific activities included the following:

- Received an EPA Bronze Medal for his contribution to the development of national guidance for the protection of drinking water.
- Managed the Sole Source Aquifer Program and protected the drinking water of two communities through designation under the Safe Drinking Water Act. He prepared geologic reports, conducted public hearings, and responded to public comments from residents who were very concerned about the impact of designation.

- Reviewed a number of Environmental Impact Statements for planned major developments, including large hazardous and solid waste disposal facilities, mine reclamation, and water transfer.

Matt served as a hydrogeologist with the RCRA Hazardous Waste program. Duties were as follows:

- Supervised the hydrogeologic investigation of hazardous waste sites to determine compliance with Subtitle C requirements.
- Reviewed and wrote "part B" permits for the disposal of hazardous waste.
- Conducted RCRA Corrective Action investigations of waste sites and led inspections that formed the basis for significant enforcement actions that were developed in close coordination with U.S. EPA legal counsel.
- Wrote contract specifications and supervised contractor's investigations of waste sites.

With the National Park Service, Matt directed service-wide investigations of contaminant sources to prevent degradation of water quality, including the following tasks:

- Applied pertinent laws and regulations including CERCLA, RCRA, NEPA, NRDA, and the Clean Water Act to control military, mining, and landfill contaminants.
- Conducted watershed-scale investigations of contaminants at parks, including Yellowstone and Olympic National Park.
- Identified high-levels of perchlorate in soil adjacent to a national park in New Mexico and advised park superintendent on appropriate response actions under CERCLA.
- Served as a Park Service representative on the Interagency Perchlorate Steering Committee, a national workgroup.
- Developed a program to conduct environmental compliance audits of all National Parks while serving on a national workgroup.
- Co-authored two papers on the potential for water contamination from the operation of personal watercraft and snowmobiles, these papers serving as the basis for the development of nation-wide policy on the use of these vehicles in National Parks.
- Contributed to the Federal Multi-Agency Source Water Agreement under the Clean Water Action Plan.

Policy:

Served senior management as the Senior Science Policy Advisor with the U.S. Environmental Protection Agency, Region 9. Activities included the following:

- Advised the Regional Administrator and senior management on emerging issues such as the potential for the gasoline additive MTBE and ammonium perchlorate to contaminate drinking water supplies.
- Shaped EPA's national response to these threats by serving on workgroups and by contributing to guidance, including the Office of Research and Development publication, Oxygenates in Water: Critical Information and Research Needs.
- Improved the technical training of EPA's scientific and engineering staff.
- Earned an EPA Bronze Medal for representing the region's 300 scientists and engineers in negotiations with the Administrator and senior management to better integrate scientific principles into the policy-making process.
- Established national protocol for the peer review of scientific documents.

2. Response to Comments

Geology:

With the U.S. Forest Service, Matt led investigations to determine hillslope stability of areas proposed for timber harvest in the central Oregon Coast Range. Specific activities were as follows:

- Mapped geology in the field, and used aerial photographic interpretation and mathematical models to determine slope stability.
- Coordinated his research with community members who were concerned with natural resource protection.
- Characterized the geology of an aquifer that serves as the sole source of drinking water for the city of Medford, Oregon.

As a consultant with Dames and Moore, Matt led geologic investigations of two contaminated sites (later listed on the Superfund NPL) in the Portland, Oregon, area and a large hazardous waste site in eastern Oregon. Duties included the following:

- Supervised year-long effort for soil and groundwater sampling.
- Conducted aquifer tests.
- Investigated active faults beneath sites proposed for hazardous waste disposal.

Teaching:

From 1990 to 1998, Matt taught at least one course per semester at the community college and university levels:

- At San Francisco State University, held an adjunct faculty position and taught courses in environmental geology, oceanography (lab and lecture), hydrogeology, and groundwater contamination.
- Served as a committee member for graduate and undergraduate students.
- Taught courses in environmental geology and oceanography at the College of Marin.

Matt taught physical geology (lecture and lab and introductory geology at Golden West College in Huntington Beach, California from 2010 to 2014.

Invited Testimony, Reports, Papers and Presentations:

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Presentation to the Public Environmental Law Conference, Eugene, Oregon.

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Invited presentation to U.S. EPA Region 9, San Francisco, California.

Hagemann, M.F., 2005. Use of Electronic Databases in Environmental Regulation, Policy Making and Public Participation. Brownfields 2005, Denver, Coloradao.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Nevada and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Las Vegas, NV (served on conference organizing committee).

Hagemann, M.F., 2004. Invited testimony to a California Senate committee hearing on air toxins at schools in Southern California, Los Angeles.

Brown, A., Farrow, J., Gray, A. and **Hagemann, M.**, 2004. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to the Ground Water and Environmental Law Conference, National Groundwater Association.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Arizona and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Phoenix, AZ (served on conference organizing committee).

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in the Southwestern U.S. Invited presentation to a special committee meeting of the National Academy of Sciences, Irvine, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to a tribal EPA meeting, Pechanga, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to a meeting of tribal repesentatives, Parker, AZ.

Hagemann, M.F., 2003. Impact of Perchlorate on the Colorado River and Associated Drinking Water Supplies. Invited presentation to the Inter-Tribal Meeting, Torres Martinez Tribe.

Hagemann, M.F., 2003. The Emergence of Perchlorate as a Widespread Drinking Water Contaminant. Invited presentation to the U.S. EPA Region 9.

Hagemann, M.F., 2003. A Deductive Approach to the Assessment of Perchlorate Contamination. Invited presentation to the California Assembly Natural Resources Committee.

Hagemann, M.F., 2003. Perchlorate: A Cold War Legacy in Drinking Water. Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. From Tank to Tap: A Chronology of MTBE in Groundwater. Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. A Chronology of MTBE in Groundwater and an Estimate of Costs to Address Impacts to Groundwater. Presentation to the annual meeting of the Society of Environmental Journalists.

Hagemann, M.F., 2002. An Estimate of the Cost to Address MTBE Contamination in Groundwater (and Who Will Pay). Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to a meeting of the U.S. EPA and State Underground Storage Tank Program managers.

Hagemann, M.F., 2001. From Tank to Tap: A Chronology of MTBE in Groundwater. Unpublished report.

2. Response to Comments

Hagemann, M.F., 2001. Estimated Cleanup Cost for MTBE in Groundwater Used as Drinking Water. Unpublished report.

Hagemann, M.F., 2001. Estimated Costs to Address MTBE Releases from Leaking Underground Storage Tanks. Unpublished report.

Hagemann, M.F., and VanMouwerik, M., 1999. Potential Water Quality Concerns Related to Snowmobile Usage. Water Resources Division, National Park Service, Technical Report.

VanMouwerik, M. and **Hagemann, M.F.** 1999, Water Quality Concerns Related to Personal Watercraft Usage. Water Resources Division, National Park Service, Technical Report.

Hagemann, M.F., 1999, Is Dilution the Solution to Pollution in National Parks? The George Wright Society Biannual Meeting, Asheville, North Carolina.

Hagemann, M.F., 1997, The Potential for MTBE to Contaminate Groundwater. U.S. EPA Superfund Groundwater Technical Forum Annual Meeting, Las Vegas, Nevada.

Hagemann, M.F., and Gill, M., 1996, Impediments to Intrinsic Remediation, Moffett Field Naval Air Station, Conference on Intrinsic Remediation of Chlorinated Hydrocarbons, Salt Lake City.

Hagemann, M.F., Fukunaga, G.L., 1996, The Vulnerability of Groundwater to Anthropogenic Contaminants on the Island of Maui, Hawaii. Hawaii Water Works Association Annual Meeting, Maui, October 1996.

Hagemann, M. F., Fukanaga, G. L., 1996, Ranking Groundwater Vulnerability in Central Oahu, Hawaii. Proceedings, Geographic Information Systems in Environmental Resources Management, Air and Waste Management Association Publication VIP-61.

Hagemann, M.F., 1994. Groundwater Characterization and Cleanup at Closing Military Bases in California. Proceedings, California Groundwater Resources Association Meeting.

Hagemann, M.F. and Sabol, M.A., 1993. Role of the U.S. EPA in the High Plains States Groundwater Recharge Demonstration Program. Proceedings, Sixth Biennial Symposium on the Artificial Recharge of Groundwater.

Hagemann, M.F., 1993. U.S. EPA Policy on the Technical Impracticability of the Cleanup of DNAPL-contaminated Groundwater. California Groundwater Resources Association Meeting.

Hagemann, M.F., 1992. Dense Nonaqueous Phase Liquid Contamination of Groundwater: An Ounce of Prevention... Proceedings, Association of Engineering Geologists Annual Meeting, v. 35.

Other Experience:

Selected as subject matter expert for the California Professional Geologist licensing examination, 2009-2011

2. Response to Comments

EXHIBIT D

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

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June 21, 2021

Jacob Booher
Mitchell M. Tsai, Attorney at Law
155 South El Molino Avenue Suite 104
Pasadena, CA 91101

Subject: Comments on the Wildomar Trail Town Center Mixed-Use Project (SCH No. 2020090408)

Dear Mr. Booher,

We have reviewed the May 2021 Draft Environmental Impact Report ("DEIR") for the Wildomar Trail Town Center Mixed-Use Project ("Project") located in the City of Wildomar ("City"). The Project proposes to construct 41,609-SF of commercial retail space, 72,000-SF of professional office space, and 152 townhome/condominium residential units on the 25.8-acre site.

Our review concludes that the DEIR fails to adequately evaluate the Project's air quality, health risk, and greenhouse gas impacts. As a result, emissions and health risk impacts associated with construction and operation of the proposed Project are underestimated and inadequately addressed. An updated EIR should be prepared to adequately assess and mitigate the potential air quality, health risk, and greenhouse gas impacts that the project may have on the surrounding environment.

Air Quality

Unsubstantiated Input Parameters Used to Estimate Project Emissions

The DEIR's air quality analysis relies on emissions calculated with CalEEMod.2016.3.2 (p. 5.2-21).[1] CalEEMod provides recommended default values based on site-specific information, such as land use type, meteorological data, total lot acreage, project type and typical equipment associated with project type. If more specific project information is known, the user can change the default values and input project-specific values, but the California Environmental Quality Act ("CEQA") requires that such changes be justified by substantial evidence. Once all of the values are inputted into the model, the Project's

[1] CAPCOA (November 2017) CalEEMod User's Guide, http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4.

2. Response to Comments

construction and operational emissions are calculated, and "output files" are generated. These output files disclose to the reader what parameters are utilized in calculating the Project's air pollutant emissions and make known which default values are changed as well as provide justification for the values selected.

When reviewing the Project's CalEEMod output files, provided in the CalEEMod Printouts as Appendix A to the Air Quality and Greenhouse Gas Analysis ("AQ & GHG Analysis"), we found that several model inputs were not consistent with information disclosed in the DEIR. As a result, the Project's construction and operational emissions are underestimated. As a result, an updated EIR should be prepared to include an updated air quality analysis that adequately evaluates the impacts that construction and operation of the Project will have on local and regional air quality.

Unsubstantiated Changes to Off-Road Equipment Unit Amounts and Usage Hours

Review of the CalEEMod output files demonstrates that the "Wildomar Trail Mixed-Use Development: Phase 1," "Wildomar Trail Mixed-Use Development: Phase 2," "Wildomar Trail Mixed-Use Development: Phase 3," and "Wildomar Trail Mixed-Use Development: Mitigated Phase 4" models include several changes to the default off-road construction equipment unit amounts and usage hours (see excerpts below) (Appendix A, pp. 74, 102, 130, 165, 192, 219, 252, 278, 304, 335, 363, 391)

"Wildomar Trail Mixed-Use Development: Phase 1"

Table Name	Column Name	Default Value	New Value
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	3.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	8.00	7.00
tblOffRoadEquipment	UsageHours	7.00	6.00
tblOffRoadEquipment	UsageHours	8.00	7.00
tblOffRoadEquipment	UsageHours	8.00	7.00

"Wildomar Trail Mixed-Use Development: Phase 2"

Table Name	Column Name	Default Value	New Value
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	3.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	8.00	7.00
tblOffRoadEquipment	UsageHours	7.00	6.00
tblOffRoadEquipment	UsageHours	8.00	7.00
tblOffRoadEquipment	UsageHours	8.00	7.00

"Wildomar Trail Mixed-Use Development: Phase 3"

Table Name	Column Name	Default Value	New Value
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	UsageHours	8.00	6.00
tblOffRoadEquipment	UsageHours	8.00	6.00

"Wildomar Trail Mixed-Use Development: Mitigated Phase 4"

Table Name	Column Name	Default Value	New Value
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	UsageHours	8.00	6.00
tblOffRoadEquipment	UsageHours	8.00	6.00

As previously mentioned, the CalEEMod User's Guide requires any changes to model defaults be justified.[2] However, no justification was provided by the "User Entered Comments and Non-Default Data" table for these changes. Furthermore, while the DEIR provides a construction equipment list, the DEIR states:

> "Table 5.2-8 lists the estimated construction equipment that would be used during project construction as estimated by *CalEEMod default values*" (emphasis added) (p. 5.2-24).

As demonstrated above, the DEIR states that the Project's estimated construction equipment was based on the CalEEMod default values. This directly contradicts the Project's modeling, which contains non-default off-road construction equipment unit amounts and usage hours, as discussed above. As such, the changes to the default off-road construction equipment unit amounts and usage hours are unsubstantiated and inconsistent with the information provided in the DEIR.

[2] CalEEMod User's Guide, *available at:* : http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 2, 9.

2. Response to Comments

underestimate the Project's mobile-source construction-related emissions and should not be relied upon to determine Project significance.

Unsubstantiated Changes to Architectural and Area Coating Areas

Review of the CalEEMod output files demonstrates that the "Wildomar Trail Mixed-Use Development: Phase 1," "Wildomar Trail Mixed-Use Development: Phase 2," "Wildomar Trail Mixed-Use Development: Phase 3," and "Wildomar Trail Mixed-Use Development: Mitigated Phase 4" models include several reductions to the default architectural and area coating areas (see excerpts below) (Appendix 5.2-1, pp. 73, 101, 129, 164, 191, 218, 251, 277, 303, 334, 362, 390).

"Wildomar Trail Mixed-Use Development: Phase 1"

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Parking	6,158.00	5,661.00
tblAreaCoating	Area_Parking	6158	5661

"Wildomar Trail Mixed-Use Development: Phase 2"

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Parking	8,906.00	3,868.00
tblAreaCoating	Area_Parking	8906	3868

"Wildomar Trail Mixed-Use Development: Phase 3"

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	36,000.00	18,000.00

"Wildomar Trail Mixed-Use Development: Mitigated Phase 4"

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Parking	4,004.00	528.00
tblAreaCoating	Area_Parking	4004	0

As previously mentioned, the CalEEMod User's Guide requires any changes to model defaults be justified.[6] According to the "User Entered Comments and Non-Default Data" table for Phase 3, the justification provided for these changes is: "Architectural coating reduced by half as building exterior with be mainly glass" (Appendix 5.2-1, pp. 251, 277, 303). However, no justification was provided by the "User Entered Comments and Non-Default Data" table for the revised architectural and area coating areas included in the models for Phase 1, Phase 2, and Mitigated Phase 4 of construction. Furthermore, the DEIR fails to mention architectural and area coating areas, specify the dimensions of the anticipated coating areas, or justify these changes whatsoever. As such, we cannot verify the revised architectural and area coating areas included in the model.

[6] CalEEMod User's Guide, *available at:* : http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 2, 9.

5

These unsubstantiated reductions present an issue, as CalEEMod uses architectural and area coating areas to calculate the Project's ROG emissions associated with painting and reapplication.[7] Thus, by including unsubstantiated reductions to the default architectural and area coating areas, the models may underestimate the Project's area-source emissions and should not be relied upon to determine Project significance.

Use of Incorrect Trip Purpose Percentages

Review of the CalEEMod output files demonstrates that the trip purpose percentages in the "Wildomar Trail Mixed-Use Development: Phase 1," "Wildomar Trail Mixed-Use Development: Phase 2," and "Wildomar Trail Mixed-Use Development Full Buildout" models were divided amongst the primary, diverted, and pass-by trip types for the Project's proposed retail and gas station land uses (see excerpts below) (Appendix 5.2-1, pp. 93, 121, 151, 184, 211, 239, 432, 448, 465).

"Wildomar Trail Mixed-Use Development: Phase 1" Model:

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	16.60	8.40	6.90	33.00	48.00	19.00	21	51	28
Convenience Market (24 Hour)	16.60	8.40	6.90	0.90	80.10	19.00	24	15	61
Gasoline/Service Station	16.60	8.40	6.90	2.00	79.00	19.00	14	27	59
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

"Wildomar Trail Mixed-Use Development: Phase 2" Model:

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

"Wildomar Trail Mixed-Use Development Full Buildout" Model:

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Automobile Care Center	16.60	8.40	6.90	33.00	48.00	19.00	21	51	28
Convenience Market (24 Hour)	16.60	8.40	6.90	0.90	80.10	19.00	24	15	61
Gasoline/Service Station	16.60	8.40	6.90	2.00	79.00	19.00	14	27	59
Medical Office Building	16.60	8.40	6.90	29.60	51.40	19.00	60	30	10
Other Non-Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

However, review of the Traffic Impact Analysis ("TIA"), provided as Appendix 5.11-1 to the DEIR, demonstrates that pass-by trip trips for the proposed retail and gas station land uses were already accounted for in the Project's trip generation calculations (see excerpt below) (Appendix 5.11-1, p. 3, Table 1-2).

[7] CalEEMod User Guide, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 35, 42.

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Table 1-2
Project Trip Generation

Land Use	Intensity	Units[1]	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Residential Component									
Multifamily Housing (Mid Rise)	152	DU	14	40	55	41	26	67	827
Internal Capture Reduction - Mixed Use Development[2]			0	0	0	21	12	33	406
Residential Subtotal			*14*	*40*	*55*	*20*	*14*	*34*	*421*
Commercial Component									
Shopping Center	35.529	TSF	105	65	170	121	132	253	2,977
Internal Capture Reduction - Mixed Use Development[2]			0	0	0	21	22	43	506
Pass-by Reduction (34% - PM Peak Hour Only)[3]			-	-	-	*34*	*37*	*71*	*840*
Commercial Subtotal			*105*	*65*	*170*	*67*	*72*	*139*	*1,631*
Medical Office Component									
Medical-Dental Office Building	72	TSF	156	44	200	70	179	249	2,506
Internal Capture Reduction - Mixed Use Development[2]			0	0	0	4	13	13	126
Medical Office Subtotal			*156*	*44*	*200*	*66*	*167*	*237*	*2,379*
Service Station									
Super Convenience Market/ Gas Station	22	VFP	309	309	618	253	253	505	5,017
Pass-by Reduction (62% AM Peak Hour, 56% - PM Peak Hour)3			192	192	383	141	141	283	*2,840*
Service Station Subtotal			*117*	*117*	*235*	*111*	*111*	*222*	*2,231*
Automated Car Wash	2.08	TSF	0	0	0	15	15	30	0
TOTAL			393	266	659	278	379	661	6,663

[1] DU = Dwelling Units; TSF = Thousand Square Feet; VFP = Vehicle Fueling positions
[2] Internal capture is based on the ITE methodology per Figure 6.2 of ITE Trip Generation Handbook (3rd Edition, 2017).
[3] Pass-by reduction percentage is based on the ITE methodology per Table E of ITE Trip Generation Handbook (3rd Edition, 2017).

As you can see in the excerpt above, pass-by trips for the retail and gas station land uses were already accounted for in the TIA. Therefore, the CalEEMod model should have divided the trip purpose between primary and diverted trips, as pass-by trips are already accounted for in the daily trip total.

According to Appendix A of the CalEEMod User's Guide, primary trips utilize the complete trip lengths associated with each trip type category. Diverted trips are assumed to take a slightly different path than a primary trip and are assumed to be 25% of the primary trip lengths. Pass-by trips are assumed to be

0.1 miles in length and are a result of no diversion from the primary route.[8] Thus, by spreading the trip purpose percentages amongst the three categories, the model is accounting for pass-by trips that have already been accounted for in the TIA. By incorrectly including pass-by reductions that were already accounted for in the Project's TIA, the models underestimate the Project's mobile-source operational emissions and should not be relied upon to determine Project significance.

Unsubstantiated Changes to Gas Fireplace Values

Review of the CalEEMod output files demonstrates that the "Wildomar Trail Mixed-Use Development: Mitigated Phase 4" and "Wildomar Trail Mixed-Use Development Full Buildout" models include several reductions to the default gas fireplace values (see excerpt below) (Appendix 5.2-1, pp. 335, 363, 391, 424, 440, 456).

Table Name	Column Name	Default Value	New Value
tblFireplaces	NumberGas	129.20	0.00
tblFireplaces	NumberNoFireplace	15.20	0.00

As you can see in the excerpt above, the models assume that the Project would not include any gas fireplaces. As previously mentioned, the CalEEMod User's Guide requires any changes to model defaults be justified.[9] According to the "User Entered Comments and Non-Default Data" table for Phase 3, the justification provided for these changes is:

> "The County of Riverside does not allow the implementation of woodfire stoves or fireplaces in new residential structures" (Appendix 5.2-1, pp. 334, 362, 390, 424, 440, 456).

Furthermore, the DEIR describes SCAQMD Rule 403, stating:

> "This rule is intended to reduce the amount of particulate matter entrained in the ambient air as a result of anthropogenic (human-made) fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions. Rule 403 applies to any activity or human-made condition capable of generating fugitive dust and requires best available control measures to be applied to earth moving and grading activities. In general, *the rule prohibits new developments from the installation of wood-burning devices*" (emphasis added) (p. 5.2-11).

Finally, the DEIR describes SCAQMD Rule 445, stating:

> "This rule is intended to reduce the emission of particulate matter from wood-burning devices and applies to manufacturers and sellers of wood-burning devices, commercial sellers of firewood, and property owners and tenants that operate a wood-burning device" (p. 5.2-11).

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[8] "CalEEMod User's Guide, Appendix A: Calculation Details for CalEEMod." SCAQMD, *available at:* http://www.caleemod.com/, p. 20

[9] CalEEMod User's Guide, *available at:* : http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 2, 9.

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However, these changes remain unsupported for two reasons. First, the justification provided by the AQ & GHG Study fails to discuss *gas* fireplaces. Second, SCAQMD Rule 403 prohibits the installation of only *wood-burning* devices. As such, we cannot verify the assumption that the Project would not include any *gas* fireplaces.

These unsubstantiated reductions present an issue, as CalEEMod uses the number of gas fireplaces to calculate the Project's area-source operational emissions.[10] Thus, by including unsubstantiated reductions to the default number of gas fireplaces, the models may underestimate the Project's area-source operational emissions and should not be relied upon to determine Project significance.

Incorrect Application of Tier 4 Final Mitigation

Review of the CalEEMod output files demonstrates that the "Wildomar Trail Mixed-Use Development: Mitigated Phase 4" model assumes that part of the Project's off-road construction equipment fleet would meet Tier 4 Final emissions standards (see excerpt below) (Appendix 5.2-1, pp. 334-335, 362-363, 390-391).

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	11.00
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final

[10] CalEEMod User Guide, *available at:* http://www.caleemod.com/, p. 40.

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As previously mentioned, the CalEEMod User's Guide requires any changes to model defaults be justified.[11] According to the "User Entered Comments and Non-Default Data" table for Phase 3, the justification provided for the inclusion of Tier 4 Final mitigation is: "All off-road equiptment over 50 HP will utilize Tier 4 Final engines." (Appendix 5.2-1, pp. 334, 362, 390). Furthermore, the DEIR includes Mitigation Measure ("MM") AQ-1, which states:

> "Only Tier 4 diesel-powered construction equipment greater than *90 horsepower* shall be utilized throughout the construction of Phase 4 of the proposed project, *if such equipment is readily available and cost effective* at the time of construction" (emphasis added) (p. 1-13).

However, the inclusion of Tier 4 Final emissions standards remain unsupported for three reasons.

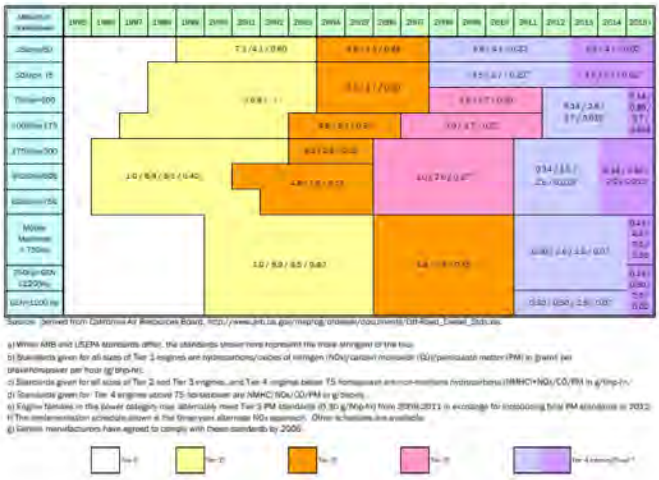
First, the justification provided by the AQ & GHG Analysis contradicts the information provided in the DEIR. Specifically, the justification claims that all off-road construction equipment over *50 horsepower ("HP")* will utilize Tier 4 Final engines, while MM AQ-1 only requires construction equipment great than *90 HP* to use Tier 4 Final engines. As such, the model's assumption that off-road construction equipment greater than 50 HP would meet Tier 4 Final emissions standards is incorrect.

Second, the DEIR fails to specify the terms that define "readily available" or "cost effective." As such, we cannot verify if the use of Tier 4 Final construction equipment is even feasible for the proposed Project. Thus, we cannot guarantee that Tier 4 Final emission standards would be implemented, monitored, and enforced on the Project site. As a result, in order to conduct the most conservative analysis, the model should not include Tier 4 Final emission stanards.

Third, as demonstrated above, the MM AQ-1 fails to require the more efficient Tier 4 *Final* emission standards. The United States Environmental Protection Agency ("U.S. EPA") has slowly adopted more stringent standards to lower the emissions from off-road construction equipment. Since 1994, Tier 1, Tier 2, Tier 3, Tier 4 *Interim*, and Tier 4 *Final* construction equipment have been phased in over time. Tier 4 *Final* represents the *cleanest* burning equipment and therefore has the lowest emissions compared to other tiers, including Tier 4 *Interim* equipment (see excerpt below):[12]

[11] CalEEMod User's Guide, *available at: :* http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 2, 9.
[12] "San Francisco Clean Construction Ordinance Implementation Guide for San Francisco Public Projects." August 2015, *available at:* https://www.sfdph.org/dph/files/EHSdocs/AirQuality/San_Francisco_Clean_Construction_Ordinance_2015.pdf, p. 6

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As demonstrated in the figure above, Tier 4 ***Interim*** equipment has higher emission levels than Tier 4 ***Final*** equipment. Therefore, by modeling construction emissions assuming a full Tier 4 ***Final*** equipment fleet, the DEIR fails to account for higher emissions that may occur as a result of the use of Tier 4 ***Interim*** equipment. Since MM AQ-1 fails to specify whether the Project would use Tier 4 ***Interim*** or Tier 4 ***Final*** equipment, it is incorrect to model emissions assuming that the more efficient Tier 4 ***Final*** equipment would be implemented. Until an updated EIR is prepared requiring Tier 4 ***Final*** engines during all phases of construction, and not Tier 4 ***Interim*** equipment, the DEIR's modeling should not be relied upon to determine Project significance.

Incorrect Application of Water-Related Operational Mitigation Measures

Review of the CalEEMod output files demonstrates that the "Wildomar Trail Mixed-Use Development: Phase 1," "Wildomar Trail Mixed-Use Development: Phase 2," "Wildomar Trail Mixed-Use Development: Phase 3," "Wildomar Trail Mixed-Use Development: Mitigated Phase 4," and "Wildomar Trail Mixed-Use Development Full Buildout" models include the following water-related operational mitigation measures (Appendix 5.2-1, pp. 98, 126, 157, 188, 215, 244, 274, 300, 328, 359, 387, 417, 437, 453, 472):

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet
Install Low Flow Kitchen Faucet
Install Low Flow Toilet
Install Low Flow Shower
Use Water Efficient Irrigation System

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As previously mentioned, the CalEEMod User's Guide requires any changes to model defaults be justified.[13] According to the "User Entered Comments and Non-Default Data" table for Phase 3, the justification provided for the inclusion of water-related operational mitigation measures is:

> "Low-flow water fixtures and irrigation systems will be implemented to meet state water reduction measures" (Appendix 5.2-1, pp. 73, 101, 129, 164, 191, 218, 251, 277, 303, 334, 362, 390, 424, 440, 456).

However, this justification is insufficient for two reasons.

First, the inclusion of these operational mitigation measures, based on the Project's purported compliance with state water reduction measures, is unsupported. According to the Association of Environmental Professionals ("AEP") *CEQA Portal Topic Paper* on mitigation measures:

> "By definition, *mitigation measures are not part of the original project design*. Rather, mitigation measures are actions taken by the lead agency to reduce impacts to the environment resulting from the original project design. Mitigation measures are identified by the lead agency after the project has undergone environmental review and are *above-and-beyond existing laws, regulations, and requirements* that would reduce environmental impacts" (emphasis added).[14]

As you can see in the excerpt above, mitigation measures "are not part of the original project design" and are intended to go "above-and-beyond" existing regulatory requirements. As such, the inclusion of these measures, based solely on the Project's compliance with state water reduction measures, is unsubstantiated.

Second, these design features are not formally included as mitigation measures. This incorrect, as AEP guidance states:

> "While not "mitigation", a good practice is *to include those project design feature(s) that address environmental impacts in the mitigation monitoring and reporting program (MMRP)*. Often the MMRP is all that accompanies building and construction plans through the permit process. If the design features are not listed as important to addressing an environmental impact, *it is easy for someone not involved in the original environmental process to approve a change to the project that could eliminate one or more of the design features without understanding the resulting environmental impact*" (emphasis added).[15]

As you can see in the excerpts above, design features that are not formally included as mitigation measures *may be eliminated from the Project's design altogether*. Thus, as the water-related operational measures are not formally included as mitigation measures, we cannot guarantee that they would be

[13] CalEEMod User's Guide, *available at: :* http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 2, 9.
[14] "CEQA Portal Topic Paper Mitigation Measures." AEP, February 2020, *available at:* https://ceqaportal.org/tp/CEQA%20Mitigation%202020.pdf, p. 5.
[15] "CEQA Portal Topic Paper Mitigation Measures." AEP, February 2020, *available at:* https://ceqaportal.org/tp/CEQA%20Mitigation%202020.pdf, p. 6.

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implemented, monitored, and enforced on the Project site. As a result, the inclusion of the above-mentioned operational mitigation measures in the model is incorrect. By including several water-related operational mitigation measures without properly committing to their implementation, the models may underestimate the Project's water-source operational emissions and should not be relied upon to determine Project significance.

Updated Analysis Indicates a Potentially Significant Air Quality Impact

In an effort to more accurately estimate Project's construction-related and operational emissions, we prepared updated CalEEMod models, using the Project-specific information provided by the DEIR. In our updated models, we omitted the unsubstantiated changes to the off-road construction equipment unit amounts and usage hours, construction trip numbers, architectural and area coating areas, and gas fireplace values; corrected the trip purpose percentages; and excluded the unsubstantiated construction-related and operational mitigation measures (see Attachment B).

Our updated analysis estimates that the NO_X emissions associated with the construction of Phase 3 and operation of Phases 1 & 2, as well as the construction of Phase 4 along with operation of Phases 1, 2 & 3, exceed the applicable SCAQMD threshold of 55 pounds per day ("lbs/day") (see tables below).[16]

Combined Phase 3 Construction plus Phases 1 & 2 Operational Emissions

Model	NO_X (lbs/day)
Phase 1 Operation	10.91
Phase 2 Operation	9.22
Phase 3 Construction	33.77
DEIR Total	53.90
Phase 1 Operation	16.87
Phase 2 Operation	10.08
Phase 3 Construction	33.77
SWAPE Total	60.72
% Increase	13%
SCAQMD Regional Threshold (lbs/day)	**55**
Threshold Exceeded?	***Yes***

[16] "South Coast AQMD Air Quality Significance Thresholds." SCAQMD, April 2019, *available at*: http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf.

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Combined Phase 4 Construction plus Phases 1, 2 & 3 Operational Emissions

Model	NO_X (lbs/day)
Phase 1 Operation	10.91
Phase 2 Operation	9.22
Phase 3 Operation	14.69
Phase 4 Construction	13.09
DEIR Total	47.91
Phase 1 Operation	16.87
Phase 2 Operation	10.08
Phase 3 Operation	14.69
Phase 4 Construction	33.76
SWAPE Total	75.40
% Increase	57%
SCAQMD Regional Threshold (lbs/day)	**55**
Threshold Exceeded?	***Yes***

As you can see in the excerpt above, the NO_X emissions associated with the construction of Phase 3 and the operation of Phases 1 & 2, as estimated by SWAPE, increase by approximately 13% and exceed the applicable SCAQMD significance threshold. Furthermore, the NO_X emissions associated with the construction of Phase 4 and operation of Phases 1, 2 & 3, as estimated by SWAPE, increase by approximately 57% and exceed the applicable SCAQMD significance threshold. Thus, our updated modeling demonstrates that the Project would result in a potentially significant air quality impact that was not previously identified or addressed in the DEIR. As a result, an updated EIR should be prepared to adequately assess and mitigate the potential air quality impacts that the Project may have on the surrounding environment.

Diesel Particulate Matter Health Risk Emissions Inadequately Evaluated

The DEIR concludes that the toxic air contaminant ("TAC") emissions associated with the I-15 freeway would pose an excess cancer risk of 8.47 in one million to future sensitive receptors housed on the Project site, which would not exceed the SCAQMD significance threshold of 10 in one million (p. 5.2-37). Furthermore, regarding potential health risk impacts associated with the proposed gas station, the DEIR states:

> "Dispensing gasoline products has the potential to introduce air toxics (primarily benzene emissions) into the local environment. SCAQMD staff has indicated on previous gas station projects that only a very high throughput service station in close proximity to a school or other sensitive receptor would be likely to exceed the theoretical 10 cases per million threshold. At present, SCAQMD staff runs individual cancer risk assessments on all new service stations or projects where a school is located within 1,000 feet of the project site and there is an increase in emissions. There are no schools within 1,000 feet of the project. The nearest sensitive receptor to the project site is a residential area approximately 130 feet to the southeast and 350 feet to the south. Compliance with existing SCAQMD rules and regulations would ensure potential impacts associated with air toxics would be less than significant. This would further limit doses

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and exposures, reducing potential health risks related to gasoline vapors to a level that is not significant. Overall, project impacts related to the exposure of sensitive receptors to emissions are considered less than significant" (p. 5.2-37).

As demonstrated above, the DEIR concludes that impacts associated with the proposed gas station would be less-than-significant because the Project would comply with existing SCAQMD rules and regulations, would not generate substantial with TAC emissions, and would not be located within 1,000 feet of a school. However, the DEIR's evaluation of the Project's potential health risk impacts, as well as the subsequent less-than-significant impact conclusion, is incorrect for three reasons.

First, while the DEIR evaluates the health risk impacts posed to *future, on-site receptors* as a result of *proximity to the I-15 freeway*, the DEIR fails to address the potential health risks posed by Project *construction and operation* to *nearby, existing* sensitive receptors. This is incorrect, as construction of the proposed Project will produce emissions of DPM through the exhaust stacks of construction equipment over a potential construction duration of five years (p. 5.2-23). Furthermore, the DEIR indicates that the proposed land uses are expected to generate approximately 6,663 average daily vehicle trips, which will generate additional exhaust emissions and continue to expose nearby sensitive receptors to diesel particulate matter ("DPM") emissions (p. 5.2-31). However, the DEIR fails to evaluate the potential Project-generated TACs or indicate the concentrations at which such pollutants would trigger adverse health effects. Thus, without making a reasonable effort to connect the Project's construction-related and operational TAC emissions to the potential health risks posed to nearby receptors, the DEIR is inconsistent with CEQA's requirement to correlate the increase in emissions generated by the Project with the potential adverse impacts on human health.

Second, the Office of Environmental Health Hazard Assessment ("OEHHA"), the organization responsible for providing guidance on conducting HRAs in California, released its most recent *Risk Assessment Guidelines: Guidance Manual for Preparation of Health Risk Assessments* in February 2015.[17] This guidance document describes the types of projects that warrant the preparation of an HRA. The OEHHA document recommends that all short-term projects lasting at least two months be evaluated for cancer risks to nearby sensitive receptors.[18] As the Project's construction duration vastly exceeds the 2-month requirement set forth by OEHHA, it is clear that the Project meets the threshold warranting a quantified HRA under OEHHA guidance. Furthermore, the OEHHA document recommends that exposure from projects lasting more than 6 months be evaluated for the duration of the project and recommends that an exposure duration of 30 years be used to estimate individual cancer risk for the maximally exposed individual resident ("MEIR").[19] Even though we were not provided with the expected lifetime of the Project, we can reasonably assume that the Project will operate for at least 30 years, if not more. Therefore, we recommend that health risk impacts from Project operation also be evaluated, as a 30-

[17] "Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments." OEHHA, February 2015, *available at:* http://oehha.ca.gov/air/hot_spots/hotspots2015.html
[18] "Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments." OEHHA, February 2015, *available at:* http://oehha.ca.gov/air/hot_spots/2015/2015GuidanceManual.pdf, p. 8-18
[19] "Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments." OEHHA, February 2015, *available at:* http://oehha.ca.gov/air/hot_spots/2015/2015GuidanceManual.pdf, p. 8-6, 8-15

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year exposure duration vastly exceeds the 6-month requirement set forth by OEHHA. These recommendations reflect the most recent state health risk policies, and as such, we recommend that an analysis of health risk impacts posed to nearby sensitive receptors from Project-generated DPM emissions be included in an updated EIR for the Project.

Third, the DEIR's cancer risk estimate of 8.47 in one million should not be considered in isolation. Additional impacts related to *non-cancer health risks* have been documented for those people living near congested roadways. Key findings from a 2005 California Air Resources Board ("CARB") report[20] on health risk impacts from nearby freeways include:

- Reduced lung function in children was associated with traffic density, especially trucks, within 1,000 feet and the association was strongest within 300 feet.
- Increased asthma hospitalizations were associated with living within 650 feet of heavy traffic and heavy truck volume. (Lin, 2000)
- Asthma symptoms increased with proximity to roadways and the risk was greatest within 300 feet. (Venn, 2001)
- A San Diego study found increased medical visits in children living within 550 feet of heavy traffic. (English, 1999)

People housed by the proposed Project will be located directly west of the I-15 freeway. Therefore, many of the Project's residents will be subjected to additional non-cancer health risks as a result of close proximity to the I-15 freeway. Regarding risks posed to people living nearby busy roadways, CARB concludes:

> "The combination of the children's health studies and the distance related findings suggests that it is important to avoid exposing children to elevated air pollution levels immediately downwind of freeways and high traffic roadways. These studies suggest a substantial benefit to a 500-foot separation."[21]

As a result, CARB recommends that projects:

> "[a]void siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day."[22]

Despite this recommendation, asthma and other non-cancer, freeway-related health risks were not assessed in DEIR. No mention of additional health risks, including asthma, are made in the DEIR. As such, an updated EIR should be prepared to include an assessment of all risks faced by residents at the Project not only cancer, especially to sensitive groups, such as newborns and the elderly. Because of the

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[20] "Air Quality and Land Use Handbook: A Community Health Perspective." CARB, April 2005, *available at:* https://ww3.arb.ca.gov/ch/handbook.pdf.
[21] "Air Quality and Land Use Handbook: A Community Health Perspective." CARB, April 2005, *available at:* https://ww3.arb.ca.gov/ch/handbook.pdf, p. 10.
[22] "Air Quality and Land Use Handbook: A Community Health Perspective." CARB, April 2005, *available at:* https://ww3.arb.ca.gov/ch/handbook.pdf, p. 15.

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proximity to the I-15 freeway, all feasible mitigation should be considered in the updated EIR to reduce health impacts to people living at the project. Feasible mitigation, implemented at other Southern California projects adjacent to freeways include:

- Disclose to residents the potential health impacts from living in proximity to the I-15 freeway;
- Installation, use, and maintenance of filtration systems with at least a Minimum Efficiency Reporting Value (MERV) 15;
- Lead Agency verification and certification of the implementation the filtration systems;
- Lead Agency verification of maintenance to include manufacturer's recommended filter replacement schedule;
- Disclosure to residents that opening windows will reduce the health-protectiveness of the filter systems.

Screening-Level Analysis Indicates a Potentially Significant Health Risk Impact

In order to conduct our screening-level risk analysis we relied upon AERSCREEN, which is a screening level air quality dispersion model.[23] The model replaced SCREEN3, and AERSCREEN is included in the OEHHA[24] and the California Air Pollution Control Officers Associated ("CAPCOA")[25] guidance as the appropriate air dispersion model for Level 2 health risk screening analyses ("HRSAs"). A Level 2 HRSA utilizes a limited amount of site-specific information to generate maximum reasonable downwind concentrations of air contaminants to which nearby sensitive receptors may be exposed. If an unacceptable air quality hazard is determined to be possible using AERSCREEN, a more refined modeling approach is required prior to approval of the Project.

In order to estimate the health risk impacts posed to residential sensitive receptors as a result of the Project's construction-related and operational TAC emissions, we prepared a preliminary HRA using the annual PM_{10} exhaust estimates from the DEIR's CalEEMod output files. It is important to note that our preliminary HRA is ***underestimated***, as we did not account for the overlapping construction and operational emissions associated with Phase 2, Phase 3, and Phase 4 of construction.

Consistent with recommendations set forth by OEHHA, we assumed residential exposure begins during the third trimester stage of life. The DEIR's CalEEMod model indicates that construction activities will generate approximately 352 pounds of DPM over the 1,498-day construction period (see Attachment A and Appendix A, pp. 132, 221, 305, 393). The AERSCREEN model relies on a continuous average emission rate to simulate maximum downward concentrations from point, area, and volume emission sources. To account for the variability in equipment usage and truck trips over Project construction, we calculated an average DPM emission rate by the following equation:

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[23] U.S. EPA (April 2011) AERSCREEN Released as the EPA Recommended Screening Model, http://www.epa.gov/ttn/scram/guidance/clarification/20110411_AERSCREEN_Release_Memo.pdf

[24] "Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments." OEHHA, February 2015, *available at:* http://oehha.ca.gov/air/hot_spots/2015/2015GuidanceManual.pdf

[25] CAPCOA (July 2009) Health Risk Assessments for Proposed Land Use Projects, http://www.capcoa.org/wp-content/uploads/2012/03/CAPCOA_HRA_LU_Guidelines_8-6-09.pdf.

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$$Emission\ Rate\ \left(\frac{grams}{second}\right) = \frac{351.9\ lbs}{1{,}498\ days} \times \frac{453.6\ grams}{lbs} \times \frac{1\ day}{24\ hours} \times \frac{1\ hour}{3{,}600\ seconds} = \mathbf{0.00123\ g/s}$$

Using this equation, we estimated a construction emission rate of 0.00123 grams per second ("g/s"). Subtracting the 1,498-day construction period from the total residential duration of 30 years, we assumed that after Project construction, the sensitive receptor would be exposed to the Project's operational DPM for an additional 25.9 years, approximately. The DEIR's CalEEMod model indicates that operational activities will generate approximately 116 pounds of DPM per year throughout operation (see Attachment A and Appendix A, pp. 460). Applying the same equation used to estimate the construction DPM rate, we estimated the following emission rate for Project operation:

$$Emission\ Rate\ \left(\frac{grams}{second}\right) = \frac{115.6\ lbs}{365\ days} \times \frac{453.6\ grams}{lbs} \times \frac{1\ day}{24\ hours} \times \frac{1\ hour}{3{,}600\ seconds} = \mathbf{0.00166\ g/s}$$

Using this equation, we estimated an operational emission rate of 0.00166 g/s. Construction and operational activity was simulated as a 25.8-acre rectangular area source in AERSCREEN with dimensions of 450- by 232-meters. A release height of three meters was selected to represent the height of exhaust stacks on operational equipment and other heavy-duty vehicles, and an initial vertical dimension of one and a half meters was used to simulate instantaneous plume dispersion upon release. An urban meteorological setting was selected with model-default inputs for wind speed and direction distribution.

The AERSCREEN model generates maximum reasonable estimates of single-hour DPM concentrations from the Project site. EPA guidance suggests that in screening procedures, the annualized average concentration of an air pollutant be estimated by multiplying the single-hour concentration by 10%.[26] According to the IS/MND, the nearest sensitive receptors are located approximately 130 feet from the Project Site (p. 5.2-37). However, review of the AERSCREEN output files demonstrates that the *maximally exposed* individual resident ("MEIR") is located approximately 225 meters from the Project site. Thus, the single-hour concentration estimated by AERSCREEN for Project construction is approximately 0.6086 µg/m^3 DPM at approximately 225 meters downwind. Multiplying this single-hour concentration by 10%, we get an annualized average concentration of 0.06086 µg/m^3 for Project construction at the MEIR. For Project operation, the single-hour concentration estimated by AERSCREEN is 0.8209 µg/m^3 DPM at approximately 225 meters downwind. Multiplying this single-hour concentration by 10%, we get an annualized average concentration of 0.08209 µg/m^3 for Project operation at the MEIR.

We calculated the excess cancer risk to the MEIR using applicable HRA methodologies prescribed by OEHHA. Consistent with the 1,498-day construction schedule, the annualized average concentration for Project construction was used for the entire third trimester of pregnancy (0.25 years), the entire infantile stage of life (0 – 2 years), and the first 1.85 years of the child stage of life (2 – 16 years); and the

[26] "Screening Procedures for Estimating the Air Quality Impact of Stationary Sources Revised." EPA, 1992, *available at:* http://www.epa.gov/ttn/scram/guidance/guide/EPA-454R-92-019_OCR.pdf; *see also* "Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments." OEHHA, February 2015, *available at:* https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf p. 4-36.

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annualized averaged concentration for operation was used for the remainder of the 30-year exposure period, which makes remaining 12.15 years of the child stage of life and the entire the adult stage of life (16 – 30 years).

Consistent with OEHHA guidance and recommended by the SCAQMD, BAAQMD, and SJVAPCD guidance, we used Age Sensitivity Factors ("ASF") to account for the heightened susceptibility of young children to the carcinogenic toxicity of air pollution.[27, 28, 29] According to this guidance, the quantified cancer risk should be multiplied by a factor of ten during the third trimester of pregnancy and during the first two years of life (infant), as well as multiplied by a factor of three during the child stage of life (2 – 16 years). We also included the quantified cancer risk without adjusting for the heightened susceptibility of young children to the carcinogenic toxicity of air pollution in accordance with older OEHHA guidance from 2003. This guidance utilizes a less health protective scenario than what is currently recommended by SCAQMD, the air quality district with jurisdiction over the City, and several other air districts in the state. Furthermore, in accordance with the guidance set forth by OEHHA, we used the 95th percentile breathing rates for infants.[30] Finally, according to SCAQMD guidance, we used a Fraction of Time At Home ("FAH") Value of 1 for the 3rd trimester and infant receptors.[31] We used a cancer potency factor of 1.1 (mg/kg-day)$^{-1}$ and an averaging time of 25,550 days. The results of our calculations are shown below.

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[27] "Draft Environmental Impact Report (DEIR) for the Proposed The Exchange (SCH No. 2018071058)." SCAQMD, March 2019, *available at:* http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2019/march/RVC190115-03.pdf?sfvrsn=8, p. 4.

[28] "California Environmental Quality Act Air Quality Guidelines." BAAQMD, May 2017, *available at:* http://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en, p. 56; see also "Recommended Methods for Screening and Modeling Local Risks and Hazards." BAAQMD, May 2011, *available at:* http://www.baaqmd.gov/~/media/Files/Planning%20and%20Research/CEQA/BAAQMD%20Modeling%20Approach.ashx, p. 65, 86.

[29] "Update to District's Risk Management Policy to Address OEHHA's Revised Risk Assessment Guidance Document." SJVAPCD, May 2015, *available at:* https://www.valleyair.org/busind/pto/staff-report-5-28-15.pdf, p. 8, 20, 24.

[30] "Supplemental Guidelines for Preparing Risk Assessments for the Air Toxics 'Hot Spots' Information and Assessment Act," July 2018, *available at:* http://www.aqmd.gov/docs/default-source/planning/risk-assessment/ab2588supplementalguidelines.pdf, p. 16.
"Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments." OEHHA, February 2015, *available at:* https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf

[31] "Risk Assessment Procedures for Rules 1401, 1401.1, and 212." SCAQMD, August 2017, *available at:* http://www.aqmd.gov/docs/default-source/rule-book/Proposed-Rules/1401/riskassessmentprocedures_2017_080717.pdf, p. 7.

The Maximum Exposed Individual at an Existing Residential Receptor (MEIR)

Activity	Duration (years)	Concentration (ug/m3)	Breathing Rate (L/kg-day)	Cancer Risk without ASFs*	ASF	Cancer Risk with ASFs*
Construction	0.25	0.06086	361	8.3E-08	10	8.3E-07
3rd Trimester Duration	***0.25***			***8.3E-08***	***3rd Trimester Exposure***	***8.3E-07***
Construction	2.00	0.06086	1090	2.0E-06	10	2.0E-05
Infant Exposure Duration	***2.00***			***2.0E-06***	***Infant Exposure***	***2.0E-05***
Construction	1.85	0.06086	572	9.7E-07	3	2.9E-06
Operation	12.15	0.08209	572	8.6E-06	3	2.6E-05
Child Exposure Duration	***14.00***			***9.6E-06***	***Child Exposure***	***2.9E-05***
Operation	14.00	0.08209	261	3.3E-06	1	3.3E-06
Adult Exposure Duration	***14.00***			***3.3E-06***	***Adult Exposure***	***3.3E-06***
Lifetime Exposure Duration	**30.00**			**1.5E-05**	**Lifetime Exposure**	**5.3E-05**

* We, along with CARB and SCAQMD, recommend using the more updated and health protective 2015 OEHHA guidance, which includes ASFs.

As demonstrated in the table above, the excess cancer risk to adults, children, infants, and during the 3rd trimester of pregnancy at the MEIR located approximately 225 meters away, over the course of Project construction and operation, utilizing ASFs, are approximately 3.3, 29, 20, and 0.83 in one million, respectively. The excess cancer risk over the course of a residential lifetime (30 years), utilizing ASFs, is approximately 53 in one million. The infant, child, and lifetime cancer risks exceed the SCAQMD threshold of 10 in one million, thus resulting in a potentially significant impact not previously addressed or identified by the DEIR.

Utilizing ASFs is the most conservative, health-protective analysis according to the most recent guidance by OEHHA and reflects recommendations from the air district. Results without ASFs are presented in the table above, although we **do not** recommend utilizing these values for health risk analysis. Regardless, the excess cancer risk to adults, children, infants, and during the 3rd trimester of pregnancy at the MEIR located approximately 225 meters away, over the course of Project construction and operation, without ASFs, are approximately 3.3, 9.6, 2, and 0.083 in one million, respectively. The excess cancer risk over the course of a residential lifetime (30 years), without ASFs, is approximately 15 in one million, thus exceeding the SCAQMD threshold of 10 in one million and resulting in a potentially significant impact not previously addressed or identified by the DEIR. While we recommend the use of ASFs, the Project's cancer risk without ASFs, as estimated by SWAPE, exceeds the SCAQMD threshold regardless.

An agency must include an analysis of health risks that connects the Project's air emissions with the health risk posed by those emissions. Our analysis represents a screening-level HRA, which is known to

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be conservative and tends to err on the side of health protection. [32] The purpose of the screening-level construction and operational HRA shown above is to demonstrate the link between the proposed Project's emissions and the potential health risk. Our screening-level HRA demonstrates that construction and operation of the Project could result in a potentially significant health risk impact, when correct exposure assumptions and up-to-date, applicable guidance are used. Therefore, since our screening-level HRA indicates a potentially significant impact, the City should prepare an updated EIR with an HRA which makes a reasonable effort to connect the Project's air quality emissions and the potential health risks posed to nearby receptors. Thus, the City should prepare an updated, quantified air pollution model as well as an updated, quantified refined health risk analysis which adequately and accurately evaluates health risk impacts associated with both Project construction and operation.

Greenhouse Gas

Failure to Adequately Evaluate Greenhouse Gas Impacts

The DEIR estimates that the Project would result in net annual greenhouse gas ("GHG") emissions of 6,208.8 metric tons of carbon dioxide equivalents per year ("MT CO_2e/year"), which would exceed the SCAQMD Tier 3 Threshold of 3,000 MT CO_2e/year (see excerpt below) (p. 5.5-24, Table 5.5-6).

Table 5.5-6 Operational Greenhouse Gas Emissions

Source	Pollutant Emissions (MT/yr)					
	Bio-CO_2	NBio-CO_2	Total CO_2	CH_4	N_2O	CO_2e
Construction Emissions Amortized over 30 Years	0	53.47	53.47	0.01	0	53.70
Operational Emissions						
Area	0	2.58	2.58	<0.01	0	2.64
Energy	0	635.80	635.80	0.03	<0.01	638.98
Mobile	0	4,940.25	4,940.25	0.23	0	4,945.95
Waste	186.07	0	186.07	11.00	0	460.99
Water	5.67	81.82	87.49	0.59	0.01	106.54
Total Project Emissions	**191.75**	**5,713.92**	**5,905.66**	**11.85**	**0.01**	**6,208.80**
					SCAQMD Tier 3 Threshold	**3,000**
					Significant?	**Yes**

Source: Compiled by LSA (February 2021)
Bio-CO_2 = biologically generated CO_2
CH_4 = methane
CO_2 = carbon dioxide
CO_2e = carbon dioxide equivalent
MT/yr = metric tons per year
N_2O = nitrous oxide
Nbio-CO_2 = non-biologically generated CO_2
MT/ CO_2e = metric tons of carbon dioxide equivalent

Furthermore, the DEIR concludes that the Project would result in a service population efficiency value of 9.9 metric tons of carbon dioxide equivalents per service population per year ("MT CO_2e/SP/year"), which would exceed the SCAQMD threshold of 3.4 MT CO_2e/SP/year (see excerpt below) (p. 5.5-25, Table 5.5-7).

[32] "Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments." OEHHA, February 2015, *available at:* https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf, p. 1-5

Table 5.5-7 Greenhouse Gas Emissions per Service Population

Per Capita Emissions	Project Emissions	Service Population Increase (Residents Employees)	Metric Tons of CO_2e/SP/Year	SCAQMD Threshold for Buildout Year 2026	Exceed Threshold?
Year 2026 Project Buildout	6,208.80	628	9.9	3.4	Yes

Source: Compiled by LSA with CalEEMod Version 2016.3.2 (February 2021)
CO2e/SP/Year = carbon dioxide equivalent per service population per year

After the implementation of MM GHG-1, the DEIR concludes that the Project would result in a significant-and-unavoidable GHG impact (p. 5.5-27). However, the DEIR's GHG analysis, as well as the subsequent significant-and-unavoidable impact conclusion, is incorrect for two reasons.

(1) The DEIR's GHG analysis relies upon an incorrect and unsubstantiated air model; and
(2) The DEIR fails to implement all feasible mitigation.

1) Incorrect and Unsubstantiated Quantitative Analysis of Emissions

As previously stated, the DEIR estimates that the Project would result in net annual GHG emissions of 6,208.8 MT CO_2e/year (p. 5.5-24, Table 5.5-6). However, the DEIR's quantitative GHG analysis is unsubstantiated. As previously discussed, when we reviewed the Project's CalEEMod output files, provided in the CalEEMod Printouts as Appendix A to the AQ & GHG Analysis, we found that several of the values inputted into the model are not consistent with information disclosed in the DEIR. As a result, the model underestimates the Project's emissions, and the DEIR's quantitative GHG analysis should not be relied upon to determine Project significance. An updated EIR should be prepared that adequately assesses the potential GHG impacts that construction and operation of the proposed Project may have on the surrounding environment.

2) Failure to Implement All Feasible Mitigation to Reduce GHG Emissions

As discussed above, the DEIR's GHG analysis relies upon an incorrect and unsubstantiated air model to determine the significance of the Project's GHG emissions. However, despite the DEIR's flawed air model, the DEIR's GHG emissions estimates indicate a significant GHG impact. As a result, the DEIR concludes that the proposed Project's GHG emissions would be significant-and-unavoidable (p. 5.5-27). However, while we agree that the Project would result in a significant GHG impact, the DEIR's conclusion that this impact is "significant and unavoidable" is incorrect. As previously stated, according to CEQA Guidelines § 15096(g)(2):

> "When an EIR has been prepared for a project, the Responsible Agency shall not approve the project as proposed if the agency finds any feasible alternative or feasible mitigation measures within its powers that would substantially lessen or avoid any significant effect the project would have on the environment."

As you can see, an impact can only be labeled as significant-and-unavoidable after *all available, feasible* mitigation is considered. Here, while the DEIR implements MM GHG-1, which requires the Project to develop a Transportation Demand Management ("TDM") Program, the DEIR fails to implement *all*

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feasible mitigation (p. 5.5-27). Therefore, the DEIR's conclusion that Project's GHG emissions would be significant-and-unavoidable is unsubstantiated. To reduce the Project's GHG impacts to the maximum extent possible, additional feasible mitigation measures should be incorporated, such as those suggested in the section of this letter titled "Feasible Mitigation Measures Available to Reduce Emissions." Thus, the Project should not be approved until an updated EIR is prepared, including updated, accurate air modeling, as well as incorporating all feasible mitigation to reduce emissions to less-than-significant levels.

Feasible Mitigation Measures Available to Reduce Emissions

Our analysis demonstrates that the Project would result in potentially significant air quality, health risk, and GHG impacts that should be mitigated further. In an effort to reduce the Project's emissions, we identified several mitigation measures that are applicable to the proposed Project. Feasible mitigation measures can be found in CAPCOA's *Quantifying Greenhouse Gas Mitigation Measures.*[33] Therefore, to reduce the Project's emissions, consideration of the following measures should be made:

CAPCOA's *Quantifying Greenhouse Gas Mitigation Measures*[34]
Measures – Energy
Building Energy Use
Install Programmable Thermostat Timers
Obtain Third-party HVAC Commissioning and Verification of Energy Savings
Install Energy Efficient Appliances
Install Energy Efficient Boilers
Lighting
Install Higher Efficacy Public Street and Area Lighting
Limit Outdoor Lighting Requirements
Replace Traffic Lights with LED Traffic Lights
Alternative Energy Generation
Establish Onsite Renewable or Carbon-Neutral Energy Systems
Establish Onsite Renewable Energy System – Solar Power
Measures – Transportation
Land Use/Location
Increase Density
Increase Location Efficiency
Increase Diversity of Urban and Suburban Developments (Mixed Use)

[33] http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf
[34] "Quantifying Greenhouse Gas Mitigation Measures." California Air Pollution Control Officers Association (CAPCOA), August 2010, *available at:* http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf, p.

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Increase Destination Accessibility
Increase Transit Accessibility
Integrate Affordable and Below Market Rate Housing
Orient Project Toward Non-Auto Corridor
Locate Project near Bike Path/Bike Lane
Neighborhood/Site Enhancements
Provide Pedestrian Network Improvements, such as: • Compact, mixed-use communities • Interconnected street network • Narrower roadways and shorter block lengths • Sidewalks • Accessibility to transit and transit shelters • Traffic calming measures and street trees • Parks and public spaces • Minimize pedestrian barriers
Provide Traffic Calming Measures, such as: • Marked crosswalks • Count-down signal timers • Curb extensions • Speed tables • Raised crosswalks • Raised intersections • Median islands • Tight corner radii • Roundabouts or mini-circles • On-street parking • Planter strips with trees • Chicanes/chokers
Implement a Neighborhood Electric Vehicle (NEV) Network.
Create Urban Non-Motorized Zones
Incorporate Bike Lane Street Design (on-site)
Provide Bike Parking in Non-Residential Projects
Provide Bike Parking with Multi-Unit Residential Projects
Provide Electric Vehicle Parking
Dedicate Land for Bike Trails
Parking Policy/Pricing
Limit Parking Supply through: • Elimination (or reduction) of minimum parking requirements • Creation of maximum parking requirements • Provision of shared parking

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Unbundle Parking Costs from Property Cost
Implement Market Price Public Parking (On-Street)
Require Residential Area Parking Permits
Commute Trip Reduction Programs
Implement Commute Trip Reduction (CTR) Program – Voluntary • Carpooling encouragement • Ride-matching assistance • Preferential carpool parking • Flexible work schedules for carpools • Half time transportation coordinator • Vanpool assistance • Bicycle end-trip facilities (parking, showers and lockers) • New employee orientation of trip reduction and alternative mode options • Event promotions and publications • Flexible work schedule for employees • Transit subsidies • Parking cash-out or priced parking • Shuttles • Emergency ride home
Implement Commute Trip Reduction (CTR) Program – Required Implementation/Monitoring • Established performance standards (e.g. trip reduction requirements) • Required implementation • Regular monitoring and reporting
Provide Ride-Sharing Programs • Designate a certain percentage of parking spaces for ride sharing vehicles • Designating adequate passenger loading and unloading and waiting areas for ride-sharing vehicles • Providing a web site or messaging board for coordinating rides • Permanent transportation management association membership and funding requirement.
Implement Subsidized or Discounted Transit Program
Provide Ent of Trip Facilities, including: • Showers • Secure bicycle lockers • Changing spaces
Encourage Telecommuting and Alternative Work Schedules, such as: • Staggered starting times • Flexible schedules • Compressed work weeks
Implement Commute Trip Reduction Marketing, such as: • New employee orientation of trip reduction and alternative mode options • Event promotions • Publications
Implement Preferential Parking Permit Program

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Implement Car-Sharing Program
Provide Employer-Sponsored Vanpool/Shuttle
Implement Bike-Sharing Programs
Implement School Bus Program
Price Workplace Parking, such as: • Explicitly charging for parking for its employees; • Implementing above market rate pricing; • Validating parking only for invited guests; • Not providing employee parking and transportation allowances; and • Educating employees about available alternatives.
Implement Employee Parking "Cash-Out"
Vehicles
Utilize Alternative Fueled Vehicles, such as: • Biodiesel (B20) • Liquefied Natural Gas (LNG) • Compressed Natural Gas (CNG)
Utilize Electric or Hybrid Vehicles
Measures – Water
Water Supply
Use Reclaimed Water
Use Gray Water
Use Locally Sourced Water Supply
Water Use
Adopt a Water Conservation strategy
Design Water-Efficient Landscapes (see California Department of Water Resources Model Water Efficient Landscape Ordinance), such as: • Reducing lawn sizes; • Planting vegetation with minimal water needs, such as native species; • Choosing vegetation appropriate for the climate of the project site; • Choosing complimentary plants with similar water needs or which can provide each other with shade and/or water.
Use Water-Efficient Landscape Irrigation Systems ("Smart" irrigation control systems)
Reduce Turf in Landscapes and Lawns
Plant Native or Drought-Resistant Trees and Vegetation
Measures – Area Landscaping
Landscaping Equipment
Prohibit Gas Powered Landscape Equipment

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Implement Lawnmower Exchange Program
Electric Yard Equipment Compatibility
Measures – Solid Waste
Solid Waste
Recycle Demolished Construction Material
Measures – Vegetation
Vegetation
Urban Tree Planting
Create New Vegetated Open Space
Measures – Construction
Construction
Use Alternative Fuels for Construction Equipment
Use Electric and Hybrid Construction Equipment
Limit Construction Equipment Idling Beyond Regulation Requirements
Institute a Heavy-Duty Off-Road Vehicle Plan, including: • Construction vehicle inventory tracking system; • Requiring hour meters on equipment; • Document the serial number, horsepower, manufacture age, fuel, etc. of all onsite equipment; and • Daily logging of the operating hours of the equipment.
Implement a Construction Vehicle Inventory Tracking System
Measures – Miscellaneous
Miscellaneous
Use Local and Sustainable Building Materials
Require Environmentally Responsible Purchasing, such as: • Purchasing products with sustainable packaging; • Purchasing post-consumer recycled copier paper, paper towels, and stationary; • Purchasing and stocking communal kitchens with reusable dishes and utensils; • Choosing sustainable cleaning supplies; • Leasing equipment from manufacturers who will recycle the components at their end of life; • Choosing ENERGY STAR appliances and Water Sense-certified water fixtures; • Choosing electronic appliances with built in sleep-mode timers; • Purchasing 'green power' (e.g. electricity generated from renewable or hydropower) from the utility; and • Choosing locally-made and distributed products.

Furthermore, in an effort to reduce the Project's emissions, we identified several mitigation measures that are applicable to the proposed Project from NEDC's *Diesel Emission Controls in Construction*

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Projects.[35] Therefore, to reduce the Project's emissions, consideration of the following measures should be made:

NEDC's *Diesel Emission Controls in Construction Projects*[36]
Measures – Diesel Emission Control Technology
a. Diesel On-road Vehicles All diesel nonroad vehicles on site for more than 10 total days must have either (1) engines that meet EPA onroad emissions standards or (2) emission control technology verified by EPA or CARB to reduce PM emissions by a minimum of 85%.
b. Diesel Generators All diesel generators on site for more than 10 total days must be equipped with emission control technology verified by EPA or CARB to reduce PM emissions by a minimum of 85%.
c. Diesel Nonroad Construction Equipment i. All diesel nonroad construction equipment on site for more than 10 total days must have either (1) engines meeting EPA Tier 4 Final nonroad emission standards or (2) emission control technology verified by EPA or CARB for use with nonroad engines to reduce PM emissions by a minimum of 85% for engines 50hp and greater and by a minimum of 20% for engines less than 50hp.
d. Upon confirming that the diesel vehicle, construction equipment, or generator has either an engine meeting Tier 4 Final non road emission standards or emission control technology, as specified above, installed and functioning, the developer will issue a compliance sticker. All diesel vehicles, construction equipment, and generators on site shall display the compliance sticker in a visible, external location as designated by the developer.
Measures – Additional Diesel Requirements
a. Construction shall not proceed until the contractor submits a certified list of all diesel vehicles, construction equipment, and generators to be used on site. The list shall include the following: i. Contractor and subcontractor name and address, plus contact person responsible for the vehicles or equipment. ii. Equipment type, equipment manufacturer, equipment serial number, engine manufacturer, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. iii. For the emission control technology installed: technology type, serial number, make, model, manufacturer, EPA/CARB verification number/level, and installation date and hour-meter reading on installation date.
b. If the contractor subsequently needs to bring on site equipment not on the list, the contractor shall submit written notification within 24 hours that attests the equipment complies with all contract conditions and provide information.
c. The contractor shall establish generator sites and truck-staging zones for vehicles waiting to load or unload material on site. Such zones shall be located where diesel emissions have the least impact on

[35] "Diesel Emission Controls in Construction Projects." Northeast Diesel Collaborative (NEDC), December 2010, *available at:* https://www.epa.gov/sites/production/files/2015-09/documents/nedc-model-contract-sepcification.pdf.
[36] "Diesel Emission Controls in Construction Projects." Northeast Diesel Collaborative (NEDC), December 2010, *available at:* https://www.epa.gov/sites/production/files/2015-09/documents/nedc-model-contract-sepcification.pdf.

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abutters, the general public, and especially sensitive receptors such as hospitals, schools, daycare facilities, elderly housing, and convalescent facilities.
Reporting
a. For each onroad diesel vehicle, nonroad construction equipment, or generator, the contractor shall submit to the developer's representative a report prior to bringing said equipment on site that includes: i. Equipment type, equipment manufacturer, equipment serial number, engine manufacturer, engine model year, engine certification (Tier rating), horsepower, and engine serial number. ii. The type of emission control technology installed, serial number, make, model, manufacturer, and EPA/CARB verification number/level. iii. The Certification Statement signed and printed on the contractor's letterhead.
b. The contractor shall submit to the developer's representative a monthly report that, for each onroad diesel vehicle, nonroad construction equipment, or generator onsite, includes: i. Hour-meter readings on arrival on-site, the first and last day of every month, and on off-site date. ii. Any problems with the equipment or emission controls. iii. Certified copies of fuel deliveries for the time period that identify: 1. Source of supply 2. Quantity of fuel 3. Quality of fuel, including sulfur content (percent by weight)

These measures offer a cost-effective, feasible way to incorporate lower-emitting design features into the proposed Project, which subsequently, reduce emissions released during Project construction and operation. An updated EIR should be prepared to include all feasible mitigation measures, as well as include an updated health risk and GHG analysis to ensure that the necessary mitigation measures are implemented to reduce emissions to below thresholds. The EIR should also demonstrate a commitment to the implementation of these measures prior to Project approval, to ensure that the Project's significant emissions are reduced to the maximum extent possible.

Disclaimer

SWAPE has received limited discovery regarding this project. Additional information may become available in the future; thus, we retain the right to revise or amend this report when additional information becomes available. Our professional services have been performed using that degree of care and skill ordinarily exercised, under similar circumstances, by reputable environmental consultants practicing in this or similar localities at the time of service. No other warranty, expressed or implied, is made as to the scope of work, work methodologies and protocols, site conditions, analytical testing results, and findings presented. This report reflects efforts which were limited to information that was reasonably accessible at the time of the work, and may contain informational gaps, inconsistencies, or otherwise be incomplete due to the unavailability or uncertainty of information obtained or provided by third parties.

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Sincerely,

Matt Hagemann, P.G., C.Hg.

Paul E. Rosenfeld, Ph.D.

Attachment A: Health Risk Calculations
Attachment B: CalEEMod Output Files
Attachment C: AERSCREEN Output Files
Attachment D: Matt Hagemann C.V.
Attachment E: Paul E. Rosenfeld C.V.

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Attachment A

Construction	
2021	
Annual Emissions (tons/year)	0.0233
Daily Emissions (lb s/day)	0.127671233
Construction Duration (days)	92
Total DPM (lbs)	11.74575342
Total DPM (g)	5327.873753
Start Date	10/1/21
End Date	1/1/22
Construction Days	92
2022	
Annual Emissions (tons/year)	0.0831
Daily Emissions (lb s/day)	0.455342466
Construction Duration (days)	365
Total DPM (lbs)	166.2
Total DPM (g)	75388.32
Start Date	1/1/22
End Date	1/1/23
Construction Days	365
2023	
Annual Emissions (tons/year)	0.087
Daily Emissions (lb s/day)	0.476712329
Construction Duration (days)	365
Total DPM (lbs)	174
Total DPM (g)	78926.4
Start Date	1/1/23
End Date	1/1/24
Construction Days	365
2024	
Annual Emissions (tons/year)	0.0948
Daily Emissions (lb s/day)	0.519452055
Construction Duration (days)	366
Total DPM (lbs)	190.1194521
Total DPM (g)	86238.18345
Start Date	1/1/24
End Date	1/1/25
Construction Days	366
2025	
Annual Emissions (tons/year)	0.0434
Daily Emissions (lb s/day)	0.237808219
Construction Duration (days)	310
Total DPM (lbs)	73.72054795
Total DPM (g)	33439.64055
Start Date	1/1/25
End Date	11/7/25
Construction Days	310

Total	
Total DPM (lbs)	351.9457534
Total DPM (g)	159642.5938
Total Construction Days	1498
Emission Rate (g/s)	0.00123
Release Height (meters)	3
Initial Vertical Dimension (meters)	1.5
Max Horizontal (meters)	450.0
Min Horizontal (meters)	232.0
Total Acreage	25.8
Setting	Urban
Population	36,445
Start Date	10/1/21
End Date	11/7/25
Total Construction Days	1498
Total Years of Operation	25.90

Operation	
Emission Rate	
Annual Emissions (tons/year)	0.0578
Daily Emissions (lb s/day)	0.316712329
Emission Rate (g/s)	0.00166
Release Height (meters)	3
Initial Vertical Dimension (meters)	1.5
Max Horizontal (meters)	450.0
Min Horizontal (meters)	232.0
Total Acreage	25.8
Setting	Urban
Population	36,445
Total Pounds of DPM	
Total DPM (lbs)	115.60

Attachment B

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Wildomar Trail Mixed-Use Development: Phase 1 - South Coast AQMD Air District, Annual

Wildomar Trail Mixed-Use Development: Phase 1

South Coast AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	1.75	Acre	1.75	76,230.00	0
Parking Lot	66.00	Space	3.13	26,400.00	0
Automobile Care Center	2.08	1000sqft	0.05	2,080.00	0
Convenience Market (24 Hour)	4.00	1000sqft	0.09	4,000.00	0
Gasoline/Service Station	22.00	Pump	0.07	3,105.85	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	10			**Operational Year**	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	534	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

2. Response to Comments

Wildomar Trail Mixed-Use Development: Phase 1 - South Coast AQMD Air District, Annual

Project Characteristics - Consistent with the DEIR's model.

Land Use - Consistent with the DEIR's model.

Construction Phase - Consistent with the DEIR's model.

Off-road Equipment - See SWAPE comment regarding the construction equipment unit amount and usage hours.

On-road Fugitive Dust - See SWAPE comment regarding vendor and worker trips.

Grading -

Architectural Coating - See SWAPE comment regarding architectural and area coating areas.

Vehicle Trips - Consistent with the DEIR's model. See SWAPE comment regarding pass by trips.

Energy Use -

Construction Off-road Equipment Mitigation - Consistent with the DEIR's model.

Water Mitigation - See SWAPE comment regarding water-related operational mitigation measures.

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	10.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2

tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstructionPhase	NumDays	20.00	10.00
tblConstructionPhase	NumDays	230.00	220.00
tblConstructionPhase	NumDays	20.00	6.00
tblConstructionPhase	NumDays	20.00	10.00
tblConstructionPhase	NumDays	10.00	3.00
tblLandUse	LotAcreage	0.59	3.13
tblProjectCharacteristics	CO2IntensityFactor	702.44	534
tblVehicleTrips	PB_TP	59.00	0.00
tblVehicleTrips	PR_TP	14.00	73.00
tblVehicleTrips	ST_TR	23.72	0.00
tblVehicleTrips	ST_TR	863.10	0.00
tblVehicleTrips	ST_TR	168.56	101.41
tblVehicleTrips	SU_TR	11.88	0.00
tblVehicleTrips	SU_TR	758.45	0.00
tblVehicleTrips	SU_TR	168.56	101.41
tblVehicleTrips	WD_TR	23.72	0.00
tblVehicleTrips	WD_TR	737.99	0.00

2. Response to Comments

tblVehicleTrips	WD_TR	168.56	101.41

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.0741	0.6857	0.6122	1.1900e-003	0.0652	0.0341	0.0992	0.0300	0.0319	0.0619	0.0000	104.5896	104.5896	0.0212	0.0000	105.1202
2022	0.2279	1.4807	1.5733	3.0800e-003	0.0517	0.0697	0.1214	0.0139	0.0656	0.0795	0.0000	271.2963	271.2963	0.0516	0.0000	272.5873
Maximum	**0.2279**	**1.4807**	**1.5733**	**3.0800e-003**	**0.0652**	**0.0697**	**0.1214**	**0.0300**	**0.0656**	**0.0795**	**0.0000**	**271.2963**	**271.2963**	**0.0516**	**0.0000**	**272.5873**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.0429	0.6546	0.6813	1.1900e-003	0.0652	0.0297	0.0949	0.0300	0.0297	0.0597	0.0000	104.5895	104.5895	0.0212	0.0000	105.1201
2022	0.1756	2.1774	1.7101	3.0800e-003	0.0517	0.0780	0.1297	0.0139	0.0780	0.0919	0.0000	271.2960	271.2960	0.0516	0.0000	272.5871
Maximum	**0.1756**	**2.1774**	**1.7101**	**3.0800e-003**	**0.0652**	**0.0780**	**0.1297**	**0.0300**	**0.0780**	**0.0919**	**0.0000**	**271.2960**	**271.2960**	**0.0516**	**0.0000**	**272.5871**

Wildomar Trail Mixed-Use Development: Phase 1 - South Coast AQMD Air District, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	27.65	-39.95	-8.51	0.00	0.00	-3.75	-1.76	0.00	-10.43	-7.19	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	10-1-2021	12-31-2021	0.7622	0.8956
2	1-1-2022	3-31-2022	0.6209	0.8560
3	4-1-2022	6-30-2022	0.6271	0.8648
4	7-1-2022	9-30-2022	0.4640	0.6377
		Highest	0.7622	0.8956

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0456	1.0000e-005	1.2200e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.3800e-003	2.3800e-003	1.0000e-005	0.0000	2.5400e-003
Energy	9.6000e-004	8.8900e-003	7.3000e-003	5.0000e-005		6.8000e-004	6.8000e-004		6.8000e-004	6.8000e-004	0.0000	36.6895	36.6895	1.6800e-003	4.8000e-004	36.8738
Mobile	0.5710	3.1165	6.7737	0.0249	2.0374	0.0199	2.0573	0.5460	0.0186	0.5645	0.0000	2,300.232 1	2,300.232 1	0.1155	0.0000	2,303.118 7
Waste						0.0000	0.0000		0.0000	0.0000	6.4612	0.0000	6.4612	0.3819	0.0000	16.0074
Water						0.0000	0.0000		0.0000	0.0000	0.2488	3.7666	4.0154	0.0258	6.5000e-004	4.8518
Total	0.6176	3.1252	6.7822	0.0249	2.0374	0.0298	2.0580	0.5460	0.0193	0.5652	6.7100	2,340.690 7	2,347.400 6	0.5247	1.1300e-003	2,360.854 2

2. Response to Comments

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0456	1.0000e-005	1.2200e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.3800e-003	2.3800e-003	1.0000e-005	0.0000	2.5400e-003
Energy	9.6000e-004	8.6900e-003	7.3000e-003	5.0000e-005		6.6000e-004	6.6000e-004		6.6000e-004	6.6000e-004	0.0000	36.6895	36.6895	1.6600e-003	4.8000e-004	36.8739
Mobile	0.5710	3.1165	6.7737	0.0249	2.0374	0.0199	2.0573	0.5460	0.0186	0.5645	0.0000	2,300.232 1	2,300.232 1	0.1155	0.0000	2,303.118 7
Waste						0.0000	0.0000		0.0000	0.0000	6.4812	0.0000	6.4812	0.3919	0.0000	16.0074
Water						0.0000	0.0000		0.0000	0.0000	0.2488	3.7669	4.0154	0.0258	6.5000e-004	4.8518
Total	0.6176	3.1252	6.7822	0.0249	2.0374	0.0206	2.0580	0.5460	0.0193	0.5652	6.7300	2,340.690 7	2,347.400 6	0.5247	1.1300e-003	2,360.854 2

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Wildomar Trail Mixed-Use Development: Phase 1 - South Coast AQMD Air District, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	10/1/2021	10/5/2021	5	3	
2	Grading	Grading	10/6/2021	10/13/2021	5	6	
3	Building Construction	Building Construction	10/14/2021	8/17/2022	5	220	
4	Paving	Paving	8/18/2022	8/31/2022	5	10	
5	Architectural Coating	Architectural Coating	9/1/2022	9/14/2022	5	10	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 3

Acres of Paving: 4.88

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 13,779; Non-Residential Outdoor: 4,593; Striped Parking Area: 6,158 (Architectural Coating – sqft)

OffRoad Equipment

2. Response to Comments

Wildomar Trail Mixed-Use Development: Phase 1 - South Coast AQMD Air District, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	46.00	18.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	9.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment
Water Exposed Area

3.2 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0271	0.0000	0.0271	0.0149	0.0000	0.0149	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.8300e-003	0.0608	0.0317	6.0000e-005		3.0700e-003	3.0700e-003		2.8200e-003	2.8200e-003	0.0000	5.0154	5.0154	1.6200e-003	0.0000	5.0559
Total	**5.8300e-003**	**0.0608**	**0.0317**	**6.0000e-005**	**0.0271**	**3.0700e-003**	**0.0302**	**0.0149**	**2.8200e-003**	**0.0177**	**0.0000**	**5.0154**	**5.0154**	**1.6200e-003**	**0.0000**	**5.0559**

2. Response to Comments

3.2 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1000e-004	8.0000e-005	9.4000e-004	0.0000	3.0000e-004	0.0000	3.0000e-004	8.0000e-005	0.0000	8.0000e-005	0.0000	0.2580	0.2580	1.0000e-005	0.0000	0.2582
Total	**1.1000e-004**	**8.0000e-005**	**9.4000e-004**	**0.0000**	**3.0000e-004**	**0.0000**	**3.0000e-004**	**8.0000e-005**	**0.0000**	**8.0000e-005**	**0.0000**	**0.2580**	**0.2580**	**1.0000e-005**	**0.0000**	**0.2582**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0271	0.0000	0.0271	0.0149	0.0000	0.0149	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.8100e-003	0.0506	0.0344	6.0000e-005		1.4200e-003	1.4200e-003		1.4200e-003	1.4200e-003	0.0000	5.0154	5.0154	1.6200e-003	0.0000	5.0559
Total	**1.8100e-003**	**0.0506**	**0.0344**	**6.0000e-005**	**0.0271**	**1.4200e-003**	**0.0285**	**0.0149**	**1.4200e-003**	**0.0163**	**0.0000**	**5.0154**	**5.0154**	**1.6200e-003**	**0.0000**	**5.0559**

3.2 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1000e-004	8.0000e-005	9.4000e-004	0.0000	3.0000e-004	0.0000	3.0000e-004	8.0000e-005	0.0000	8.0000e-005	0.0000	0.2580	0.2580	1.0000e-005	0.0000	0.2582
Total	**1.1000e-004**	**8.0000e-005**	**9.4000e-004**	**0.0000**	**3.0000e-004**	**0.0000**	**3.0000e-004**	**8.0000e-005**	**0.0000**	**8.0000e-005**	**0.0000**	**0.2580**	**0.2580**	**1.0000e-005**	**0.0000**	**0.2582**

3.3 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0197	0.0000	0.0197	0.0101	0.0000	0.0101	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.8700e-003	0.0742	0.0476	9.0000e-005		3.4800e-003	3.4800e-003		3.2000e-003	3.2000e-003	0.0000	7.8161	7.8161	2.5300e-003	0.0000	7.8793
Total	**6.8700e-003**	**0.0742**	**0.0476**	**9.0000e-005**	**0.0197**	**3.4800e-003**	**0.0231**	**0.0101**	**3.2000e-003**	**0.0133**	**0.0000**	**7.8161**	**7.8161**	**2.5300e-003**	**0.0000**	**7.8793**

2. Response to Comments

3.3 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.9000e-004	1.4000e-004	1.5700e-003	0.0000	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4301	0.4301	1.0000e-005	0.0000	0.4303
Total	**1.9000e-004**	**1.4000e-004**	**1.5700e-003**	**0.0000**	**4.9000e-004**	**0.0000**	**5.0000e-004**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**0.4301**	**0.4301**	**1.0000e-005**	**0.0000**	**0.4303**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0197	0.0000	0.0197	0.0101	0.0000	0.0101	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.0300e-003	0.0788	0.0570	9.0000e-005		2.3200e-003	2.3200e-003		2.3200e-003	2.3200e-003	0.0000	7.8161	7.8161	2.5300e-003	0.0000	7.8793
Total	**3.0300e-003**	**0.0788**	**0.0570**	**9.0000e-005**	**0.0197**	**2.3200e-003**	**0.0220**	**0.0101**	**2.3200e-003**	**0.0124**	**0.0000**	**7.8161**	**7.8161**	**2.5300e-003**	**0.0000**	**7.8793**

3.3 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.9000e-004	1.4000e-004	1.5700e-003	0.0000	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4301	0.4301	1.0000e-005	0.0000	0.4303
Total	**1.9000e-004**	**1.4000e-004**	**1.5700e-003**	**0.0000**	**4.9000e-004**	**0.0000**	**5.0000e-004**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**0.4301**	**0.4301**	**1.0000e-005**	**0.0000**	**0.4303**

3.4 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0542	0.4968	0.4724	7.7000e-004		0.0273	0.0273		0.0257	0.0257	0.0000	66.0166	66.0166	0.0159	0.0000	66.4148
Total	**0.0542**	**0.4968**	**0.4724**	**7.7000e-004**		**0.0273**	**0.0273**		**0.0257**	**0.0257**	**0.0000**	**66.0166**	**66.0166**	**0.0159**	**0.0000**	**66.4148**

2. Response to Comments

3.4 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.4600e-003	0.0499	0.0123	1.3000e-004	3.2300e-003	1.0000e-004	3.3300e-003	9.3000e-004	1.0000e-004	1.0300e-003	0.0000	12.5247	12.5247	7.8000e-004	0.0000	12.5445
Worker	5.4600e-002	4.0400e-003	0.0457	1.4000e-004	0.0144	1.1000e-004	0.0145	3.8200e-003	1.0000e-004	3.9200e-003	0.0000	12.5287	12.5287	3.4000e-004	0.0000	12.5371
Total	5.9200e-003	0.0537	0.0580	2.7000e-004	0.0176	2.1000e-004	0.0178	4.7500e-003	2.0000e-004	4.9500e-003	0.0000	25.0534	25.0534	1.1300e-003	0.0000	25.0816

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0308	0.6713	0.5094	7.7000e-004		0.0258	0.0258		0.0258	0.0258	0.0000	66.0166	66.0166	0.0159	0.0000	66.4147
Total	0.0308	0.6713	0.5094	7.7000e-004		0.0258	0.0258		0.0258	0.0258	0.0000	66.0166	66.0166	0.0159	0.0000	66.4147

3.4 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.4600e-003	0.0499	0.0123	1.3000e-004	3.2300e-003	1.0000e-004	3.3300e-003	9.3000e-004	1.0000e-004	1.0300e-003	0.0000	12.5247	12.5247	7.8000e-004	0.0000	12.5445
Worker	5.4600e-002	4.0400e-003	0.0457	1.4000e-004	0.0144	1.1000e-004	0.0145	3.8200e-003	1.0000e-004	3.9200e-003	0.0000	12.5287	12.5287	3.4000e-004	0.0000	12.5371
Total	**5.9200e-003**	**0.0537**	**0.0580**	**2.7000e-004**	**0.0176**	**2.1000e-004**	**0.0178**	**4.7500e-003**	**2.0000e-004**	**4.9500e-003**	**0.0000**	**25.0534**	**25.0534**	**1.1300e-003**	**0.0000**	**25.0816**

3.4 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1391	1.2727	1.3336	2.2000e-003		0.0659	0.0659		0.0620	0.0620	0.0000	188.8561	188.8561	0.0452	0.0000	189.9872
Total	**0.1391**	**1.2727**	**1.3336**	**2.2000e-003**		**0.0659**	**0.0659**		**0.0620**	**0.0620**	**0.0000**	**188.8561**	**188.8561**	**0.0452**	**0.0000**	**189.9872**

2. Response to Comments

3.4 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.9100e-003	0.1346	0.0333	3.7000e-004	9.2500e-003	2.5000e-004	9.4800e-003	2.6700e-003	2.4000e-004	2.9000e-003	0.0000	35.5010	35.5010	2.1800e-003	0.0000	35.5554
Worker	0.0147	0.0104	0.1206	3.8000e-004	0.0411	3.0000e-004	0.0414	0.0109	2.8000e-004	0.0112	0.0000	34.5432	34.5432	8.7000e-004	0.0000	34.5649
Total	**0.0186**	**0.1450**	**0.1539**	**7.5000e-004**	**0.0504**	**5.5000e-004**	**0.0509**	**0.0136**	**5.2000e-004**	**0.0141**	**0.0000**	**70.0441**	**70.0441**	**3.0500e-003**	**0.0000**	**70.1203**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0881	1.9197	1.4567	2.2000e-003		0.0736	0.0736		0.0736	0.0736	0.0000	188.8559	188.8559	0.0452	0.0000	189.9870
Total	**0.0881**	**1.9197**	**1.4567**	**2.2000e-003**		**0.0736**	**0.0736**		**0.0736**	**0.0736**	**0.0000**	**188.8559**	**188.8559**	**0.0452**	**0.0000**	**189.9870**

3.4 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.9100e-003	0.1346	0.0333	3.7000e-004	9.2500e-003	2.5000e-004	9.4800e-003	2.6700e-003	2.4000e-004	2.9000e-003	0.0000	35.5010	35.5010	2.1800e-003	0.0000	35.5554
Worker	0.0147	0.0104	0.1206	3.8000e-004	0.0411	3.0000e-004	0.0414	0.0109	2.8000e-004	0.0112	0.0000	34.5432	34.5432	8.7000e-004	0.0000	34.5649
Total	**0.0186**	**0.1450**	**0.1539**	**7.5000e-004**	**0.0504**	**5.5000e-004**	**0.0509**	**0.0136**	**5.2000e-004**	**0.0141**	**0.0000**	**70.0441**	**70.0441**	**3.0500e-003**	**0.0000**	**70.1203**

3.5 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	5.5100e-003	0.0556	0.0729	1.1000e-004		2.8400e-003	2.8400e-003		2.6100e-003	2.6100e-003	0.0000	10.0138	10.0138	3.2400e-003	0.0000	10.0949
Paving	6.3900e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0119**	**0.0556**	**0.0729**	**1.1000e-004**		**2.8400e-003**	**2.8400e-003**		**2.6100e-003**	**2.6100e-003**	**0.0000**	**10.0138**	**10.0138**	**3.2400e-003**	**0.0000**	**10.0948**

2. Response to Comments

3.5 Paving - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.9000e-004	2.1000e-004	2.4100e-003	1.0000e-005	8.2000e-004	1.0000e-005	8.3000e-004	2.2000e-004	1.0000e-005	2.2000e-004	0.0000	0.6911	0.6911	2.0000e-005	0.0000	0.6915
Total	**2.9000e-004**	**2.1000e-004**	**2.4100e-003**	**1.0000e-005**	**8.2000e-004**	**1.0000e-005**	**8.3000e-004**	**2.2000e-004**	**1.0000e-005**	**2.2000e-004**	**0.0000**	**0.6911**	**0.6911**	**2.0000e-005**	**0.0000**	**0.6915**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	4.6600e-003	0.1006	0.0865	1.1000e-004		3.3300e-003	3.3300e-003		3.3300e-003	3.3300e-003	0.0000	10.0138	10.0138	3.2400e-003	0.0000	10.0947
Paving	6.3900e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0111**	**0.1006**	**0.0865**	**1.1000e-004**		**3.3300e-003**	**3.3300e-003**		**3.3300e-003**	**3.3300e-003**	**0.0000**	**10.0138**	**10.0138**	**3.2400e-003**	**0.0000**	**10.0947**

3.5 Paving - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.9000e-004	2.1000e-004	2.4100e-003	1.0000e-005	8.2000e-004	1.0000e-005	8.3000e-004	2.2000e-004	1.0000e-005	2.2000e-004	0.0000	0.6911	0.6911	2.0000e-005	0.0000	0.6915
Total	**2.9000e-004**	**2.1000e-004**	**2.4100e-003**	**1.0000e-005**	**8.2000e-004**	**1.0000e-005**	**8.3000e-004**	**2.2000e-004**	**1.0000e-005**	**2.2000e-004**	**0.0000**	**0.6911**	**0.6911**	**2.0000e-005**	**0.0000**	**0.6915**

3.6 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0569					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0200e-003	7.0400e-003	9.0700e-003	1.0000e-005		4.1000e-004	4.1000e-004		4.1000e-004	4.1000e-004	0.0000	1.2766	1.2766	8.0000e-005	0.0000	1.2787
Total	**0.0579**	**7.0400e-003**	**9.0700e-003**	**1.0000e-005**		**4.1000e-004**	**4.1000e-004**		**4.1000e-004**	**4.1000e-004**	**0.0000**	**1.2766**	**1.2766**	**8.0000e-005**	**0.0000**	**1.2787**

2. Response to Comments

3.6 Architectural Coating - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.8000e-004	1.3000e-004	1.4500e-003	0.0000	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4146	0.4146	1.0000e-005	0.0000	0.4149
Total	**1.8000e-004**	**1.3000e-004**	**1.4500e-003**	**0.0000**	**4.9000e-004**	**0.0000**	**5.0000e-004**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**0.4146**	**0.4146**	**1.0000e-005**	**0.0000**	**0.4149**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0569					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.7000e-004	0.0118	9.1600e-003	1.0000e-005		4.8000e-004	4.8000e-004		4.8000e-004	4.8000e-004	0.0000	1.2766	1.2766	8.0000e-005	0.0000	1.2787
Total	**0.0574**	**0.0118**	**9.1600e-003**	**1.0000e-005**		**4.8000e-004**	**4.8000e-004**		**4.8000e-004**	**4.8000e-004**	**0.0000**	**1.2766**	**1.2766**	**8.0000e-005**	**0.0000**	**1.2787**

3.6 Architectural Coating - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.8000e-004	1.3000e-004	1.4500e-003	0.0000	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4146	0.4146	1.0000e-005	0.0000	0.4149
Total	**1.8000e-004**	**1.3000e-004**	**1.4500e-003**	**0.0000**	**4.9000e-004**	**0.0000**	**5.0000e-004**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**0.4146**	**0.4146**	**1.0000e-005**	**0.0000**	**0.4149**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

2. Response to Comments

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.5710	3.1165	8.7737	0.0249	2.0374	0.0199	2.0573	0.5460	0.0186	0.5645	0.0000	2,300.232 1	2,300.232 1	0.1155	0.0000	2,303.118 7
Unmitigated	0.5710	3.1165	8.7737	0.0249	2.0374	0.0199	2.0573	0.5460	0.0186	0.5645	0.0000	2,300.232 1	2,300.232 1	0.1155	0.0000	2,303.118 7

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	0.00	0.00	0.00		
Convenience Market (24 Hour)	0.00	0.00	0.00		
Gasoline/Service Station	2,231.02	2,231.02	2231.02	5,361,835	5,361,835
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	2,231.02	2,231.02	2,231.02	5,361,835	5,361,835

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	16.60	8.40	6.90	33.00	48.00	19.00	21	51	28
Convenience Market (24 Hour)	16.60	8.40	6.90	0.90	60.10	19.00	24	15	61
Gasoline/Service Station	16.60	8.40	6.90	2.00	79.00	19.00	73	27	0
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Automobile Care Center	0.549559	0.042893	0.201564	0.116533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896
Convenience Market (24 Hour)	0.549559	0.042893	0.201564	0.116533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896
Gasoline/Service Station	0.549559	0.042893	0.201564	0.116533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896
Other Asphalt Surfaces	0.549559	0.042893	0.201564	0.116533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896
Parking Lot	0.549559	0.042893	0.201564	0.116533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	27.2245	27.2245	1.4800e-003	3.1000e-004	27.3526
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	27.2245	27.2245	1.4800e-003	3.1000e-004	27.3526
NaturalGas Mitigated	9.6000e-004	8.6900e-003	7.3000e-003	5.0000e-005		6.6000e-004	6.6000e-004		6.6000e-004	6.6000e-004	0.0000	9.4651	9.4651	1.8000e-004	1.7000e-004	9.5213
NaturalGas Unmitigated	9.6000e-004	8.6900e-003	7.3000e-003	5.0000e-005		6.6000e-004	6.6000e-004		6.6000e-004	6.6000e-004	0.0000	9.4651	9.4651	1.8000e-004	1.7000e-004	9.5213

2. Response to Comments

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Automobile Care Center	67579.2	3.6000e-004	3.3100e-003	2.7800e-003	2.0000e-005		2.5000e-004	2.5000e-004		2.5000e-004	2.5000e-004	0.0000	3.6063	3.6063	7.0000e-005	7.0000e-005	3.6277
Convenience Market (24 Hour)	8880	5.0000e-005	4.4000e-004	3.7000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.4739	0.4739	1.0000e-005	1.0000e-005	0.4767
Gasoline/Service Station	100909	5.4000e-004	4.9500e-003	4.1600e-003	3.0000e-005		3.8000e-004	3.8000e-004		3.8000e-004	3.8000e-004	0.0000	5.3849	5.3849	1.0000e-004	1.0000e-004	5.4169
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**9.5000e-004**	**8.7000e-003**	**7.3100e-003**	**5.0000e-005**		**6.6000e-004**	**6.6000e-004**		**6.6000e-004**	**6.6000e-004**	**0.0000**	**9.4650**	**9.4650**	**1.8000e-004**	**1.8000e-004**	**9.5213**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Automobile Care Center	67579.2	3.6000e-004	3.3100e-003	2.7800e-003	2.0000e-005		2.5000e-004	2.5000e-004		2.5000e-004	2.5000e-004	0.0000	3.6063	3.6063	7.0000e-005	7.0000e-005	3.6277
Convenience Market (24 Hour)	8880	5.0000e-005	4.4000e-004	3.7000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.4739	0.4739	1.0000e-005	1.0000e-005	0.4767
Gasoline/Service Station	100909	5.4000e-004	4.9500e-003	4.1600e-003	3.0000e-005		3.8000e-004	3.8000e-004		3.8000e-004	3.8000e-004	0.0000	5.3849	5.3849	1.0000e-004	1.0000e-004	5.4169
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**9.5000e-004**	**8.7000e-003**	**7.3100e-003**	**5.0000e-005**		**6.6000e-004**	**6.6000e-004**		**6.6000e-004**	**6.6000e-004**	**0.0000**	**9.4650**	**9.4650**	**1.8000e-004**	**1.8000e-004**	**9.5213**

2. Response to Comments

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	21112	5.1137	2.8000e-004	6.0000e-005	5.1378
Convenience Market (24 Hour)	50520	12.2369	6.6000e-004	1.4000e-004	12.2945
Gasoline/Service Station	31524.4	7.6358	4.1000e-004	9.0000e-005	7.6717
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	9240	2.2381	1.2000e-004	3.0000e-005	2.2486
Total		**27.2245**	**1.4700e-003**	**3.2000e-004**	**27.3526**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	21112	5.1137	2.8000e-004	6.0000e-005	5.1378
Convenience Market (24 Hour)	50520	12.2369	6.6000e-004	1.4000e-004	12.2945
Gasoline/Service Station	31524.4	7.6358	4.1000e-004	9.0000e-005	7.6717
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	9240	2.2381	1.2000e-004	3.0000e-005	2.2486
Total		**27.2245**	**1.4700e-003**	**3.2000e-004**	**27.3526**

6.0 Area Detail

6.1 Mitigation Measures Area

2. Response to Comments

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0456	1.0000e-005	1.2200e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.3800e-003	2.3800e-003	1.0000e-005	0.0000	2.5400e-003
Unmitigated	0.0456	1.0000e-005	1.2200e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.3800e-003	2.3800e-003	1.0000e-005	0.0000	2.5400e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	5.6800e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0398					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.1000e-004	1.0000e-005	1.2200e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.3800e-003	2.3800e-003	1.0000e-005	0.0000	2.5400e-003
Total	**0.0456**	**1.0000e-005**	**1.2200e-003**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**2.3800e-003**	**2.3800e-003**	**1.0000e-005**	**0.0000**	**2.5400e-003**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	5.6800e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0398					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.1000e-004	1.0000e-005	1.2200e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.3800e-003	2.3800e-003	1.0000e-005	0.0000	2.5400e-003
Total	**0.0456**	**1.0000e-005**	**1.2200e-003**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**2.3800e-003**	**2.3800e-003**	**1.0000e-005**	**0.0000**	**2.5400e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

2. Response to Comments

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	4.0154	0.0258	6.5000e-004	4.8518
Unmitigated	4.0154	0.0258	6.5000e-004	4.8518

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	0.195689 / 0.119938	1.0020	6.4300e-003	1.6000e-004	1.2107
Convenience Market (24 Hour)	0.29829 / 0.181697	1.5172	9.7300e-003	2.4000e-004	1.8332
Gasoline/Service Station	0.292202 / 0.179091	1.4962	9.6000e-003	2.4000e-004	1.8079
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**4.0154**	**0.0258**	**6.4000e-004**	**4.8518**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	0.195689 / 0.119838	1.0020	6.4300e-003	1.6000e-004	1.2107
Convenience Market (24-Hour)	0.28629 / 0.181597	1.5172	9.7300e-003	2.4000e-004	1.8332
Gasoline/Service Station	0.292202 / 0.179091	1.4962	9.6000e-003	2.4000e-004	1.8079
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**4.0154**	**0.0258**	**6.4000e-004**	**4.8518**

8.0 Waste Detail

8.1 Mitigation Measures Waste

2. Response to Comments

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	6.4612	0.3819	0.0000	16.0074
Unmitigated	6.4612	0.3819	0.0000	16.0074

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Automobile Care Center	7.85	1.6139	0.0954	0.0000	3.9981
Convenience Market (24 Hour)	12.02	2.4400	0.1442	0.0000	6.0449
Gasoline/Service Station	11.86	2.4075	0.1423	0.0000	5.9644
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**6.4612**	**0.3819**	**0.0000**	**16.0074**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Automobile Care Center	7.95	1.6138	0.0954	0.0000	3.9981
Convenience Market (24 Hour)	12.02	2.4400	0.1442	0.0000	6.0449
Gasoline/Service Station	11.96	2.4075	0.1423	0.0000	5.9644
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**6.4612**	**0.3819**	**0.0000**	**16.0074**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

2. Response to Comments

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Wildomar Trail Mixed-Use Development: Phase 1
South Coast AQMD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	1.75	Acre	1.75	76,230.00	0
Parking Lot	66.00	Space	3.13	26,400.00	0
Automobile Care Center	2.08	1000sqft	0.05	2,080.00	0
Convenience Market (24 Hour)	4.00	1000sqft	0.09	4,000.00	0
Gasoline/Service Station	22.00	Pump	0.07	3,105.85	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	10			**Operational Year**	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	534	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

2. Response to Comments

Wildomar Trail Mixed-Use Development: Phase 1 - South Coast AQMD Air District, Summer

Project Characteristics - Consistent with the DEIR's model.

Land Use - Consistent with the DEIR's model.

Construction Phase - Consistent with the DEIR's model.

Off-road Equipment - See SWAPE comment regarding the construction equipment unit amount and usage hours.

On-road Fugitive Dust - See SWAPE comment regarding vendor and worker trips.

Grading -

Architectural Coating - See SWAPE comment regarding architectural and area coating areas.

Vehicle Trips - Consistent with the DEIR's model. See SWAPE comment regarding pass by trips.

Energy Use -

Construction Off-road Equipment Mitigation - Consistent with the DEIR's model.

Water Mitigation - See SWAPE comment regarding water-related operational mitigation measures.

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	10.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2

tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
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tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstructionPhase	NumDays	20.00	10.00
tblConstructionPhase	NumDays	230.00	220.00
tblConstructionPhase	NumDays	20.00	6.00
tblConstructionPhase	NumDays	20.00	10.00
tblConstructionPhase	NumDays	10.00	3.00
tblLandUse	LotAcreage	0.59	3.13
tblProjectCharacteristics	CO2IntensityFactor	702.44	534
tblVehicleTrips	PB_TP	59.00	0.00
tblVehicleTrips	PR_TP	14.00	73.00
tblVehicleTrips	ST_TR	23.72	0.00
tblVehicleTrips	ST_TR	863.10	0.00
tblVehicleTrips	ST_TR	168.56	101.41
tblVehicleTrips	SU_TR	11.88	0.00
tblVehicleTrips	SU_TR	758.45	0.00
tblVehicleTrips	SU_TR	168.56	101.41
tblVehicleTrips	WD_TR	23.72	0.00
tblVehicleTrips	WD_TR	737.99	0.00

2. Response to Comments

tblVehicleTrips	WD_TR	168.56	101.41

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	3.9642	40.5464	21.8324	0.0400	18.2675	2.0459	20.3134	9.9840	1.8823	11.8663	0.0000	3,884.989 5	3,884.989 5	1.1974	0.0000	3,914.923 9
2022	11.6098	17.3590	18.3509	0.0364	0.6294	0.8157	1.4451	0.1695	0.7674	0.9369	0.0000	3,531.593 0	3,531.593 0	0.7180	0.0000	3,547.915 1
Maximum	**11.6098**	**40.5464**	**21.8324**	**0.0400**	**18.2675**	**2.0459**	**20.3134**	**9.9840**	**1.8823**	**11.8663**	**0.0000**	**3,884.989 5**	**3,884.989 5**	**1.1974**	**0.0000**	**3,914.923 9**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	1.3251	33.7707	23.6381	0.0400	18.2675	0.9477	19.2151	9.9840	0.9475	10.9316	0.0000	3,884.989 5	3,884.989 5	1.1974	0.0000	3,914.923 9
2022	11.5192	25.2978	19.8612	0.0364	0.6294	0.9102	1.5396	0.1695	0.9098	1.0793	0.0000	3,531.593 0	3,531.593 0	0.7180	0.0000	3,547.915 1
Maximum	**11.5192**	**33.7707**	**23.6381**	**0.0400**	**18.2675**	**0.9477**	**19.2151**	**9.9840**	**0.9475**	**10.9316**	**0.0000**	**3,884.989 5**	**3,884.989 5**	**1.1974**	**0.0000**	**3,914.923 9**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	17.53	-2.01	-8.25	0.00	0.00	35.08	4.61	0.00	29.90	6.19	0.00	0.00	0.00	0.00	0.00	0.00

2. Response to Comments

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.2503	9.0000e-005	9.8000e-003	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0210	0.0210	6.0000e-005		0.0224
Energy	5.2400e-003	0.0476	0.0400	2.9000e-004		3.6200e-003	3.6200e-003		3.6200e-003	3.6200e-003		57.1695	57.1695	1.1000e-003	1.0500e-003	57.5092
Mobile	3.3958	16.6187	38.7473	0.1423	11.4012	0.1092	11.5104	3.0505	0.1019	3.1524		14,497.2053	14,497.2053	0.7007		14,514.7225
Total	3.6514	16.6665	38.7971	0.1426	11.4012	0.1129	11.5141	3.0505	0.1056	3.1561		14,554.3958	14,554.3958	0.7019	1.0500e-003	14,572.2540

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.2503	9.0000e-005	9.8000e-003	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0210	0.0210	6.0000e-005		0.0224
Energy	5.2400e-003	0.0476	0.0400	2.9000e-004		3.6200e-003	3.6200e-003		3.6200e-003	3.6200e-003		57.1695	57.1695	1.1000e-003	1.0500e-003	57.5092
Mobile	3.3958	16.6187	38.7473	0.1423	11.4012	0.1092	11.5104	3.0505	0.1019	3.1524		14,497.2053	14,497.2053	0.7007		14,514.7225
Total	3.6514	16.6665	38.7971	0.1426	11.4012	0.1129	11.5141	3.0505	0.1056	3.1561		14,554.3958	14,554.3958	0.7019	1.0500e-003	14,572.2540

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	10/1/2021	10/5/2021	5	3	
2	Grading	Grading	10/6/2021	10/13/2021	5	6	
3	Building Construction	Building Construction	10/14/2021	6/17/2022	5	220	
4	Paving	Paving	6/18/2022	8/31/2022	5	10	
5	Architectural Coating	Architectural Coating	9/1/2022	9/14/2022	5	10	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 3

Acres of Paving: 4.88

Residential Indoor: 0; Residential Outdoor: 0: Non-Residential Indoor: 13.779: Non-Residential Outdoor: 4.593; Striped Parking Area: 6.158 (Architectural Coating – sqft)

OffRoad Equipment

2. Response to Comments

Wildomar Trail Mixed-Use Development: Phase 1 - South Coast AQMD Air District, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	46.00	18.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	9.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment
Water Exposed Area

3.2 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8862	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8862**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**		**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

2. Response to Comments

3.2 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0780	0.0493	0.6781	2.0000e-003	0.2012	1.4800e-003	0.2027	0.0534	1.3600e-003	0.0547		199.3326	199.3326	5.3600e-003		199.4666
Total	0.0780	0.0493	0.6781	2.0000e-003	0.2012	1.4800e-003	0.2027	0.0534	1.3600e-003	0.0547		199.3326	199.3326	5.3600e-003		199.4666

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	1.2097	33.7214	22.9600	0.0380		0.9462	0.9462		0.9462	0.9462	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	1.2097	33.7214	22.9600	0.0380	18.0663	0.9462	19.0124	9.9307	0.9462	10.8769	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573

3.2 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0760	0.0493	0.6781	2.0000e-003	0.2012	1.4800e-003	0.2027	0.0534	1.3600e-003	0.0547		199.3326	199.3326	5.3600e-003		199.4666
Total	0.0760	0.0493	0.6781	2.0000e-003	0.2012	1.4800e-003	0.2027	0.0534	1.3600e-003	0.0547		199.3326	199.3326	5.3600e-003		199.4666

3.3 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	2.2903	24.7367	15.8575	0.0296		1.1599	1.1599		1.0671	1.0671		2,871.928 5	2,871.928 5	0.9288		2,895.149 5
Total	2.2903	24.7367	15.8575	0.0296	6.5523	1.1599	7.7123	3.3675	1.0671	4.4346		2,871.928 5	2,871.928 5	0.9288		2,895.149 5

2. Response to Comments

3.3 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0633	0.0411	0.5651	1.6700e-003	0.1677	1.2300e-003	0.1689	0.0445	1.1400e-003	0.0456		166.1105	166.1105	4.4700e-003		166.2222
Total	0.0633	0.0411	0.5651	1.6700e-003	0.1677	1.2300e-003	0.1689	0.0445	1.1400e-003	0.0456		166.1105	166.1105	4.4700e-003		166.2222

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	1.0093	26.2791	18.9806	0.0296		0.7725	0.7725		0.7725	0.7725	0.0000	2,871.928 5	2,871.928 5	0.9288		2,895.149 5
Total	1.0093	26.2791	18.9806	0.0296	6.5523	0.7725	7.3248	3.3675	0.7725	4.1400	0.0000	2,871.928 5	2,871.928 5	0.9288		2,895.149 5

3.3 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0633	0.0411	0.5651	1.6700e-003	0.1677	1.2300e-003	0.1689	0.0445	1.1400e-003	0.0456		166.1105	166.1105	4.4700e-003		166.2222
Total	**0.0633**	**0.0411**	**0.5651**	**1.6700e-003**	**0.1677**	**1.2300e-003**	**0.1689**	**0.0445**	**1.1400e-003**	**0.0456**		**166.1105**	**166.1105**	**4.4700e-003**		**166.2222**

3.4 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013		2,553.363 9	2,553.363 9	0.6160		2,568.764 3
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**		**2,553.363 9**	**2,553.363 9**	**0.6160**		**2,568.764 3**

2. Response to Comments

3.4 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0501	1.7188	0.4074	4.5900e-003	0.1152	3.4600e-003	0.1187	0.0332	3.3100e-003	0.0365		490.3892	490.3892	0.0297		491.1309
Worker	0.1942	0.1259	1.7329	5.1100e-003	0.5142	3.7800e-003	0.5180	0.1364	3.4900e-003	0.1399		509.4055	509.4055	0.0137		509.7480
Total	0.2443	1.8427	2.1403	9.7000e-003	0.6294	7.2400e-003	0.6366	0.1695	6.8000e-003	0.1763		999.7948	999.7948	0.0434		1,000.878 8

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0809	23.5544	17.8738	0.0269		0.9036	0.9036		0.9036	0.9036	0.0000	2,553.363 9	2,553.363 9	0.6160		2,568.764 3
Total	1.0809	23.5544	17.8738	0.0269		0.9036	0.9036		0.9036	0.9036	0.0000	2,553.363 9	2,553.363 9	0.6160		2,568.764 3

3.4 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0501	1.7188	0.4074	4.5900e-003	0.1152	3.4600e-003	0.1187	0.0332	3.3100e-003	0.0365		490.3892	490.3892	0.0297		491.1309
Worker	0.1942	0.1259	1.7329	5.1100e-003	0.5142	3.7800e-003	0.5180	0.1364	3.4900e-003	0.1399		509.4055	509.4055	0.0137		509.7480
Total	**0.2443**	**1.8427**	**2.1403**	**9.7000e-003**	**0.6294**	**7.2400e-003**	**0.6366**	**0.1695**	**6.8000e-003**	**0.1763**		**999.7948**	**999.7948**	**0.0434**		**1,000.878 8**

3.4 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.333 6	2,554.333 6	0.6120		2,569.632 2
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.333 6**	**2,554.333 6**	**0.6120**		**2,569.632 2**

2. Response to Comments

3.4 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0470	1.6296	0.3850	4.5500e-003	0.1152	3.0000e-003	0.1182	0.0332	2.8600e-003	0.0360		486.1064	486.1064	0.0286		486.8204
Worker	0.1821	0.1138	1.6024	4.9300e-003	0.5142	3.6800e-003	0.5179	0.1364	3.3900e-003	0.1398		491.1530	491.1530	0.0124		491.4625
Total	**0.2291**	**1.7434**	**1.9874**	**9.4800e-003**	**0.6294**	**6.6800e-003**	**0.6361**	**0.1695**	**6.2500e-003**	**0.1758**		**977.2594**	**977.2594**	**0.0409**		**978.2829**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0809	23.5544	17.8738	0.0269		0.9036	0.9036		0.9036	0.9036	0.0000	2,554.333 6	2,554.333 6	0.6120		2,569.632 2
Total	**1.0809**	**23.5544**	**17.8738**	**0.0269**		**0.9036**	**0.9036**		**0.9036**	**0.9036**	**0.0000**	**2,554.333 6**	**2,554.333 6**	**0.6120**		**2,569.632 2**

3.4 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0470	1.6296	0.3850	4.5500e-003	0.1152	3.0000e-003	0.1182	0.0332	2.8600e-003	0.0360		486.1064	486.1064	0.0286		486.8204
Worker	0.1821	0.1138	1.6024	4.9300e-003	0.5142	3.6800e-003	0.5179	0.1364	3.3900e-003	0.1398		491.1530	491.1530	0.0124		491.4625
Total	**0.2291**	**1.7434**	**1.9874**	**9.4800e-003**	**0.6294**	**6.6800e-003**	**0.6361**	**0.1695**	**6.2500e-003**	**0.1758**		**977.2594**	**977.2594**	**0.0409**		**978.2829**

3.5 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1028	11.1249	14.5805	0.0228		0.5679	0.5679		0.5225	0.5225		2,207.660 3	2,207.660 3	0.7140		2,225.510 4
Paving	1.2786					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**2.3814**	**11.1249**	**14.5805**	**0.0228**		**0.5679**	**0.5679**		**0.5225**	**0.5225**		**2,207.660 3**	**2,207.660 3**	**0.7140**		**2,225.510 4**

2. Response to Comments

3.5 Paving - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0594	0.0371	0.5225	1.6100e-003	0.1677	1.2000e-003	0.1689	0.0445	1.1000e-003	0.0456		160.1586	160.1586	4.0400e-003		160.2595
Total	0.0594	0.0371	0.5225	1.6100e-003	0.1677	1.2000e-003	0.1689	0.0445	1.1000e-003	0.0456		160.1586	160.1586	4.0400e-003		160.2595

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9311	20.1146	17.2957	0.0228		0.6670	0.6670		0.6670	0.6670	0.0000	2,207.660 3	2,207.660 3	0.7140		2,225.510 4
Paving	1.2786					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	2.2096	20.1146	17.2957	0.0228		0.6670	0.6670		0.6670	0.6670	0.0000	2,207.660 3	2,207.660 3	0.7140		2,225.510 4

3.5 Paving - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0594	0.0371	0.5225	1.6100e-003	0.1677	1.2000e-003	0.1689	0.0445	1.1000e-003	0.0456		160.1586	160.1586	4.0400e-003		160.2595
Total	**0.0594**	**0.0371**	**0.5225**	**1.6100e-003**	**0.1677**	**1.2000e-003**	**0.1689**	**0.0445**	**1.1000e-003**	**0.0456**		**160.1586**	**160.1586**	**4.0400e-003**		**160.2595**

3.6 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	11.3697					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
Total	**11.5742**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**		**281.4481**	**281.4481**	**0.0183**		**281.9062**

2. Response to Comments

3.6 Architectural Coating - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0356	0.0223	0.3135	9.6000e-004	0.1006	7.2000e-004	0.1013	0.0267	6.6000e-004	0.0273		96.0952	96.0952	2.4200e-003		96.1557
Total	**0.0356**	**0.0223**	**0.3135**	**9.6000e-004**	**0.1006**	**7.2000e-004**	**0.1013**	**0.0267**	**6.6000e-004**	**0.0273**		**96.0952**	**96.0952**	**2.4200e-003**		**96.1557**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	11.3697					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1139	2.3524	1.8324	2.9700e-003		0.0951	0.0951		0.0951	0.0951	0.0000	281.4481	281.4481	0.0183		281.9062
Total	**11.4836**	**2.3524**	**1.8324**	**2.9700e-003**		**0.0951**	**0.0951**		**0.0951**	**0.0951**	**0.0000**	**281.4481**	**281.4481**	**0.0183**		**281.9062**

3.6 Architectural Coating - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0356	0.0223	0.3135	9.6000e-004	0.1006	7.2000e-004	0.1013	0.0267	6.6000e-004	0.0273		96.0952	96.0952	2.4200e-003		96.1557
Total	0.0356	0.0223	0.3135	9.6000e-004	0.1006	7.2000e-004	0.1013	0.0267	6.6000e-004	0.0273		96.0952	96.0952	2.4200e-003		96.1557

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

2. Response to Comments

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	3.3958	16.6187	38.7473	0.1425	11.4012	0.1092	11.5104	3.0605	0.1019	3.1624		14,497.2053	14,497.2053	0.7007		14,514.7225
Unmitigated	3.3958	16.6187	38.7473	0.1425	11.4012	0.1092	11.5104	3.0605	0.1019	3.1624		14,497.2053	14,497.2053	0.7007		14,514.7225

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	0.00	0.00	0.00		
Convenience Market (24 Hour)	0.00	0.00	0.00		
Gasoline/Service Station	2,231.02	2,231.02	2231.02	5,361,835	5,361,835
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	2,231.02	2,231.02	2,231.02	5,361,835	5,361,835

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	16.60	8.40	6.90	33.00	48.00	19.00	21	51	28
Convenience Market (24 Hour)	16.60	8.40	6.90	0.90	60.10	19.00	24	15	61
Gasoline/Service Station	16.60	8.40	6.90	2.00	79.00	19.00	73	27	0
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Automobile Care Center	0.549559	0.042893	0.201564	0.116533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896
Convenience Market (24 Hour)	0.549559	0.042893	0.201564	0.116533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896
Gasoline/Service Station	0.549559	0.042893	0.201564	0.116533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896
Other Asphalt Surfaces	0.549559	0.042893	0.201564	0.116533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896
Parking Lot	0.549559	0.042893	0.201564	0.116533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	5.2400e-003	0.0476	0.0400	2.9000e-004		3.6200e-003	3.6200e-003		3.6200e-003	3.6200e-003		57.1695	57.1695	1.1000e-003	1.0500e-003	57.5092
NaturalGas Unmitigated	5.2400e-003	0.0476	0.0400	2.9000e-004		3.6200e-003	3.6200e-003		3.6200e-003	3.6200e-003		57.1695	57.1695	1.1000e-003	1.0500e-003	57.5092

2. Response to Comments

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Automobile Care Center	185.148	2.0000e-003	0.0182	0.0153	1.1000e-004		1.3800e-003	1.3800e-003		1.3800e-003	1.3800e-003		21.7822	21.7822	4.2000e-004	4.0000e-004	21.9116
Convenience Market (24 Hour)	24.3288	2.6000e-004	2.3900e-003	2.0000e-003	1.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		2.8622	2.8622	5.0000e-005	5.0000e-005	2.8792
Gasoline/Service Station	276.463	2.9800e-003	0.0271	0.0228	1.6000e-004		2.0600e-003	2.0600e-003		2.0600e-003	2.0600e-003		32.5251	32.5251	6.2000e-004	6.0000e-004	32.7184
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**5.2400e-003**	**0.0476**	**0.0400**	**2.8000e-004**		**3.6200e-003**	**3.6200e-003**		**3.6200e-003**	**3.6200e-003**		**57.1695**	**57.1695**	**1.0900e-003**	**1.0500e-003**	**57.5092**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Automobile Care Center	0.185148	2.0000e-003	0.0182	0.0153	1.1000e-004		1.3800e-003	1.3800e-003		1.3800e-003	1.3800e-003		21.7822	21.7822	4.2000e-004	4.0000e-004	21.9116
Convenience Market (24 Hour)	0.0243288	2.6000e-004	2.3900e-003	2.0000e-003	1.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		2.8622	2.8622	5.0000e-005	5.0000e-005	2.8792
Gasoline/Service Station	0.276483	2.9800e-003	0.0271	0.0228	1.6000e-004		2.0600e-003	2.0600e-003		2.0600e-003	2.0600e-003		32.5251	32.5251	6.2000e-004	6.0000e-004	32.7184
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**5.2400e-003**	**0.0476**	**0.0400**	**2.8000e-004**		**3.6200e-003**	**3.6200e-003**		**3.6200e-003**	**3.6200e-003**		**57.1695**	**57.1695**	**1.0900e-003**	**1.0500e-003**	**57.5092**

6.0 Area Detail

6.1 Mitigation Measures Area

2. Response to Comments

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.2503	9.0000e-005	9.8000e-003	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0210	0.0210	6.0000e-005		0.0224
Unmitigated	0.2503	9.0000e-005	9.8000e-003	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0210	0.0210	6.0000e-005		0.0224

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0312					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2182					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	9.1000e-004	9.0000e-005	9.8000e-003	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0210	0.0210	6.0000e-005		0.0224
Total	**0.2503**	**9.0000e-005**	**9.8000e-003**	**0.0000**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**		**0.0210**	**0.0210**	**6.0000e-005**		**0.0224**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0312					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2182					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	9.1000e-004	9.0000e-005	9.8000e-003	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0210	0.0210	6.0000e-005		0.0224
Total	0.2503	9.0000e-005	9.8000e-003	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0210	0.0210	6.0000e-005		0.0224

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

2. Response to Comments

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Wildomar Trail Mixed-Use Development: Phase 1
South Coast AQMD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	1.75	Acre	1.75	76,230.00	0
Parking Lot	66.00	Space	3.13	26,400.00	0
Automobile Care Center	2.08	1000sqft	0.05	2,080.00	0
Convenience Market (24 Hour)	4.00	1000sqft	0.09	4,000.00	0
Gasoline/Service Station	22.00	Pump	0.07	3,105.85	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	10			**Operational Year**	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	534	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

2. Response to Comments

Wildomar Trail Mixed-Use Development: Phase 1 - South Coast AQMD Air District, Winter

Project Characteristics - Consistent with the DEIR's model.

Land Use - Consistent with the DEIR's model.

Construction Phase - Consistent with the DEIR's model.

Off-road Equipment - See SWAPE comment regarding the construction equipment unit amount and usage hours.

On-road Fugitive Dust - See SWAPE comment regarding vendor and worker trips.

Grading -

Architectural Coating - See SWAPE comment regarding architectural and area coating areas.

Vehicle Trips - Consistent with the DEIR's model. See SWAPE comment regarding pass by trips.

Energy Use -

Construction Off-road Equipment Mitigation - Consistent with the DEIR's model.

Water Mitigation - See SWAPE comment regarding water-related operational mitigation measures.

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	10.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2

tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstructionPhase	NumDays	20.00	10.00
tblConstructionPhase	NumDays	230.00	220.00
tblConstructionPhase	NumDays	20.00	6.00
tblConstructionPhase	NumDays	20.00	10.00
tblConstructionPhase	NumDays	10.00	3.00
tblLandUse	LotAcreage	0.59	3.13
tblProjectCharacteristics	CO2IntensityFactor	702.44	534
tblVehicleTrips	PB_TP	59.00	0.00
tblVehicleTrips	PR_TP	14.00	73.00
tblVehicleTrips	ST_TR	23.72	0.00
tblVehicleTrips	ST_TR	863.10	0.00
tblVehicleTrips	ST_TR	168.56	101.41
tblVehicleTrips	SU_TR	11.88	0.00
tblVehicleTrips	SU_TR	758.45	0.00
tblVehicleTrips	SU_TR	168.56	101.41
tblVehicleTrips	WD_TR	23.72	0.00
tblVehicleTrips	WD_TR	737.99	0.00

2. Response to Comments

tblVehicleTrips	WD_TR	168.56	101.41

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	3.9712	40.5510	21.7636	0.0399	18.2675	2.0459	20.3134	9.9840	1.8823	11.8663	0.0000	3,872.077 1	3,872.077 1	1.1970	0.0000	3,902.002 4
2022	11.6132	17.3632	18.2319	0.0360	0.6294	0.8158	1.4452	0.1695	0.7675	0.9370	0.0000	3,485.610 0	3,485.610 0	0.7178	0.0000	3,501.963 1
Maximum	**11.6132**	**40.5510**	**21.7636**	**0.0399**	**18.2675**	**2.0459**	**20.3134**	**9.9840**	**1.8823**	**11.8663**	**0.0000**	**3,872.077 1**	**3,872.077 1**	**1.1970**	**0.0000**	**3,902.002 4**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	1.3457	33.7753	23.5694	0.0399	18.2675	0.9477	19.2151	9.9840	0.9475	10.9316	0.0000	3,872.077 1	3,872.077 1	1.1970	0.0000	3,902.002 4
2022	11.5226	25.3020	19.7422	0.0360	0.6294	0.8103	1.5397	0.1695	0.8098	1.0794	0.0000	3,485.610 0	3,485.610 0	0.7178	0.0000	3,501.963 1
Maximum	**11.5226**	**33.7753**	**23.5694**	**0.0399**	**18.2675**	**0.9477**	**19.2151**	**9.9840**	**0.9475**	**10.9316**	**0.0000**	**3,872.077 1**	**3,872.077 1**	**1.1970**	**0.0000**	**3,902.002 4**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	17.43	-2.01	-8.29	0.00	0.00	35.08	4.61	0.00	29.90	6.19	0.00	0.00	0.00	0.00	0.00	0.00

2. Response to Comments

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.2503	9.0000e-005	9.8000e-003	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0210	0.0210	6.0000e-005		0.0224
Energy	5.2400e-003	0.0476	0.0400	2.9000e-004		3.6200e-003	3.6200e-003		3.6200e-003	3.6200e-003		57.1695	57.1695	1.1000e-003	1.0500e-003	57.5092
Mobile	3.2169	16.8252	36.7707	0.1346	11.4012	0.1101	11.5113	3.0505	0.1027	3.1532		13,715.7044	13,715.7044	0.7069		13,733.3759
Total	3.4724	16.8729	36.8205	0.1349	11.4012	0.1138	11.5149	3.0505	0.1064	3.1569		13,772.8949	13,772.8949	0.7080	1.0500e-003	13,790.9074

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.2503	9.0000e-005	9.8000e-003	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0210	0.0210	6.0000e-005		0.0224
Energy	5.2400e-003	0.0476	0.0400	2.9000e-004		3.6200e-003	3.6200e-003		3.6200e-003	3.6200e-003		57.1695	57.1695	1.1000e-003	1.0500e-003	57.5092
Mobile	3.2169	16.8252	36.7707	0.1346	11.4012	0.1101	11.5113	3.0505	0.1027	3.1532		13,715.7044	13,715.7044	0.7069		13,733.3759
Total	3.4724	16.8729	36.8205	0.1349	11.4012	0.1138	11.5149	3.0505	0.1064	3.1569		13,772.8949	13,772.8949	0.7080	1.0500e-003	13,790.9074

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	10/1/2021	10/5/2021	5	3	
2	Grading	Grading	10/6/2021	10/13/2021	5	6	
3	Building Construction	Building Construction	10/14/2021	6/17/2022	5	220	
4	Paving	Paving	6/18/2022	8/31/2022	5	10	
5	Architectural Coating	Architectural Coating	9/1/2022	9/14/2022	5	10	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 3

Acres of Paving: 4.88

Residential Indoor: 0; Residential Outdoor: 0: Non-Residential Indoor: 13.779: Non-Residential Outdoor: 4.593; Striped Parking Area: 6.158 (Architectural Coating – sqft)

OffRoad Equipment

2. Response to Comments

Wildomar Trail Mixed-Use Development: Phase 1 - South Coast AQMD Air District, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	46.00	18.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	9.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment
Water Exposed Area

3.2 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.656 9	3,685.656 9	1.1920		3,715.457 3
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**		**3,685.656 9**	**3,685.656 9**	**1.1920**		**3,715.457 3**

2. Response to Comments

3.2 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0830	0.0539	0.6094	1.8700e-003	0.2012	1.4800e-003	0.2027	0.0534	1.3600e-003	0.0547		186.4202	186.4202	5.0000e-003		186.5451
Total	0.0830	0.0539	0.6094	1.8700e-003	0.2012	1.4800e-003	0.2027	0.0534	1.3600e-003	0.0547		186.4202	186.4202	5.0000e-003		186.5451

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	1.2097	33.7214	22.9600	0.0380		0.9462	0.9462		0.9462	0.9462	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	1.2097	33.7214	22.9600	0.0380	18.0663	0.9462	19.0124	9.9307	0.9462	10.8769	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573

3.2 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0830	0.0539	0.6094	1.8700e-003	0.2012	1.4800e-003	0.2027	0.0534	1.3600e-003	0.0547		186.4202	186.4202	5.0000e-003		186.5451
Total	0.0830	0.0539	0.6094	1.8700e-003	0.2012	1.4800e-003	0.2027	0.0534	1.3600e-003	0.0547		186.4202	186.4202	5.0000e-003		186.5451

3.3 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	2.2903	24.7367	15.8575	0.0296		1.1599	1.1599		1.0671	1.0671		2,871.928 5	2,871.928 5	0.9288		2,895.149 5
Total	2.2903	24.7367	15.8575	0.0296	6.5523	1.1599	7.7123	3.3675	1.0671	4.4346		2,871.928 5	2,871.928 5	0.9288		2,895.149 5

2. Response to Comments

3.3 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0692	0.0450	0.5078	1.5600e-003	0.1677	1.2300e-003	0.1689	0.0445	1.1400e-003	0.0456		155.3502	155.3502	4.1600e-003		155.4543
Total	**0.0692**	**0.0450**	**0.5078**	**1.5600e-003**	**0.1677**	**1.2300e-003**	**0.1689**	**0.0445**	**1.1400e-003**	**0.0456**		**155.3502**	**155.3502**	**4.1600e-003**		**155.4543**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	1.0093	26.2791	18.9806	0.0296		0.7725	0.7725		0.7725	0.7725	0.0000	2,871.928 5	2,871.928 5	0.9288		2,895.149 5
Total	**1.0093**	**26.2791**	**18.9806**	**0.0296**	**6.5523**	**0.7725**	**7.3248**	**3.3675**	**0.7725**	**4.1400**	**0.0000**	**2,871.928 5**	**2,871.928 5**	**0.9288**		**2,895.149 5**

3.3 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0692	0.0450	0.5078	1.5600e-003	0.1677	1.2300e-003	0.1689	0.0445	1.1400e-003	0.0456		155.3502	155.3502	4.1600e-003		155.4543
Total	**0.0692**	**0.0450**	**0.5078**	**1.5600e-003**	**0.1677**	**1.2300e-003**	**0.1689**	**0.0445**	**1.1400e-003**	**0.0456**		**155.3502**	**155.3502**	**4.1600e-003**		**155.4543**

3.4 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013		2,553.363 9	2,553.363 9	0.6160		2,568.764 3
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**		**2,553.363 9**	**2,553.363 9**	**0.6160**		**2,568.764 3**

2. Response to Comments

3.4 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0527	1.7113	0.4559	4.4600e-003	0.1152	3.5700e-003	0.1188	0.0332	3.4100e-003	0.0366		476.1904	476.1904	0.0318		476.9869
Worker	0.2122	0.1379	1.5573	4.7800e-003	0.5142	3.7800e-003	0.5180	0.1364	3.4900e-003	0.1399		476.4072	476.4072	0.0128		476.7264
Total	0.2649	1.8492	2.0132	9.2400e-003	0.6294	7.3500e-003	0.6367	0.1695	6.9000e-003	0.1764		952.5976	952.5976	0.0446		953.7133

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0809	23.5544	17.8738	0.0269		0.9036	0.9036		0.9036	0.9036	0.0000	2,553.363 9	2,553.363 9	0.6160		2,568.764 3
Total	1.0809	23.5544	17.8738	0.0269		0.9036	0.9036		0.9036	0.9036	0.0000	2,553.363 9	2,553.363 9	0.6160		2,568.764 3

3.4 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0527	1.7113	0.4559	4.4600e-003	0.1152	3.5700e-003	0.1188	0.0332	3.4100e-003	0.0366		476.1904	476.1904	0.0318		476.9869
Worker	0.2122	0.1379	1.5573	4.7800e-003	0.5142	3.7800e-003	0.5180	0.1364	3.4900e-003	0.1399		476.4072	476.4072	0.0128		476.7264
Total	**0.2649**	**1.8492**	**2.0132**	**9.2400e-003**	**0.6294**	**7.3500e-003**	**0.6367**	**0.1695**	**6.9000e-003**	**0.1764**		**952.5976**	**952.5976**	**0.0446**		**953.7133**

3.4 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.333 6	2,554.333 6	0.6120		2,569.632 2
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.333 6**	**2,554.333 6**	**0.6120**		**2,569.632 2**

2. Response to Comments

3.4 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0485	1.6231	0.4311	4.4200e-003	0.1152	3.0900e-003	0.1183	0.0332	2.9600e-003	0.0361		471.9496	471.9496	0.0307		472.7159
Worker	0.1995	0.1245	1.4374	4.6100e-003	0.5142	3.6800e-003	0.5179	0.1364	3.3900e-003	0.1398		459.3268	459.3268	0.0115		459.6151
Total	0.2480	1.7476	1.8685	9.0300e-003	0.6294	6.7700e-003	0.6362	0.1695	6.3500e-003	0.1759		931.2764	931.2764	0.0422		932.3309

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0809	23.5544	17.8738	0.0269		0.9036	0.9036		0.9036	0.9036	0.0000	2,554.333 6	2,554.333 6	0.6120		2,569.632 2
Total	1.0809	23.5544	17.8738	0.0269		0.9036	0.9036		0.9036	0.9036	0.0000	2,554.333 6	2,554.333 6	0.6120		2,569.632 2

3.4 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0495	1.6231	0.4311	4.4200e-003	0.1152	3.0900e-003	0.1183	0.0332	2.9600e-003	0.0361		471.9496	471.9496	0.0307		472.7159
Worker	0.1995	0.1245	1.4374	4.6100e-003	0.5142	3.6800e-003	0.5179	0.1364	3.3900e-003	0.1398		459.3268	459.3268	0.0115		459.6151
Total	0.2490	1.7476	1.8685	9.0300e-003	0.6294	6.7700e-003	0.6362	0.1695	6.3500e-003	0.1759		931.2764	931.2764	0.0422		932.3309

3.5 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1028	11.1249	14.5805	0.0228		0.5679	0.5679		0.5225	0.5225		2,207.660 3	2,207.660 3	0.7140		2,225.510 4
Paving	1.2786					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	2.3814	11.1249	14.5805	0.0228		0.5679	0.5679		0.5225	0.5225		2,207.660 3	2,207.660 3	0.7140		2,225.510 4

2. Response to Comments

3.5 Paving - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0651	0.0406	0.4687	1.5000e-003	0.1677	1.2000e-003	0.1689	0.0445	1.1000e-003	0.0456		149.7805	149.7805	3.7600e-003		149.8745
Total	**0.0651**	**0.0406**	**0.4687**	**1.5000e-003**	**0.1677**	**1.2000e-003**	**0.1689**	**0.0445**	**1.1000e-003**	**0.0456**		**149.7805**	**149.7805**	**3.7600e-003**		**149.8745**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9311	20.1146	17.2957	0.0228		0.6670	0.6670		0.6670	0.6670	0.0000	2,207.660 3	2,207.660 3	0.7140		2,225.510 4
Paving	1.2786					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**2.2096**	**20.1146**	**17.2957**	**0.0228**		**0.6670**	**0.6670**		**0.6670**	**0.6670**	**0.0000**	**2,207.660 3**	**2,207.660 3**	**0.7140**		**2,225.510 4**

3.5 Paving - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0651	0.0406	0.4687	1.5000e-003	0.1677	1.2000e-003	0.1689	0.0445	1.1000e-003	0.0456		149.7805	149.7805	3.7600e-003		149.8745
Total	**0.0651**	**0.0406**	**0.4687**	**1.5000e-003**	**0.1677**	**1.2000e-003**	**0.1689**	**0.0445**	**1.1000e-003**	**0.0456**		**149.7805**	**149.7805**	**3.7600e-003**		**149.8745**

3.6 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	11.3697					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
Total	**11.5742**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**		**281.4481**	**281.4481**	**0.0183**		**281.9062**

2. Response to Comments

3.6 Architectural Coating - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0390	0.0244	0.2812	9.0000e-004	0.1006	7.2000e-004	0.1013	0.0267	6.6000e-004	0.0273		89.8683	89.8683	2.2600e-003		89.9247
Total	**0.0390**	**0.0244**	**0.2812**	**9.0000e-004**	**0.1006**	**7.2000e-004**	**0.1013**	**0.0267**	**6.6000e-004**	**0.0273**		**89.8683**	**89.8683**	**2.2600e-003**		**89.9247**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	11.3697					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1139	2.3524	1.8324	2.9700e-003		0.0951	0.0951		0.0951	0.0951	0.0000	281.4481	281.4481	0.0183		281.9062
Total	**11.4836**	**2.3524**	**1.8324**	**2.9700e-003**		**0.0951**	**0.0951**		**0.0951**	**0.0951**	**0.0000**	**281.4481**	**281.4481**	**0.0183**		**281.9062**

3.6 Architectural Coating - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0390	0.0244	0.2812	9.0000e-004	0.1006	7.2000e-004	0.1013	0.0267	6.6000e-004	0.0273		89.8683	89.8683	2.2600e-003		89.9247
Total	0.0390	0.0244	0.2812	9.0000e-004	0.1006	7.2000e-004	0.1013	0.0267	6.6000e-004	0.0273		89.8683	89.8683	2.2600e-003		89.9247

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

2. Response to Comments

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	3.2169	16.8252	36.7707	0.1346	11.4012	0.1101	11.5113	3.0605	0.1027	3.1632		13,715.7044	13,715.7044	0.7069		13,733.3759
Unmitigated	3.2169	16.8252	36.7707	0.1346	11.4012	0.1101	11.5113	3.0605	0.1027	3.1632		13,715.7044	13,715.7044	0.7069		13,733.3759

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	0.00	0.00	0.00		
Convenience Market (24 Hour)	0.00	0.00	0.00		
Gasoline/Service Station	2,231.02	2,231.02	2231.02	5,361,835	5,361,835
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	2,231.02	2,231.02	2,231.02	5,361,835	5,361,835

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	16.60	8.40	6.90	33.00	48.00	19.00	21	51	28
Convenience Market (24 Hour)	16.60	8.40	6.90	0.90	80.10	19.00	24	15	61
Gasoline/Service Station	16.60	8.40	6.90	2.00	79.00	19.00	73	27	0
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Automobile Care Center	0.549559	0.042893	0.201564	0.116533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896
Convenience Market (24 Hour)	0.549559	0.042893	0.201564	0.116533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896
Gasoline/Service Station	0.549559	0.042893	0.201564	0.116533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896
Other Asphalt Surfaces	0.549559	0.042893	0.201564	0.116533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896
Parking Lot	0.549559	0.042893	0.201564	0.116533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	5.2400e-003	0.0476	0.0400	2.9000e-004		3.6200e-003	3.6200e-003		3.6200e-003	3.6200e-003		57.1695	57.1695	1.1000e-003	1.0500e-003	57.5092
NaturalGas Unmitigated	5.2400e-003	0.0476	0.0400	2.9000e-004		3.6200e-003	3.6200e-003		3.6200e-003	3.6200e-003		57.1695	57.1695	1.1000e-003	1.0500e-003	57.5092

2. Response to Comments

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Automobile Care Center	185.148	2.0000e-003	0.0182	0.0153	1.1000e-004		1.3800e-003	1.3800e-003		1.3800e-003	1.3800e-003		21.7822	21.7822	4.2000e-004	4.0000e-004	21.9116
Convenience Market (24 Hour)	24.3288	2.6000e-004	2.3900e-003	2.0000e-003	1.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		2.8622	2.8622	5.0000e-005	5.0000e-005	2.8792
Gasoline/Service Station	276.463	2.9800e-003	0.0271	0.0228	1.6000e-004		2.0600e-003	2.0600e-003		2.0600e-003	2.0600e-003		32.5251	32.5251	6.2000e-004	6.0000e-004	32.7184
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**5.2400e-003**	**0.0476**	**0.0400**	**2.8000e-004**		**3.6200e-003**	**3.6200e-003**		**3.6200e-003**	**3.6200e-003**		**57.1695**	**57.1695**	**1.0900e-003**	**1.0500e-003**	**57.5092**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Automobile Care Center	0.185148	2.0000e-003	0.0182	0.0153	1.1000e-004		1.3800e-003	1.3800e-003		1.3800e-003	1.3800e-003		21.7822	21.7822	4.2000e-004	4.0000e-004	21.9116
Convenience Market (24 Hour)	0.0243288	2.6000e-004	2.3900e-003	2.0000e-003	1.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		2.8622	2.8622	5.0000e-005	5.0000e-005	2.8792
Gasoline/Service Station	0.276483	2.9800e-003	0.0271	0.0228	1.6000e-004		2.0600e-003	2.0600e-003		2.0600e-003	2.0600e-003		32.5251	32.5251	6.2000e-004	6.0000e-004	32.7184
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**5.2400e-003**	**0.0476**	**0.0400**	**2.8000e-004**		**3.6200e-003**	**3.6200e-003**		**3.6200e-003**	**3.6200e-003**		**57.1695**	**57.1695**	**1.0900e-003**	**1.0500e-003**	**57.5092**

6.0 Area Detail

6.1 Mitigation Measures Area

2. Response to Comments

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.2503	9.0000e-005	9.8000e-003	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0210	0.0210	6.0000e-005		0.0224
Unmitigated	0.2503	9.0000e-005	9.8000e-003	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0210	0.0210	6.0000e-005		0.0224

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0312					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2182					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	9.1000e-004	9.0000e-005	9.8000e-003	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0210	0.0210	6.0000e-005		0.0224
Total	**0.2503**	**9.0000e-005**	**9.8000e-003**	**0.0000**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**		**0.0210**	**0.0210**	**6.0000e-005**		**0.0224**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0312					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2182					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	9.1000e-004	9.0000e-005	9.8000e-003	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0210	0.0210	6.0000e-005		0.0224
Total	0.2503	9.0000e-005	9.8000e-003	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0210	0.0210	6.0000e-005		0.0224

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

2. Response to Comments

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Wildomar Trail Mixed-Use Development: Phase 2
South Coast AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	1.92	Acre	1.92	83,635.20	0
Parking Lot	162.00	Space	3.88	64,800.00	0
Regional Shopping Center	35.53	1000sqft	0.82	35,529.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	10			**Operational Year**	2023
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	534	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

2. Response to Comments

Wildomar Trail Mixed-Use Development: Phase 2 - South Coast AQMD Air District, Annual

Project Characteristics - Consistent with the DEIR's model.

Land Use - Consistent with the DEIR's model.

Construction Phase - Consistent with the DEIR's model.

Off-road Equipment - See SWAPE comment regarding construction equipment unit amounts and usage hours.

Trips and VMT - See SWAPE comment regarding vendor and worker trip numbers.

Grading -

Architectural Coating - See SWAPE comment regarding architectural and area coating areas.

Vehicle Trips - Trip rates consistent with the DEIR's model. See SWAPE comment regarding trip purpose percentages.

Construction Off-road Equipment Mitigation - Consistent with the DEIR's model.

Water Mitigation - See SWAPE comment regarding water-related operational mitigation measures.

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
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tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	10.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2

tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
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tblConstructionPhase	NumDays	20.00	10.00
tblConstructionPhase	NumDays	230.00	220.00
tblConstructionPhase	NumDays	20.00	6.00
tblConstructionPhase	NumDays	20.00	10.00
tblConstructionPhase	NumDays	10.00	3.00
tblLandUse	LandUseSquareFeet	35,530.00	35,529.00
tblLandUse	LotAcreage	1.46	3.88
tblProjectCharacteristics	CO2IntensityFactor	641.35	534
tblVehicleTrips	PB_TP	11.00	0.00
tblVehicleTrips	PR_TP	54.00	65.00
tblVehicleTrips	ST_TR	49.97	45.91
tblVehicleTrips	SU_TR	25.24	45.91
tblVehicleTrips	WD_TR	42.70	45.91

2.0 Emissions Summary

2. Response to Comments

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.0690	0.6325	0.6216	1.3300e-003	0.0756	0.0282	0.1038	0.0328	0.0284	0.0592	0.0000	117.7979	117.7979	0.0214	0.0000	118.3339
2023	0.3558	1.4225	1.6483	3.5400e-003	0.0837	0.0610	0.1447	0.0226	0.0573	0.0799	0.0000	314.2626	314.2626	0.0530	0.0000	315.5877
Maximum	**0.3558**	**1.4225**	**1.6483**	**3.5400e-003**	**0.0837**	**0.0610**	**0.1447**	**0.0328**	**0.0573**	**0.0799**	**0.0000**	**314.2626**	**314.2626**	**0.0530**	**0.0000**	**315.5877**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.0457	0.8720	0.6799	1.3300e-003	0.0756	0.0294	0.1049	0.0328	0.0293	0.0621	0.0000	117.7978	117.7978	0.0214	0.0000	118.3338
2023	0.3146	2.2293	1.7956	3.5400e-003	0.0837	0.0786	0.1623	0.0226	0.0785	0.1011	0.0000	314.2623	314.2623	0.0530	0.0000	315.5875
Maximum	**0.3146**	**2.2293**	**1.7956**	**3.5400e-003**	**0.0837**	**0.0786**	**0.1623**	**0.0328**	**0.0785**	**0.1011**	**0.0000**	**314.2623**	**314.2623**	**0.0530**	**0.0000**	**315.5875**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**15.18**	**-50.91**	**-9.06**	**0.00**	**0.00**	**-21.04**	**-7.55**	**0.00**	**-28.79**	**-17.33**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Wildomar Trail Mixed-Use Development Phase 2 - South Coast AQMD Air District Annual

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	10-3-2022	1-2-2023	0.6998	0.9237
2	1-3-2023	4-2-2023	0.5960	0.8749
3	4-3-2023	7-2-2023	0.6016	0.8836
4	7-3-2023	9-30-2023	0.5615	0.7580
		Highest	0.6998	0.9237

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.1569	2.0000e-005	2.5500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.9500e-003	4.9500e-003	1.0000e-005	0.0000	5.2700e-003
Energy	4.3000e-004	3.8700e-003	3.2500e-003	2.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004	0.0000	118.3935	118.3935	6.2800e-003	1.3600e-003	118.9569
Mobile	0.3889	1.8803	4.7973	0.0185	1.5727	0.0132	1.5859	0.4214	0.0123	0.4337	0.0000	1,709.427 3	1,709.427 3	0.0800	0.0000	1,711.426 6
Waste						0.0000	0.0000		0.0000	0.0000	7.5736	0.0000	7.5736	0.4476	0.0000	18.7633
Water						0.0000	0.0000		0.0000	0.0000	0.8350	12.6412	13.4762	0.0864	2.1700e-003	16.2830
Total	0.5461	1.8642	4.7931	0.0185	1.5727	0.0135	1.5862	0.4214	0.0126	0.4340	8.4085	1,840.467 0	1,848.875 5	0.6203	3.5300e-003	1,865.434 1

2. Response to Comments

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.1668	2.0000e-005	2.5500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.9500e-003	4.9500e-003	1.0000e-005	0.0000	5.2700e-003
Energy	4.3000e-004	3.8700e-003	3.2500e-003	2.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004	0.0000	118.3935	118.3935	6.2800e-003	1.3600e-003	118.9559
Mobile	0.3989	1.9803	4.7973	0.0185	1.5727	0.0132	1.5859	0.4214	0.0123	0.4337	0.0000	1,709.427 3	1,709.427 3	0.0800	0.0000	1,711.426 6
Waste						0.0000	0.0000		0.0000	0.0000	7.5736	0.0000	7.5736	0.4478	0.0000	18.7633
Water						0.0000	0.0000		0.0000	0.0000	0.8350	12.6412	13.4762	0.0864	2.1700e-003	16.2830
Total	**0.5461**	**1.9842**	**4.7931**	**0.0185**	**1.5727**	**0.0135**	**1.5862**	**0.4214**	**0.0126**	**0.4340**	**8.4085**	**1,840.467 0**	**1,848.875 5**	**0.6203**	**3.5300e-003**	**1,865.434 1**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Wildomar Trail Mixed-Use Development: Phase 2 - South Coast AQMD Air District, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	10/3/2022	10/5/2022	5	3	
2	Grading	Grading	10/6/2022	10/13/2022	5	6	
3	Building Construction	Building Construction	10/14/2022	8/17/2023	5	220	
4	Paving	Paving	8/18/2023	8/31/2023	5	10	
5	Architectural Coating	Architectural Coating	9/1/2023	9/14/2023	5	10	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 3

Acres of Paving: 5.8

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 53,294; Non-Residential Outdoor: 17,765; Striped Parking Area: 8,906 (Architectural Coating – sqft)

OffRoad Equipment

2. Response to Comments

Wildomar Trail Mixed-Use Development: Phase 2 - South Coast AQMD Air District, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	74.00	30.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment
Water Exposed Area

3.2 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0271	0.0000	0.0271	0.0149	0.0000	0.0149	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.7600e-003	0.0496	0.0296	6.0000e-005		2.4200e-003	2.4200e-003		2.2300e-003	2.2300e-003	0.0000	5.0159	5.0159	1.6200e-003	0.0000	5.0565
Total	**4.7600e-003**	**0.0496**	**0.0296**	**6.0000e-005**	**0.0271**	**2.4200e-003**	**0.0295**	**0.0149**	**2.2300e-003**	**0.0171**	**0.0000**	**5.0159**	**5.0159**	**1.6200e-003**	**0.0000**	**5.0565**

2. Response to Comments

3.2 Site Preparation - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1000e-004	8.0000e-005	8.7000e-004	0.0000	3.0000e-004	0.0000	3.0000e-004	8.0000e-005	0.0000	8.0000e-005	0.0000	0.2488	0.2488	1.0000e-005	0.0000	0.2489
Total	**1.1000e-004**	**8.0000e-005**	**8.7000e-004**	**0.0000**	**3.0000e-004**	**0.0000**	**3.0000e-004**	**8.0000e-005**	**0.0000**	**8.0000e-005**	**0.0000**	**0.2488**	**0.2488**	**1.0000e-005**	**0.0000**	**0.2489**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0271	0.0000	0.0271	0.0149	0.0000	0.0149	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.8100e-003	0.0506	0.0344	6.0000e-005		1.4200e-003	1.4200e-003		1.4200e-003	1.4200e-003	0.0000	5.0159	5.0159	1.6200e-003	0.0000	5.0565
Total	**1.8100e-003**	**0.0506**	**0.0344**	**6.0000e-005**	**0.0271**	**1.4200e-003**	**0.0285**	**0.0149**	**1.4200e-003**	**0.0163**	**0.0000**	**5.0159**	**5.0159**	**1.6200e-003**	**0.0000**	**5.0565**

3.2 Site Preparation - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1000e-004	8.0000e-005	8.7000e-004	0.0000	3.0000e-004	0.0000	3.0000e-004	8.0000e-005	0.0000	8.0000e-005	0.0000	0.2488	0.2488	1.0000e-005	0.0000	0.2489
Total	**1.1000e-004**	**8.0000e-005**	**8.7000e-004**	**0.0000**	**3.0000e-004**	**0.0000**	**3.0000e-004**	**8.0000e-005**	**0.0000**	**8.0000e-005**	**0.0000**	**0.2488**	**0.2488**	**1.0000e-005**	**0.0000**	**0.2489**

3.3 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0197	0.0000	0.0197	0.0101	0.0000	0.0101	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.8500e-003	0.0626	0.0458	9.0000e-005		2.9200e-003	2.9200e-003		2.6900e-003	2.6900e-003	0.0000	7.8164	7.8164	2.5300e-003	0.0000	7.8796
Total	**5.8500e-003**	**0.0626**	**0.0458**	**9.0000e-005**	**0.0197**	**2.9200e-003**	**0.0225**	**0.0101**	**2.6900e-003**	**0.0127**	**0.0000**	**7.8164**	**7.8164**	**2.5300e-003**	**0.0000**	**7.8796**

2. Response to Comments

3.3 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.8000e-004	1.3000e-004	1.4500e-003	0.0000	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4146	0.4146	1.0000e-005	0.0000	0.4149
Total	**1.8000e-004**	**1.3000e-004**	**1.4500e-003**	**0.0000**	**4.9000e-004**	**0.0000**	**5.0000e-004**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**0.4146**	**0.4146**	**1.0000e-005**	**0.0000**	**0.4149**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0197	0.0000	0.0197	0.0101	0.0000	0.0101	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.0300e-003	0.0788	0.0570	9.0000e-005		2.3200e-003	2.3200e-003		2.3200e-003	2.3200e-003	0.0000	7.8164	7.8164	2.5300e-003	0.0000	7.8796
Total	**3.0300e-003**	**0.0788**	**0.0570**	**9.0000e-005**	**0.0197**	**2.3200e-003**	**0.0220**	**0.0101**	**2.3200e-003**	**0.0124**	**0.0000**	**7.8164**	**7.8164**	**2.5300e-003**	**0.0000**	**7.8796**

3.3 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.8000e-004	1.3000e-004	1.4500e-003	0.0000	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4146	0.4146	1.0000e-005	0.0000	0.4149
Total	**1.8000e-004**	**1.3000e-004**	**1.4500e-003**	**0.0000**	**4.9000e-004**	**0.0000**	**5.0000e-004**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**0.4146**	**0.4146**	**1.0000e-005**	**0.0000**	**0.4149**

3.4 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0478	0.4372	0.4582	7.5000e-004		0.0227	0.0227		0.0213	0.0213	0.0000	64.8831	64.8831	0.0155	0.0000	65.2717
Total	**0.0478**	**0.4372**	**0.4582**	**7.5000e-004**		**0.0227**	**0.0227**		**0.0213**	**0.0213**	**0.0000**	**64.8831**	**64.8831**	**0.0155**	**0.0000**	**65.2717**

2. Response to Comments

3.3 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.8000e-004	1.3000e-004	1.4500e-003	0.0000	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4146	0.4146	1.0000e-005	0.0000	0.4149
Total	**1.8000e-004**	**1.3000e-004**	**1.4500e-003**	**0.0000**	**4.9000e-004**	**0.0000**	**5.0000e-004**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**0.4146**	**0.4146**	**1.0000e-005**	**0.0000**	**0.4149**

3.4 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0478	0.4372	0.4582	7.5000e-004		0.0227	0.0227		0.0213	0.0213	0.0000	64.8831	64.8831	0.0155	0.0000	65.2717
Total	**0.0478**	**0.4372**	**0.4582**	**7.5000e-004**		**0.0227**	**0.0227**		**0.0213**	**0.0213**	**0.0000**	**64.8831**	**64.8831**	**0.0155**	**0.0000**	**65.2717**

3.4 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.2400e-003	0.0771	0.0161	2.1000e-004	5.2900e-003	1.4000e-004	5.4400e-003	1.5300e-003	1.4000e-004	1.6600e-003	0.0000	20.3277	20.3277	1.2500e-003	0.0000	20.3589
Worker	8.1100e-002	5.7700e-003	0.0667	2.1000e-004	0.0227	1.7000e-004	0.0229	6.0400e-003	1.5000e-004	6.1900e-003	0.0000	19.0913	19.0913	4.8000e-004	0.0000	19.1033
Total	0.0104	0.0828	0.0857	4.2000e-004	0.0280	3.1000e-004	0.0283	7.5700e-003	2.9000e-004	7.8500e-003	0.0000	39.4191	39.4191	1.7300e-003	0.0000	39.4622

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0303	0.6585	0.5085	7.5000e-004		0.0253	0.0253		0.0253	0.0253	0.0000	64.8830	64.8830	0.0155	0.0000	65.2716
Total	0.0303	0.6585	0.5085	7.5000e-004		0.0253	0.0253		0.0253	0.0253	0.0000	64.8830	64.8830	0.0155	0.0000	65.2716

2. Response to Comments

3.4 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.2400e-003	0.0771	0.0161	2.1000e-004	5.2900e-003	1.4000e-004	5.4400e-003	1.5300e-003	1.4000e-004	1.6600e-003	0.0000	20.3277	20.3277	1.2500e-003	0.0000	20.3589
Worker	8.1100e-002	5.7700e-003	0.0667	2.1000e-004	0.0227	1.7000e-004	0.0229	6.0400e-003	1.5000e-004	6.1900e-003	0.0000	19.0913	19.0913	4.8000e-004	0.0000	19.1033
Total	0.0104	0.0828	0.0857	4.2000e-004	0.0280	3.1000e-004	0.0283	7.5700e-003	2.9000e-004	7.8500e-003	0.0000	39.4191	39.4191	1.7300e-003	0.0000	39.4622

3.4 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1290	1.1798	1.3320	2.2100e-003		0.0574	0.0574		0.0540	0.0540	0.0000	190.0799	190.0799	0.0452	0.0000	191.2103
Total	0.1290	1.1798	1.3320	2.2100e-003		0.0574	0.0574		0.0540	0.0540	0.0000	190.0799	190.0799	0.0452	0.0000	191.2103

3.4 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.9000e-003	0.1699	0.0489	5.9000e-004	0.0155	1.9000e-004	0.0157	4.4700e-003	1.8000e-004	4.6600e-003	0.0000	57.7368	57.7368	3.1800e-003	0.0000	57.8163
Worker	0.0224	0.0153	0.1800	6.0000e-004	0.0666	4.7000e-004	0.0671	0.0177	4.3000e-004	0.0181	0.0000	53.8252	53.8252	1.2700e-003	0.0000	53.8589
Total	**0.0273**	**0.1851**	**0.2299**	**1.1900e-003**	**0.0821**	**6.6000e-004**	**0.0828**	**0.0222**	**6.1000e-004**	**0.0228**	**0.0000**	**111.5621**	**111.5621**	**4.4500e-003**	**0.0000**	**111.6731**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0886	1.9315	1.4657	2.2100e-003		0.0741	0.0741		0.0741	0.0741	0.0000	190.0797	190.0797	0.0452	0.0000	191.2101
Total	**0.0886**	**1.9315**	**1.4657**	**2.2100e-003**		**0.0741**	**0.0741**		**0.0741**	**0.0741**	**0.0000**	**190.0797**	**190.0797**	**0.0452**	**0.0000**	**191.2101**

2. Response to Comments

3.4 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.9000e-003	0.1699	0.0489	5.9000e-004	0.0155	1.9000e-004	0.0157	4.4700e-003	1.8000e-004	4.6600e-003	0.0000	57.7368	57.7368	3.1800e-003	0.0000	57.8163
Worker	0.0224	0.0153	0.1800	6.0000e-004	0.0666	4.7000e-004	0.0671	0.0177	4.3000e-004	0.0181	0.0000	53.8252	53.8252	1.2700e-003	0.0000	53.8569
Total	**0.0273**	**0.1851**	**0.2299**	**1.1900e-003**	**0.0821**	**6.6000e-004**	**0.0828**	**0.0222**	**6.1000e-004**	**0.0228**	**0.0000**	**111.5621**	**111.5621**	**4.4500e-003**	**0.0000**	**111.6731**

3.5 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	5.1600e-003	0.0510	0.0729	1.1000e-004		2.5500e-003	2.5500e-003		2.3500e-003	2.3500e-003	0.0000	10.0134	10.0134	3.2400e-003	0.0000	10.0944
Paving	7.6000e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0128**	**0.0510**	**0.0729**	**1.1000e-004**		**2.5500e-003**	**2.5500e-003**		**2.3500e-003**	**2.3500e-003**	**0.0000**	**10.0134**	**10.0134**	**3.2400e-003**	**0.0000**	**10.0944**

3.5 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	1.9000e-004	2.2300e-003	1.0000e-005	8.2000e-004	1.0000e-005	8.3000e-004	2.2000e-004	1.0000e-005	2.2000e-004	0.0000	0.6653	0.6653	2.0000e-005	0.0000	0.6657
Total	**2.8000e-004**	**1.9000e-004**	**2.2300e-003**	**1.0000e-005**	**8.2000e-004**	**1.0000e-005**	**8.3000e-004**	**2.2000e-004**	**1.0000e-005**	**2.2000e-004**	**0.0000**	**0.6653**	**0.6653**	**2.0000e-005**	**0.0000**	**0.6657**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	4.6600e-003	0.1006	0.0865	1.1000e-004		3.3300e-003	3.3300e-003		3.3300e-003	3.3300e-003	0.0000	10.0134	10.0134	3.2400e-003	0.0000	10.0944
Paving	7.6000e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0123**	**0.1006**	**0.0865**	**1.1000e-004**		**3.3300e-003**	**3.3300e-003**		**3.3300e-003**	**3.3300e-003**	**0.0000**	**10.0134**	**10.0134**	**3.2400e-003**	**0.0000**	**10.0944**

2. Response to Comments

3.5 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	1.9000e-004	2.2300e-003	1.0000e-005	8.2000e-004	1.0000e-005	8.3000e-004	2.2000e-004	1.0000e-005	2.2000e-004	0.0000	0.6653	0.6653	2.0000e-005	0.0000	0.6657
Total	**2.8000e-004**	**1.9000e-004**	**2.2300e-003**	**1.0000e-005**	**8.2000e-004**	**1.0000e-005**	**8.3000e-004**	**2.2000e-004**	**1.0000e-005**	**2.2000e-004**	**0.0000**	**0.6653**	**0.6653**	**2.0000e-005**	**0.0000**	**0.6657**

3.6 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1853					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.8000e-004	6.5100e-003	9.0600e-003	1.0000e-005		3.5000e-004	3.5000e-004		3.5000e-004	3.5000e-004	0.0000	1.2786	1.2786	8.0000e-005	0.0000	1.2795
Total	**0.1863**	**6.5100e-003**	**9.0600e-003**	**1.0000e-005**		**3.5000e-004**	**3.5000e-004**		**3.5000e-004**	**3.5000e-004**	**0.0000**	**1.2786**	**1.2786**	**8.0000e-005**	**0.0000**	**1.2795**

3.6 Architectural Coating - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	1.9000e-004	2.2300e-003	1.0000e-005	8.2000e-004	1.0000e-005	8.3000e-004	2.2000e-004	1.0000e-005	2.2000e-004	0.0000	0.6653	0.6653	2.0000e-005	0.0000	0.6657
Total	**2.8000e-004**	**1.9000e-004**	**2.2300e-003**	**1.0000e-005**	**8.2000e-004**	**1.0000e-005**	**8.3000e-004**	**2.2000e-004**	**1.0000e-005**	**2.2000e-004**	**0.0000**	**0.6653**	**0.6653**	**2.0000e-005**	**0.0000**	**0.6657**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1853					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.7000e-004	0.0118	9.1600e-003	1.0000e-005		4.8000e-004	4.8000e-004		4.8000e-004	4.8000e-004	0.0000	1.2766	1.2766	8.0000e-005	0.0000	1.2785
Total	**0.1859**	**0.0118**	**9.1600e-003**	**1.0000e-005**		**4.8000e-004**	**4.8000e-004**		**4.8000e-004**	**4.8000e-004**	**0.0000**	**1.2766**	**1.2766**	**8.0000e-005**	**0.0000**	**1.2785**

2. Response to Comments

3.6 Architectural Coating - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	1.9000e-004	2.2300e-003	1.0000e-005	8.2000e-004	1.0000e-005	8.3000e-004	2.2000e-004	1.0000e-005	2.2000e-004	0.0000	0.6653	0.6653	2.0000e-005	0.0000	0.6657
Total	**2.8000e-004**	**1.9000e-004**	**2.2300e-003**	**1.0000e-005**	**8.2000e-004**	**1.0000e-005**	**8.3000e-004**	**2.2000e-004**	**1.0000e-005**	**2.2000e-004**	**0.0000**	**0.6653**	**0.6653**	**2.0000e-005**	**0.0000**	**0.6657**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.3889	1.8603	4.7873	0.0165	1.5727	0.0132	1.5859	0.4214	0.0123	0.4337	0.0000	1,709.427 3	1,709.427 3	0.0600	0.0000	1,711.426 6
Unmitigated	0.3889	1.8603	4.7873	0.0165	1.5727	0.0132	1.5859	0.4214	0.0123	0.4337	0.0000	1,709.427 3	1,709.427 3	0.0600	0.0000	1,711.426 6

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Regional Shopping Center	1,631.18	1,631.18	1631.18	4,138,770	4,138,770
Total	1,631.18	1,631.18	1,631.18	4,138,770	4,138,770

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	65	35	0

4.4 Fleet Mix

2. Response to Comments

Wildomar Trail Mixed-Use Development: Phase 2 - South Coast AQMD Air District, Annual

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Asphalt Surfaces	0.550151	0.042593	0.202457	0.116946	0.015037	0.005825	0.021699	0.034933	0.002123	0.001780	0.004876	0.000710	0.000868
Parking Lot	0.550151	0.042593	0.202457	0.116946	0.015037	0.005825	0.021699	0.034933	0.002123	0.001780	0.004876	0.000710	0.000868
Regional Shopping Center	0.550151	0.042593	0.202457	0.116946	0.015037	0.005825	0.021699	0.034933	0.002123	0.001780	0.004876	0.000710	0.000868

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	114.1845	114.1845	6.2000e-003	1.2900e-003	114.7218
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	114.1845	114.1845	6.2000e-003	1.2900e-003	114.7218
NaturalGas Mitigated	4.3000e-004	3.8700e-003	3.2500e-003	2.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004	0.0000	4.2090	4.2090	8.0000e-005	8.0000e-005	4.2341
NaturalGas Unmitigated	4.3000e-004	3.8700e-003	3.2500e-003	2.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004	0.0000	4.2090	4.2090	8.0000e-005	8.0000e-005	4.2341

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	78874.4	4.3000e-004	3.8700e-003	3.2500e-003	2.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004	0.0000	4.2090	4.2090	8.0000e-005	8.0000e-005	4.2341
Total		**4.3000e-004**	**3.8700e-003**	**3.2500e-003**	**2.0000e-005**		**2.9000e-004**	**2.9000e-004**		**2.9000e-004**	**2.9000e-004**	**0.0000**	**4.2090**	**4.2090**	**8.0000e-005**	**8.0000e-005**	**4.2341**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	78874.4	4.3000e-004	3.8700e-003	3.2500e-003	2.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004	0.0000	4.2090	4.2090	8.0000e-005	8.0000e-005	4.2341
Total		**4.3000e-004**	**3.8700e-003**	**3.2500e-003**	**2.0000e-005**		**2.9000e-004**	**2.9000e-004**		**2.9000e-004**	**2.9000e-004**	**0.0000**	**4.2090**	**4.2090**	**8.0000e-005**	**8.0000e-005**	**4.2341**

2. Response to Comments

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	22680	5.4935	3.0000e-004	6.0000e-005	5.5194
Regional Shopping Center	448731	108.6909	5.9000e-003	1.2200e-003	109.2024
Total		**114.1845**	**6.2000e-003**	**1.2800e-003**	**114.7218**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	22680	5.4935	3.0000e-004	6.0000e-005	5.5194
Regional Shopping Center	448731	108.6909	5.9000e-003	1.2200e-003	109.2024
Total		**114.1845**	**6.2000e-003**	**1.2800e-003**	**114.7218**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1568	2.0000e-005	2.5500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.9500e-003	4.9500e-003	1.0000e-005	0.0000	5.2700e-003
Unmitigated	0.1568	2.0000e-005	2.5500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.9500e-003	4.9500e-003	1.0000e-005	0.0000	5.2700e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0185					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1380					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.4000e-004	2.0000e-005	2.5500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.9500e-003	4.9500e-003	1.0000e-005	0.0000	5.2700e-003
Total	**0.1568**	**2.0000e-005**	**2.5500e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**4.9500e-003**	**4.9500e-003**	**1.0000e-005**	**0.0000**	**5.2700e-003**

2. Response to Comments

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0195					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1380					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.4000e-004	2.0000e-005	2.5500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.9500e-003	4.9500e-003	1.0000e-005	0.0000	5.2700e-003
Total	**0.1568**	**2.0000e-005**	**2.5500e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**4.9500e-003**	**4.9500e-003**	**1.0000e-005**	**0.0000**	**5.2700e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	13.4762	0.0864	2.1700e-003	16.2830
Unmitigated	13.4762	0.0864	2.1700e-003	16.2830

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	2.6318 / 1.61304	13.4762	0.0864	2.1700e-003	16.2830
Total		**13.4762**	**0.0864**	**2.1700e-003**	**16.2830**

2. Response to Comments

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	2.6318 / 1.61304	13.4762	0.0864	2.1700e-003	16.2830
Total		**13.4762**	**0.0864**	**2.1700e-003**	**16.2830**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	7.5736	0.4476	0.0000	18.7633
Unmitigated	7.5736	0.4476	0.0000	18.7633

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	37.31	7.5736	0.4476	0.0000	18.7633
Total		**7.5736**	**0.4476**	**0.0000**	**18.7633**

2. Response to Comments

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	37.31	7.5736	0.4476	0.0000	18.7633
Total		7.5736	0.4476	0.0000	18.7633

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

2. Response to Comments

Wildomar Trail Mixed-Use Development: Phase 2
South Coast AQMD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	1.92	Acre	1.92	83,635.20	0
Parking Lot	162.00	Space	3.88	64,800.00	0
Regional Shopping Center	35.53	1000sqft	0.82	35,529.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	10			**Operational Year**	2023
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	534	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Wildomar Trail Mixed-Use Development: Phase 2 - South Coast AQMD Air District, Summer

Project Characteristics - Consistent with the DEIR's model.

Land Use - Consistent with the DEIR's model.

Construction Phase - Consistent with the DEIR's model.

Off-road Equipment - See SWAPE comment regarding construction equipment unit amounts and usage hours.

Trips and VMT - See SWAPE comment regarding vendor and worker trip numbers.

Grading -

Architectural Coating - See SWAPE comment regarding architectural and area coating areas.

Vehicle Trips - Trip rates consistent with the DEIR's model. See SWAPE comment regarding trip purpose percentages.

Construction Off-road Equipment Mitigation - Consistent with the DEIR's model.

Water Mitigation - See SWAPE comment regarding water-related operational mitigation measures.

Table Name	Column Name	Default Value	New Value
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tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	10.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2

2. Response to Comments

tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
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tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstructionPhase	NumDays	20.00	10.00
tblConstructionPhase	NumDays	230.00	220.00
tblConstructionPhase	NumDays	20.00	6.00
tblConstructionPhase	NumDays	20.00	10.00
tblConstructionPhase	NumDays	10.00	3.00
tblLandUse	LandUseSquareFeet	35,530.00	35,529.00
tblLandUse	LotAcreage	1.46	3.88
tblProjectCharacteristics	CO2IntensityFactor	641.35	534
tblVehicleTrips	PB_TP	11.00	0.00
tblVehicleTrips	PR_TP	54.00	65.00
tblVehicleTrips	ST_TR	49.97	45.91
tblVehicleTrips	SU_TR	25.24	45.91
tblVehicleTrips	WD_TR	42.70	45.91

2.0 Emissions Summary

CalEEMod Version: CalEEMod.2016.3.2 Page 4 of 26 Date: 6/18/2021 11:50 AM

Wildomar Trail Mixed-Use Development, Phase 2 - South Coast AQMD Air District, Summer

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	3.2414	33.1280	20.3248	0.0424	18.2675	1.6140	19.8815	9.9840	1.4849	11.4689	0.0000	4,154.626 7	4,154.626 7	1.1970	0.0000	4,171.613 1
2023	37.3113	16.6038	19.2027	0.0418	1.0192	0.7078	1.7270	0.2746	0.6659	0.9406	0.0000	4,101.481 4	4,101.481 4	0.7176	0.0000	4,118.164 2
Maximum	**37.3113**	**33.1280**	**20.3248**	**0.0424**	**18.2675**	**1.6140**	**19.8815**	**9.9840**	**1.4849**	**11.4689**	**0.0000**	**4,154.626 7**	**4,154.626 7**	**1.1970**	**0.0000**	**4,171.613 1**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	1.4522	33.7659	23.5871	0.0424	18.2675	0.9476	19.2151	9.9840	0.9475	10.9315	0.0000	4,154.626 7	4,154.626 7	1.1970	0.0000	4,171.613 1
2023	37.2335	25.7733	20.8325	0.0418	1.0192	0.9116	1.9308	0.2746	0.9111	1.1857	0.0000	4,101.481 4	4,101.481 4	0.7176	0.0000	4,118.164 2
Maximum	**37.2335**	**33.7659**	**23.5871**	**0.0424**	**18.2675**	**0.9476**	**19.2151**	**9.9840**	**0.9475**	**10.9315**	**0.0000**	**4,154.626 7**	**4,154.626 7**	**1.1970**	**0.0000**	**4,171.613 1**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**4.60**	**-19.72**	**-12.38**	**0.00**	**0.00**	**19.92**	**2.14**	**0.00**	**13.59**	**2.36**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2. Response to Comments

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.8595	1.9000e-004	0.0204	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0437	0.0437	1.1000e-004		0.0465
Energy	2.3300e-003	0.0212	0.0178	1.3000e-004		1.6100e-003	1.6100e-003		1.6100e-003	1.6100e-003		25.4229	25.4229	4.9000e-004	4.7000e-004	25.5739
Mobile	2.3176	9.9172	27.4803	0.1057	8.8005	0.0726	8.8731	2.3546	0.0675	2.4221		10,771.3803	10,771.3803	0.4863		10,783.5389
Total	**3.1794**	**9.9386**	**27.5285**	**0.1058**	**8.8005**	**0.0743**	**8.8748**	**2.3546**	**0.0692**	**2.4238**		**10,796.8468**	**10,796.8468**	**0.4869**	**4.7000e-004**	**10,809.1593**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.8595	1.9000e-004	0.0204	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0437	0.0437	1.1000e-004		0.0465
Energy	2.3300e-003	0.0212	0.0178	1.3000e-004		1.6100e-003	1.6100e-003		1.6100e-003	1.6100e-003		25.4229	25.4229	4.9000e-004	4.7000e-004	25.5739
Mobile	2.3176	9.9172	27.4803	0.1057	8.8005	0.0726	8.8731	2.3546	0.0675	2.4221		10,771.3803	10,771.3803	0.4863		10,783.5389
Total	**3.1794**	**9.9386**	**27.5285**	**0.1058**	**8.8005**	**0.0743**	**8.8748**	**2.3546**	**0.0692**	**2.4238**		**10,796.8468**	**10,796.8468**	**0.4869**	**4.7000e-004**	**10,809.1593**

Wildomar Trail Mixed-Use Development: Phase 2 - South Coast AQMD Air District, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	10/3/2022	10/5/2022	5	3	
2	Grading	Grading	10/6/2022	10/13/2022	5	6	
3	Building Construction	Building Construction	10/14/2022	6/17/2023	5	220	
4	Paving	Paving	6/18/2023	6/31/2023	5	10	
5	Architectural Coating	Architectural Coating	9/1/2023	9/14/2023	5	10	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 3

Acres of Paving: 5.8

Residential Indoor: 0; Residential Outdoor: 0: Non-Residential Indoor: 53.294: Non-Residential Outdoor: 17.765: Striped Parking Area: 8.906 (Architectural Coating – sqft)

OffRoad Equipment

2. Response to Comments

Wildomar Trail Mixed-Use Development: Phase 2 - South Coast AQMD Air District, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	74.00	30.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment
Water Exposed Area

3.2 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836		3,686.0619	3,686.0619	1.1922		3,715.8655
Total	**3.1701**	**33.0835**	**19.6978**	**0.0380**	**18.0663**	**1.6126**	**19.6788**	**9.9307**	**1.4836**	**11.4143**		**3,686.0619**	**3,686.0619**	**1.1922**		**3,715.8655**

2. Response to Comments

3.2 Site Preparation - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0713	0.0445	0.6270	1.9300e-003	0.2012	1.4400e-003	0.2026	0.0534	1.3200e-003	0.0547		192.1903	192.1903	4.8400e-003		192.3114
Total	**0.0713**	**0.0445**	**0.6270**	**1.9300e-003**	**0.2012**	**1.4400e-003**	**0.2026**	**0.0534**	**1.3200e-003**	**0.0547**		**192.1903**	**192.1903**	**4.8400e-003**		**192.3114**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	1.2097	33.7214	22.9600	0.0380		0.9462	0.9462		0.9462	0.9462	0.0000	3,686.0619	3,686.0619	1.1922		3,715.8655
Total	**1.2097**	**33.7214**	**22.9600**	**0.0380**	**18.0663**	**0.9462**	**19.0124**	**9.9307**	**0.9462**	**10.8769**	**0.0000**	**3,686.0619**	**3,686.0619**	**1.1922**		**3,715.8655**

3.2 Site Preparation - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0713	0.0445	0.6270	1.9300e-003	0.2012	1.4400e-003	0.2026	0.0534	1.3200e-003	0.0547		192.1903	192.1903	4.8400e-003		192.3114
Total	**0.0713**	**0.0445**	**0.6270**	**1.9300e-003**	**0.2012**	**1.4400e-003**	**0.2026**	**0.0534**	**1.3200e-003**	**0.0547**		**192.1903**	**192.1903**	**4.8400e-003**		**192.3114**

3.3 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	1.9486	20.8551	15.2727	0.0297		0.9409	0.9409		0.8656	0.8656		2,872.046 4	2,872.046 4	0.9289		2,895.268 4
Total	**1.9486**	**20.8551**	**15.2727**	**0.0297**	**6.5523**	**0.9409**	**7.4932**	**3.3675**	**0.8656**	**4.2331**		**2,872.046 4**	**2,872.046 4**	**0.9289**		**2,895.268 4**

2. Response to Comments

3.3 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0594	0.0371	0.5225	1.6100e-003	0.1677	1.2000e-003	0.1689	0.0445	1.1000e-003	0.0456		160.1586	160.1586	4.0400e-003		160.2595
Total	0.0594	0.0371	0.5225	1.6100e-003	0.1677	1.2000e-003	0.1689	0.0445	1.1000e-003	0.0456		160.1586	160.1586	4.0400e-003		160.2595

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	1.0093	26.2791	18.9806	0.0297		0.7725	0.7725		0.7725	0.7725	0.0000	2,872.0464	2,872.0464	0.9289		2,895.2684
Total	1.0093	26.2791	18.9806	0.0297	6.5523	0.7725	7.3248	3.3675	0.7725	4.1400	0.0000	2,872.0464	2,872.0464	0.9289		2,895.2684

3.3 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0594	0.0371	0.5225	1.6100e-003	0.1677	1.2000e-003	0.1689	0.0445	1.1000e-003	0.0456		160.1586	160.1586	4.0400e-003		160.2595
Total	**0.0594**	**0.0371**	**0.5225**	**1.6100e-003**	**0.1677**	**1.2000e-003**	**0.1689**	**0.0445**	**1.1000e-003**	**0.0456**		**160.1586**	**160.1586**	**4.0400e-003**		**160.2595**

3.4 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.333 6	2,554.333 6	0.6120		2,569.632 2
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.333 6**	**2,554.333 6**	**0.6120**		**2,569.632 2**

2. Response to Comments

3.4 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0783	2.7160	0.6417	7.5800e-003	0.1920	4.9900e-003	0.1970	0.0553	4.7700e-003	0.0601		810.1774	810.1774	0.0476		811.3673
Worker	0.2930	0.1830	2.5778	7.9300e-003	0.8272	5.9100e-003	0.8331	0.2194	5.4500e-003	0.2248		790.1157	790.1157	0.0199		790.6136
Total	0.3713	2.8990	3.2195	0.0155	1.0192	0.0109	1.0301	0.2746	0.0102	0.2849		1,600.293 1	1,600.293 1	0.0675		1,601.980 9

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0809	23.5544	17.8738	0.0269		0.9036	0.9036		0.9036	0.9036	0.0000	2,554.333 6	2,554.333 6	0.6120		2,569.632 2
Total	1.0809	23.5544	17.8738	0.0269		0.9036	0.9036		0.9036	0.9036	0.0000	2,554.333 6	2,554.333 6	0.6120		2,569.632 2

3.4 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0783	2.7160	0.6417	7.5800e-003	0.1920	4.9900e-003	0.1970	0.0553	4.7700e-003	0.0601		810.1774	810.1774	0.0476		811.3673
Worker	0.2930	0.1830	2.5778	7.9300e-003	0.8272	5.9100e-003	0.8331	0.2194	5.4500e-003	0.2248		790.1157	790.1157	0.0199		790.6136
Total	**0.3713**	**2.8990**	**3.2195**	**0.0155**	**1.0192**	**0.0109**	**1.0301**	**0.2746**	**0.0102**	**0.2849**		**1,600.293 1**	**1,600.293 1**	**0.0675**		**1,601.980 9**

3.4 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.209 9	2,555.209 9	0.6079		2,570.406 1
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.209 9**	**2,555.209 9**	**0.6079**		**2,570.406 1**

2. Response to Comments

3.4 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0584	2.0533	0.5782	7.3400e-003	0.1920	2.3100e-003	0.1943	0.0553	2.2100e-003	0.0575		785.6032	785.6032	0.0415		786.6407
Worker	0.2755	0.1856	2.3806	7.6300e-003	0.8272	5.7600e-003	0.8329	0.2194	5.3000e-003	0.2247		760.6683	760.6683	0.0180		761.1174
Total	**0.3339**	**2.2189**	**2.9587**	**0.0150**	**1.0192**	**8.0700e-003**	**1.0272**	**0.2746**	**7.5100e-003**	**0.2822**		**1,546.2715**	**1,546.2715**	**0.0595**		**1,547.7581**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0809	23.5544	17.8738	0.0269		0.9036	0.9036		0.9036	0.9036	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.0809**	**23.5544**	**17.8738**	**0.0269**		**0.9036**	**0.9036**		**0.9036**	**0.9036**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.4 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0584	2.0533	0.5782	7.3400e-003	0.1920	2.3100e-003	0.1943	0.0553	2.2100e-003	0.0575		785.6032	785.6032	0.0415		786.6407
Worker	0.2755	0.1856	2.3806	7.6300e-003	0.8272	5.7600e-003	0.8329	0.2194	5.3000e-003	0.2247		760.6683	760.6683	0.0180		761.1174
Total	**0.3339**	**2.2189**	**2.9587**	**0.0150**	**1.0192**	**8.0700e-003**	**1.0272**	**0.2746**	**7.5100e-003**	**0.2822**		**1,546.271 5**	**1,546.271 5**	**0.0595**		**1,547,758 1**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0809	23.5544	17.8738	0.0269		0.9036	0.9036		0.9036	0.9036	0.0000	2,555.209 9	2,555.209 9	0.6079		2,570,406 1
Total	**1.0809**	**23.5544**	**17.8738**	**0.0269**		**0.9036**	**0.9036**		**0.9036**	**0.9036**	**0.0000**	**2,555.209 9**	**2,555.209 9**	**0.6079**		**2,570,406 1**

2. Response to Comments

3.4 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0584	2.0533	0.5782	7.3400e-003	0.1920	2.3100e-003	0.1943	0.0553	2.2100e-003	0.0575		785.6032	785.6032	0.0415		786.6407
Worker	0.2755	0.1856	2.3806	7.6300e-003	0.8272	5.7600e-003	0.8329	0.2194	5.3000e-003	0.2247		760.6683	760.6683	0.0180		761.1174
Total	0.3339	2.2189	2.9587	0.0150	1.0192	8.0700e-003	1.0272	0.2746	7.5100e-003	0.2822		1,546.2715	1,546.2715	0.0595		1,547.7581

3.5 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	1.5196					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	2.5523	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336

3.5 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0558	0.0336	0.4825	1.5500e-003	0.1677	1.1700e-003	0.1688	0.0445	1.0800e-003	0.0455		154.1895	154.1895	3.6400e-003		154.2806
Total	**0.0558**	**0.0336**	**0.4825**	**1.5500e-003**	**0.1677**	**1.1700e-003**	**0.1688**	**0.0445**	**1.0800e-003**	**0.0455**		**154.1895**	**154.1895**	**3.6400e-003**		**154.2806**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9311	20.1149	17.2957	0.0228		0.6670	0.6670		0.6670	0.6670	0.0000	2,207.584 1	2,207.584 1	0.7140		2,225.433 6
Paving	1.5196					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**2.4507**	**20.1149**	**17.2957**	**0.0228**		**0.6670**	**0.6670**		**0.6670**	**0.6670**	**0.0000**	**2,207.584 1**	**2,207.584 1**	**0.7140**		**2,225.433 6**

2. Response to Comments

3.5 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0558	0.0336	0.4825	1.5500e-003	0.1677	1.1700e-003	0.1688	0.0445	1.0800e-003	0.0455		154.1895	154.1895	3.6400e-003		154.2806
Total	0.0558	0.0336	0.4825	1.5500e-003	0.1677	1.1700e-003	0.1688	0.0445	1.0800e-003	0.0455		154.1895	154.1895	3.6400e-003		154.2806

3.6 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	37.0638					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	37.2554	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690

3.6 Architectural Coating - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0558	0.0336	0.4825	1.5500e-003	0.1677	1.1700e-003	0.1688	0.0445	1.0800e-003	0.0455		154.1895	154.1895	3.6400e-003		154.2806
Total	**0.0558**	**0.0336**	**0.4825**	**1.5500e-003**	**0.1677**	**1.1700e-003**	**0.1688**	**0.0445**	**1.0800e-003**	**0.0455**		**154.1895**	**154.1895**	**3.6400e-003**		**154.2806**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	37.0638					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1139	2.3524	1.8324	2.9700e-003		0.0951	0.0951		0.0951	0.0951	0.0000	281.4481	281.4481	0.0168		281.8690
Total	**37.1777**	**2.3524**	**1.8324**	**2.9700e-003**		**0.0951**	**0.0951**		**0.0951**	**0.0951**	**0.0000**	**281.4481**	**281.4481**	**0.0168**		**281.8690**

2. Response to Comments

3.6 Architectural Coating - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0558	0.0336	0.4825	1.5500e-003	0.1677	1.1700e-003	0.1688	0.0445	1.0800e-003	0.0455		154.1895	154.1895	3.6400e-003		154.2806
Total	0.0558	0.0336	0.4825	1.5500e-003	0.1677	1.1700e-003	0.1688	0.0445	1.0800e-003	0.0455		154.1895	154.1895	3.6400e-003		154.2806

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.3176	9.9172	27.4903	0.1057	8.8005	0.0726	8.8731	2.3546	0.0675	2.4221		10,771.38 03	10,771.38 03	0.4863		10,783.53 89
Unmitigated	2.3176	9.9172	27.4903	0.1057	8.8005	0.0726	8.8731	2.3546	0.0675	2.4221		10,771.38 03	10,771.38 03	0.4863		10,783.53 89

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Regional Shopping Center	1,631.18	1,631.18	1631.18	4,138,770	4,138,770
Total	1,631.18	1,631.18	1,631.18	4,138,770	4,138,770

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	65	35	0

4.4 Fleet Mix

2. Response to Comments

Wildomar Trail Mixed-Use Development: Phase 2 - South Coast AQMD Air District, Summer

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Asphalt Surfaces	0.550151	0.042593	0.202457	0.116946	0.015037	0.005825	0.021699	0.034933	0.002123	0.001780	0.004876	0.000710	0.000868
Parking Lot	0.550151	0.042593	0.202457	0.116946	0.015037	0.005825	0.021699	0.034933	0.002123	0.001780	0.004876	0.000710	0.000868
Regional Shopping Center	0.550151	0.042593	0.202457	0.116946	0.015037	0.005825	0.021699	0.034933	0.002123	0.001780	0.004876	0.000710	0.000868

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	2.3300e-003	0.0212	0.0178	1.3000e-004		1.6100e-003	1.6100e-003		1.6100e-003	1.6100e-003		25.4229	25.4229	4.9000e-004	4.7000e-004	25.5738
NaturalGas Unmitigated	2.3300e-003	0.0212	0.0178	1.3000e-004		1.6100e-003	1.6100e-003		1.6100e-003	1.6100e-003		25.4229	25.4229	4.9000e-004	4.7000e-004	25.5739

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day											lb/day				
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	216.094	2.3300e-003	0.0212	0.0178	1.3000e-004		1.6100e-003	1.6100e-003		1.6100e-003	1.6100e-003		25.4229	25.4229	4.9000e-004	4.7000e-004	25.5739
Total		**2.3300e-003**	**0.0212**	**0.0178**	**1.3000e-004**		**1.6100e-003**	**1.6100e-003**		**1.6100e-003**	**1.6100e-003**		**25.4229**	**25.4229**	**4.9000e-004**	**4.7000e-004**	**25.5739**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day											lb/day				
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	0.216094	2.3300e-003	0.0212	0.0178	1.3000e-004		1.6100e-003	1.6100e-003		1.6100e-003	1.6100e-003		25.4229	25.4229	4.9000e-004	4.7000e-004	25.5739
Total		**2.3300e-003**	**0.0212**	**0.0178**	**1.3000e-004**		**1.6100e-003**	**1.6100e-003**		**1.6100e-003**	**1.6100e-003**		**25.4229**	**25.4229**	**4.9000e-004**	**4.7000e-004**	**25.5739**

6.0 Area Detail

2. Response to Comments

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.8595	1.9000e-004	0.0204	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0437	0.0437	1.1000e-004		0.0465
Unmitigated	0.8595	1.9000e-004	0.0204	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0437	0.0437	1.1000e-004		0.0465

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1015					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.7561					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.9900e-003	1.9000e-004	0.0204	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0437	0.0437	1.1000e-004		0.0465
Total	**0.8595**	**1.9000e-004**	**0.0204**	**0.0000**		**7.0000e-005**	**7.0000e-005**		**7.0000e-005**	**7.0000e-005**		**0.0437**	**0.0437**	**1.1000e-004**		**0.0465**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1015					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.7561					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.8900e-003	1.9000e-004	0.0204	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0437	0.0437	1.1000e-004		0.0465
Total	**0.8595**	**1.9000e-004**	**0.0204**	**0.0000**		**7.0000e-005**	**7.0000e-005**		**7.0000e-005**	**7.0000e-005**		**0.0437**	**0.0437**	**1.1000e-004**		**0.0465**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

2. Response to Comments

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Wildomar Trail Mixed-Use Development: Phase 2
South Coast AQMD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	1.92	Acre	1.92	83,635.20	0
Parking Lot	162.00	Space	3.88	64,800.00	0
Regional Shopping Center	35.53	1000sqft	0.82	35,529.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	10			**Operational Year**	2023
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	534	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

2. Response to Comments

Wildomar Trail Mixed-Use Development: Phase 2 - South Coast AQMD Air District, Winter

Project Characteristics - Consistent with the DEIR's model.

Land Use - Consistent with the DEIR's model.

Construction Phase - Consistent with the DEIR's model.

Off-road Equipment - See SWAPE comment regarding construction equipment unit amounts and usage hours.

Trips and VMT - See SWAPE comment regarding vendor and worker trip numbers.

Grading -

Architectural Coating - See SWAPE comment regarding architectural and area coating areas.

Vehicle Trips - Trip rates consistent with the DEIR's model. See SWAPE comment regarding trip purpose percentages.

Construction Off-road Equipment Mitigation - Consistent with the DEIR's model.

Water Mitigation - See SWAPE comment regarding water-related operational mitigation measures.

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	10.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2

tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstructionPhase	NumDays	20.00	10.00
tblConstructionPhase	NumDays	230.00	220.00
tblConstructionPhase	NumDays	20.00	6.00
tblConstructionPhase	NumDays	20.00	10.00
tblConstructionPhase	NumDays	10.00	3.00
tblLandUse	LandUseSquareFeet	35,530.00	35,529.00
tblLandUse	LotAcreage	1.46	3.88
tblProjectCharacteristics	CO2IntensityFactor	641.35	534
tblVehicleTrips	PB_TP	11.00	0.00
tblVehicleTrips	PR_TP	54.00	65.00
tblVehicleTrips	ST_TR	49.97	45.91
tblVehicleTrips	SU_TR	25.24	45.91
tblVehicleTrips	WD_TR	42.70	45.91

2.0 Emissions Summary

2. Response to Comments

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	3.2482	33.1322	20.2602	0.0417	18.2675	1.6140	19.8815	9.9840	1.4849	11.4689	0.0000	4,079.833 3	4,079.833 3	1.1967	0.0000	4,096.872 7
2023	37.3168	16.6082	19.0105	0.0412	1.0192	0.7079	1.7271	0.2746	0.6660	0.9407	0.0000	4,029.654 3	4,029.654 3	0.7174	0.0000	4,046.373 9
Maximum	**37.3168**	**33.1322**	**20.2602**	**0.0417**	**18.2675**	**1.6140**	**19.8815**	**9.9840**	**1.4849**	**11.4689**	**0.0000**	**4,079.833 3**	**4,079.833 3**	**1.1967**	**0.0000**	**4,096.872 7**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	1.4843	33.7701	23.5225	0.0417	18.2675	0.9476	19.2151	9.9840	0.9475	10.9315	0.0000	4,079.833 3	4,079.833 3	1.1967	0.0000	4,096.872 7
2023	37.2391	25.7757	20.5402	0.0412	1.0192	0.9117	1.9309	0.2746	0.9112	1.1858	0.0000	4,029.654 3	4,029.654 3	0.7174	0.0000	4,046.373 9
Maximum	**37.2391**	**33.7701**	**23.5225**	**0.0417**	**18.2675**	**0.9476**	**19.2151**	**9.9840**	**0.9475**	**10.9315**	**0.0000**	**4,079.833 3**	**4,079.833 3**	**1.1967**	**0.0000**	**4,096.872 7**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**4.54**	**-19.72**	**-12.46**	**0.00**	**0.00**	**19.92**	**2.14**	**0.00**	**13.59**	**2.36**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	3.2482	33.1322	20.2602	0.0417	18.2675	1.6140	19.8815	9.9840	1.4849	11.4689	0.0000	4,079.833 3	4,079.833 3	1.1967	0.0000	4,096.872 7
2023	37.3168	16.6082	19.0105	0.0412	1.0192	0.7079	1.7271	0.2746	0.6660	0.9407	0.0000	4,029.654 3	4,029.654 3	0.7174	0.0000	4,046.373 9
Maximum	**37.3168**	**33.1322**	**20.2602**	**0.0417**	**18.2675**	**1.6140**	**19.8815**	**9.9840**	**1.4849**	**11.4689**	**0.0000**	**4,079.833 3**	**4,079.833 3**	**1.1967**	**0.0000**	**4,096.872 7**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	1.4843	33.7701	23.5225	0.0417	18.2675	0.9476	19.2151	9.9840	0.9475	10.9315	0.0000	4,079.833 3	4,079.833 3	1.1967	0.0000	4,096.872 7
2023	37.2391	25.7757	20.5402	0.0412	1.0192	0.9117	1.9309	0.2746	0.9112	1.1858	0.0000	4,029.654 3	4,029.654 3	0.7174	0.0000	4,046.373 9
Maximum	**37.2391**	**33.7701**	**23.5225**	**0.0417**	**18.2675**	**0.9476**	**19.2151**	**9.9840**	**0.9475**	**10.9315**	**0.0000**	**4,079.833 3**	**4,079.833 3**	**1.1967**	**0.0000**	**4,096.872 7**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**4.54**	**-19.72**	**-12.46**	**0.00**	**0.00**	**19.92**	**2.14**	**0.00**	**13.59**	**2.36**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2. Response to Comments

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.8595	1.9000e-004	0.0204	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0437	0.0437	1.1000e-004		0.0465
Energy	2.3300e-003	0.0212	0.0178	1.3000e-004		1.6100e-003	1.6100e-003		1.6100e-003	1.6100e-003		25.4229	25.4229	4.9000e-004	4.7000e-004	25.5739
Mobile	2.1868	10.0574	25.9329	0.1000	8.8005	0.0731	8.8736	2.3546	0.0679	2.4225		10,195.3866	10,195.3866	0.4884		10,207.5987
Total	**3.0506**	**10.0788**	**25.9710**	**0.1001**	**8.8005**	**0.0748**	**8.8753**	**2.3546**	**0.0696**	**2.4242**		**10,220.8531**	**10,220.8531**	**0.4890**	**4.7000e-004**	**10,233.2171**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.8595	1.9000e-004	0.0204	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0437	0.0437	1.1000e-004		0.0465
Energy	2.3300e-003	0.0212	0.0178	1.3000e-004		1.6100e-003	1.6100e-003		1.6100e-003	1.6100e-003		25.4229	25.4229	4.9000e-004	4.7000e-004	25.5739
Mobile	2.1868	10.0574	25.9329	0.1000	8.8005	0.0731	8.8736	2.3546	0.0679	2.4225		10,195.3866	10,195.3866	0.4884		10,207.5987
Total	**3.0506**	**10.0788**	**25.9710**	**0.1001**	**8.8005**	**0.0748**	**8.8753**	**2.3546**	**0.0696**	**2.4242**		**10,220.8531**	**10,220.8531**	**0.4890**	**4.7000e-004**	**10,233.2171**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	10/3/2022	10/5/2022	5	3	
2	Grading	Grading	10/6/2022	10/13/2022	5	6	
3	Building Construction	Building Construction	10/14/2022	6/17/2023	5	220	
4	Paving	Paving	6/18/2023	6/31/2023	5	10	
5	Architectural Coating	Architectural Coating	9/1/2023	9/14/2023	5	10	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 3

Acres of Paving: 5.8

Residential Indoor: 0; Residential Outdoor: 0: Non-Residential Indoor: 53.294: Non-Residential Outdoor: 17.765: Striped Parking Area: 8.906 (Architectural Coating – sqft)

OffRoad Equipment

2. Response to Comments

Wildomar Trail Mixed-Use Development: Phase 2 - South Coast AQMD Air District, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	74.00	30.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

3.2 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836		3,686.0619	3,686.0619	1.1922		3,715.8655
Total	**3.1701**	**33.0835**	**19.6978**	**0.0380**	**18.0663**	**1.6126**	**19.6788**	**9.9307**	**1.4836**	**11.4143**		**3,686.0619**	**3,686.0619**	**1.1922**		**3,715.8655**

2. Response to Comments

3.2 Site Preparation - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0781	0.0487	0.5625	1.8000e-003	0.2012	1.4400e-003	0.2026	0.0534	1.3200e-003	0.0547		179.7366	179.7366	4.5100e-003		179.8494
Total	**0.0781**	**0.0487**	**0.5625**	**1.8000e-003**	**0.2012**	**1.4400e-003**	**0.2026**	**0.0534**	**1.3200e-003**	**0.0547**		**179.7366**	**179.7366**	**4.5100e-003**		**179.8494**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	1.2097	33.7214	22.9600	0.0380		0.9462	0.9462		0.9462	0.9462	0.0000	3,686.0619	3,686.0619	1.1922		3,715.8655
Total	**1.2097**	**33.7214**	**22.9600**	**0.0380**	**18.0663**	**0.9462**	**19.0124**	**9.9307**	**0.9462**	**10.8769**	**0.0000**	**3,686.0619**	**3,686.0619**	**1.1922**		**3,715.8655**

3.2 Site Preparation - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0781	0.0487	0.5625	1.8000e-003	0.2012	1.4400e-003	0.2026	0.0534	1.3200e-003	0.0547		179.7366	179.7366	4.5100e-003		179.8494
Total	**0.0781**	**0.0487**	**0.5625**	**1.8000e-003**	**0.2012**	**1.4400e-003**	**0.2026**	**0.0534**	**1.3200e-003**	**0.0547**		**179.7366**	**179.7366**	**4.5100e-003**		**179.8494**

3.3 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	1.9486	20.8551	15.2727	0.0297		0.9409	0.9409		0.8656	0.8656		2,872.046 4	2,872.046 4	0.9289		2,895.268 4
Total	**1.9486**	**20.8551**	**15.2727**	**0.0297**	**6.5523**	**0.9409**	**7.4932**	**3.3675**	**0.8656**	**4.2331**		**2,872.046 4**	**2,872.046 4**	**0.9289**		**2,895.268 4**

2. Response to Comments

3.3 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0651	0.0406	0.4687	1.5000e-003	0.1677	1.2000e-003	0.1689	0.0445	1.1000e-003	0.0456		149.7805	149.7805	3.7600e-003		149.8745
Total	**0.0651**	**0.0406**	**0.4687**	**1.5000e-003**	**0.1677**	**1.2000e-003**	**0.1689**	**0.0445**	**1.1000e-003**	**0.0456**		**149.7805**	**149.7805**	**3.7600e-003**		**149.8745**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	1.0093	26.2791	18.9806	0.0297		0.7725	0.7725		0.7725	0.7725	0.0000	2,872.0464	2,872.0464	0.9289		2,895.2684
Total	**1.0093**	**26.2791**	**18.9806**	**0.0297**	**6.5523**	**0.7725**	**7.3248**	**3.3675**	**0.7725**	**4.1400**	**0.0000**	**2,872.0464**	**2,872.0464**	**0.9289**		**2,895.2684**

3.3 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0651	0.0406	0.4687	1.5000e-003	0.1677	1.2000e-003	0.1689	0.0445	1.1000e-003	0.0456		149.7805	149.7805	3.7600e-003		149.8745
Total	**0.0651**	**0.0406**	**0.4687**	**1.5000e-003**	**0.1677**	**1.2000e-003**	**0.1689**	**0.0445**	**1.1000e-003**	**0.0456**		**149.7805**	**149.7805**	**3.7600e-003**		**149.8745**

3.4 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.333 6	2,554.333 6	0.6120		2,569.632 2
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.333 6**	**2,554.333 6**	**0.6120**		**2,569.632 2**

2. Response to Comments

3.4 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0824	2.7052	0.7185	7.3600e-003	0.1920	5.1600e-003	0.1972	0.0553	4.9300e-003	0.0602		786.5827	786.5827	0.0511		787.8588
Worker	0.3210	0.2003	2.3123	7.4100e-003	0.8272	5.9100e-003	0.8331	0.2194	5.4500e-003	0.2248		738.9170	738.9170	0.0186		739.3807
Total	0.4034	2.9054	3.0308	0.0148	1.0192	0.0111	1.0302	0.2746	0.0104	0.2850		1,525.499 7	1,525.499 7	0.0696		1,527.240 5

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0809	23.5544	17.8738	0.0269		0.9036	0.9036		0.9036	0.9036	0.0000	2,554.333 6	2,554.333 6	0.6120		2,569.632 2
Total	1.0809	23.5544	17.8738	0.0269		0.9036	0.9036		0.9036	0.9036	0.0000	2,554.333 6	2,554.333 6	0.6120		2,569.632 2

3.4 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0824	2.7052	0.7185	7.3600e-003	0.1920	5.1600e-003	0.1972	0.0553	4.9300e-003	0.0602		786.5827	786.5827	0.0511		787.8588
Worker	0.3210	0.2003	2.3123	7.4100e-003	0.8272	5.9100e-003	0.8331	0.2194	5.4500e-003	0.2248		738.9170	738.9170	0.0186		739.3807
Total	**0.4034**	**2.9054**	**3.0308**	**0.0148**	**1.0192**	**0.0111**	**1.0302**	**0.2746**	**0.0104**	**0.2850**		**1,525.499 7**	**1,525.499 7**	**0.0696**		**1,527.240 5**

3.4 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.209 9	2,555.209 9	0.6079		2,570.406 1
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.209 9**	**2,555.209 9**	**0.6079**		**2,570.406 1**

2. Response to Comments

3.4 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0815	2.0401	0.6353	7.1400e-003	0.1920	2.4200e-003	0.1944	0.0553	2.3100e-003	0.0576		763.0850	763.0850	0.0442		764.1907
Worker	0.3027	0.1811	2.1312	7.1300e-003	0.8272	5.7600e-003	0.8329	0.2194	5.3000e-003	0.2247		711.3594	711.3594	0.0167		711.7771
Total	**0.3842**	**2.2213**	**2.7665**	**0.0143**	**1.0192**	**8.1800e-003**	**1.0273**	**0.2746**	**7.6100e-003**	**0.2823**		**1,474.444 3**	**1,474.444 3**	**0.0609**		**1,475.967 8**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0809	23.5544	17.8738	0.0269		0.9036	0.9036		0.9036	0.9036	0.0000	2,555.209 9	2,555.209 9	0.6079		2,570.406 1
Total	**1.0809**	**23.5544**	**17.8738**	**0.0269**		**0.9036**	**0.9036**		**0.9036**	**0.9036**	**0.0000**	**2,555.209 9**	**2,555.209 9**	**0.6079**		**2,570.406 1**

3.4 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0815	2.0401	0.6353	7.1400e-003	0.1920	2.4200e-003	0.1944	0.0553	2.3100e-003	0.0576		763.0850	763.0850	0.0442		764.1907
Worker	0.3027	0.1811	2.1312	7.1300e-003	0.8272	5.7600e-003	0.8329	0.2194	5.3000e-003	0.2247		711.3594	711.3594	0.0167		711.7771
Total	0.3842	2.2213	2.7665	0.0143	1.0192	8.1800e-003	1.0273	0.2746	7.6100e-003	0.2823		1,474.444 3	1,474.444 3	0.0609		1,475.967 8

3.5 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.584 1	2,207.584 1	0.7140		2,225.433 6
Paving	1.5196					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	2.5523	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.584 1	2,207.584 1	0.7140		2,225.433 6

2. Response to Comments

3.5 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0614	0.0367	0.4320	1.4500e-003	0.1677	1.1700e-003	0.1688	0.0445	1.0800e-003	0.0455		144.1945	144.1945	3.3900e-003		144.2792
Total	**0.0614**	**0.0367**	**0.4320**	**1.4500e-003**	**0.1677**	**1.1700e-003**	**0.1688**	**0.0445**	**1.0800e-003**	**0.0455**		**144.1945**	**144.1945**	**3.3900e-003**		**144.2792**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9311	20.1146	17.2957	0.0228		0.6670	0.6670		0.6670	0.6670	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	1.5196					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**2.4507**	**20.1146**	**17.2957**	**0.0228**		**0.6670**	**0.6670**		**0.6670**	**0.6670**	**0.0000**	**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

3.5 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0614	0.0367	0.4320	1.4500e-003	0.1677	1.1700e-003	0.1688	0.0445	1.0800e-003	0.0455		144.1945	144.1945	3.3900e-003		144.2792
Total	**0.0614**	**0.0367**	**0.4320**	**1.4500e-003**	**0.1677**	**1.1700e-003**	**0.1688**	**0.0445**	**1.0800e-003**	**0.0455**		**144.1945**	**144.1945**	**3.3900e-003**		**144.2792**

3.6 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	37.0638					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	**37.2554**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**		**281.4481**	**281.4481**	**0.0168**		**281.8690**

2. Response to Comments

3.6 Architectural Coating - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0614	0.0367	0.4320	1.4500e-003	0.1677	1.1700e-003	0.1688	0.0445	1.0800e-003	0.0455		144.1945	144.1945	3.3900e-003		144.2792
Total	**0.0614**	**0.0367**	**0.4320**	**1.4500e-003**	**0.1677**	**1.1700e-003**	**0.1688**	**0.0445**	**1.0800e-003**	**0.0455**		**144.1945**	**144.1945**	**3.3900e-003**		**144.2792**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	37.0638					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1139	2.3524	1.8324	2.9700e-003		0.0951	0.0951		0.0951	0.0951	0.0000	281.4481	281.4481	0.0168		281.8690
Total	**37.1777**	**2.3524**	**1.8324**	**2.9700e-003**		**0.0951**	**0.0951**		**0.0951**	**0.0951**	**0.0000**	**281.4481**	**281.4481**	**0.0168**		**281.8690**

3.6 Architectural Coating - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0614	0.0367	0.4320	1.4500e-003	0.1677	1.1700e-003	0.1688	0.0445	1.0800e-003	0.0455		144.1945	144.1945	3.3900e-003		144.2792
Total	**0.0614**	**0.0367**	**0.4320**	**1.4500e-003**	**0.1677**	**1.1700e-003**	**0.1688**	**0.0445**	**1.0800e-003**	**0.0455**		**144.1945**	**144.1945**	**3.3900e-003**		**144.2792**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

2. Response to Comments

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.1888	10.0574	25.9328	0.1000	8.8005	0.0731	8.8736	2.3546	0.0679	2.4225		10,195.3866	10,195.3866	0.4884		10,207.5967
Unmitigated	2.1886	10.0574	25.9328	0.1000	8.8005	0.0731	8.8736	2.3546	0.0679	2.4225		10,195.3866	10,195.3866	0.4884		10,207.5967

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Regional Shopping Center	1,631.18	1,631.18	1631.18	4,138,770	4,138,770
Total	1,631.18	1,631.18	1,631.18	4,138,770	4,138,770

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	65	35	0

4.4 Fleet Mix

Wildomar Trail Mixed-Use Development - Phase 2 - South Coast AQMD Air District, Winter

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Asphalt Surfaces	0.550151	0.042593	0.202457	0.116946	0.015037	0.005825	0.021699	0.034933	0.002123	0.001780	0.004876	0.000710	0.000868
Parking Lot	0.550151	0.042593	0.202457	0.116946	0.015037	0.005825	0.021699	0.034933	0.002123	0.001780	0.004876	0.000710	0.000868
Regional Shopping Center	0.550151	0.042593	0.202457	0.116946	0.015037	0.005825	0.021699	0.034933	0.002123	0.001780	0.004876	0.000710	0.000868

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	2.3300e-003	0.0212	0.0178	1.3000e-004		1.6100e-003	1.6100e-003		1.6100e-003	1.6100e-003		25.4229	25.4229	4.9000e-004	4.7000e-004	25.5738
NaturalGas Unmitigated	2.3300e-003	0.0212	0.0178	1.3000e-004		1.6100e-003	1.6100e-003		1.6100e-003	1.6100e-003		25.4229	25.4229	4.9000e-004	4.7000e-004	25.5739

2. Response to Comments

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day											lb/day				
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	216.094	2.3300e-003	0.0212	0.0178	1.3000e-004		1.6100e-003	1.6100e-003		1.6100e-003	1.6100e-003		25.4229	25.4229	4.9000e-004	4.7000e-004	25.5739
Total		**2.3300e-003**	**0.0212**	**0.0178**	**1.3000e-004**		**1.6100e-003**	**1.6100e-003**		**1.6100e-003**	**1.6100e-003**		**25.4229**	**25.4229**	**4.9000e-004**	**4.7000e-004**	**25.5739**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day											lb/day				
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	0.216094	2.3300e-003	0.0212	0.0178	1.3000e-004		1.6100e-003	1.6100e-003		1.6100e-003	1.6100e-003		25.4229	25.4229	4.9000e-004	4.7000e-004	25.5739
Total		**2.3300e-003**	**0.0212**	**0.0178**	**1.3000e-004**		**1.6100e-003**	**1.6100e-003**		**1.6100e-003**	**1.6100e-003**		**25.4229**	**25.4229**	**4.9000e-004**	**4.7000e-004**	**25.5739**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.8595	1.9000e-004	0.0204	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0437	0.0437	1.1000e-004		0.0465
Unmitigated	0.8595	1.9000e-004	0.0204	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0437	0.0437	1.1000e-004		0.0465

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1015					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.7561					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.9900e-003	1.9000e-004	0.0204	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0437	0.0437	1.1000e-004		0.0465
Total	**0.8595**	**1.9000e-004**	**0.0204**	**0.0000**		**7.0000e-005**	**7.0000e-005**		**7.0000e-005**	**7.0000e-005**		**0.0437**	**0.0437**	**1.1000e-004**		**0.0465**

2. Response to Comments

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1015					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.7561					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.8900e-003	1.9000e-004	0.0204	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0437	0.0437	1.1000e-004		0.0465
Total	0.8595	1.9000e-004	0.0204	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0437	0.0437	1.1000e-004		0.0465

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

2. Response to Comments

Wildomar Trail Mixed-Use Development: Phase 3
South Coast AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Medical Office Building	72.00	1000sqft	1.65	72,000.00	0
Parking Lot	360.00	Space	4.61	144,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	10			**Operational Year**	2024
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	534	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Wildomar Trail Mixed-Use Development: Phase 3 - South Coast AQMD Air District, Annual

Project Characteristics - Consistent with the DEIR's model.

Land Use - Consistent with the DEIR's model.

Construction Phase - Consistent with the DEIR's model.

Off-road Equipment - See SWAPE comment regarding construction equipment unit amounts and usage hours.

Grading -

Architectural Coating - See SWAPE comment regarding architectural and area coating areas.

Vehicle Trips - Consistent with the DEIR's model.

Energy Use -

Construction Off-road Equipment Mitigation - Consistent with the DEIR's model.

Water Mitigation - See SWAPE comment regarding water-related operational mitigation measures.

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	10.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2

2. Response to Comments

tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstructionPhase	NumDays	20.00	18.00
tblConstructionPhase	NumDays	20.00	8.00
tblConstructionPhase	NumDays	20.00	18.00
tblConstructionPhase	NumDays	10.00	5.00
tblLandUse	LotAcreage	3.24	4.61
tblProjectCharacteristics	CO2IntensityFactor	702.44	534
tblVehicleTrips	ST_TR	8.96	33.40
tblVehicleTrips	SU_TR	1.55	33.04
tblVehicleTrips	WD_TR	38.13	33.04

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.0646	0.5831	0.6133	1.3600e-003	0.1022	0.0247	0.1269	0.0466	0.0231	0.0697	0.0000	120.7183	120.7183	0.0221	0.0000	121.2700
2024	0.5345	1.5255	1.8629	4.1200e-003	0.1048	0.0602	0.1650	0.0283	0.0566	0.0848	0.0000	366.1220	366.1220	0.0602	0.0000	367.6269
Maximum	**0.5345**	**1.5255**	**1.8629**	**4.1200e-003**	**0.1048**	**0.0602**	**0.1650**	**0.0466**	**0.0566**	**0.0848**	**0.0000**	**366.1220**	**366.1220**	**0.0602**	**0.0000**	**367.6269**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.0454	0.8704	0.6844	1.3600e-003	0.1022	0.0292	0.1314	0.0466	0.0292	0.0758	0.0000	120.7182	120.7182	0.0221	0.0000	121.2699
2024	0.4986	2.5309	2.0391	4.1200e-003	0.1048	0.0881	0.1929	0.0283	0.0881	0.1163	0.0000	366.1217	366.1217	0.0602	0.0000	367.6266
Maximum	**0.4986**	**2.5309**	**2.0391**	**4.1200e-003**	**0.1048**	**0.0881**	**0.1929**	**0.0466**	**0.0881**	**0.1163**	**0.0000**	**366.1217**	**366.1217**	**0.0602**	**0.0000**	**367.6266**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	9.20	-61.30	-9.99	0.00	0.00	-38.17	-11.11	0.00	-47.16	-24.30	0.00	0.00	0.00	0.00	0.00	0.00

2. Response to Comments

Wildomar Trail Mixed-Use Development Phase 3 - South Coast AQMD Air District Annual

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	10-2-2023	1-1-2024	0.6462	0.9202
2	1-2-2024	4-1-2024	0.5809	0.8868
3	4-2-2024	7-1-2024	0.5798	0.8957
4	7-2-2024	9-30-2024	0.5187	0.8422
		Highest	0.6462	0.9202

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.3054	5.0000e-005	5.5000e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0107	0.0107	3.0000e-005	0.0000	0.0114
Energy	1.3500e-003	0.0123	0.0103	7.0000e-005		9.3000e-004	9.3000e-004		9.3000e-004	9.3000e-004	0.0000	191.5864	191.5864	9.9300e-003	2.2500e-003	192.4843
Mobile	0.5426	2.6787	6.6870	0.0269	2.3481	0.0194	2.3675	0.6292	0.0190	0.6472	0.0000	2,487.0017	2,487.0017	0.1133	0.0000	2,489.8340
Waste						0.0000	0.0000		0.0000	0.0000	157.8458	0.0000	157.8458	9.3284	0.0000	391.0562
Water						0.0000	0.0000		0.0000	0.0000	2.8863	33.1254	35.9917	0.2962	7.3200e-003	45.5788
Total	0.8493	2.6910	6.7027	0.0269	2.3481	0.0203	2.3685	0.6292	0.0190	0.6481	160.7320	2,711.7041	2,872.4162	9.7479	9.5700e-003	3,118.9648

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.3054	5.0000e-005	5.5000e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0107	0.0107	3.0000e-005	0.0000	0.0114
Energy	1.3500e-003	0.0123	0.0103	7.0000e-005		9.3000e-004	9.3000e-004		9.3000e-004	9.3000e-004	0.0000	191.5664	191.5664	9.9300e-003	2.2500e-003	192.4843
Mobile	0.5428	2.6787	6.6870	0.0269	2.3481	0.0194	2.3675	0.6292	0.0180	0.6472	0.0000	2,487.0017	2,487.0017	0.1133	0.0000	2,489.8340
Waste						0.0000	0.0000		0.0000	0.0000	157.8458	0.0000	157.8458	9.3284	0.0000	391.0562
Water						0.0000	0.0000		0.0000	0.0000	2.9563	33.1254	36.0817	0.2962	7.3200e-003	45.5798
Total	0.8483	2.6910	6.7027	0.0269	2.3481	0.0293	2.3685	0.6292	0.0190	0.6481	160.7120	2,711.7041	2,872.4162	9.7479	9.5700e-003	3,118.9648

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

2. Response to Comments

Wildomar Trail Mixed-Use Development: Phase 3 - South Coast AQMD Air District, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	10/2/2023	10/6/2023	5	5	
2	Grading	Grading	10/7/2023	10/18/2023	5	8	
3	Building Construction	Building Construction	10/19/2023	9/4/2024	5	230	
4	Paving	Paving	9/5/2024	9/30/2024	5	18	
5	Architectural Coating	Architectural Coating	10/1/2024	10/24/2024	5	18	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 4

Acres of Paving: 4.61

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 108,000; Non-Residential Outdoor: 36,000; Striped Parking Area: 8,640 (Architectural Coating – sqft)

OffRoad Equipment

Wildomar Trail Mixed-Use Development: Phase 3 - South Coast AQMD Air District, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	84.00	35.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	17.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

2. Response to Comments

Use Cleaner Engines for Construction Equipment
Water Exposed Area

3.2 Site Preparation - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0452	0.0000	0.0452	0.0248	0.0000	0.0248	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.6500e-003	0.0688	0.0456	1.0000e-004		3.1700e-003	3.1700e-003		2.9100e-003	2.9100e-003	0.0000	8.3627	8.3627	2.7000e-003	0.0000	8.4303
Total	**6.6500e-003**	**0.0688**	**0.0456**	**1.0000e-004**	**0.0452**	**3.1700e-003**	**0.0483**	**0.0248**	**2.9100e-003**	**0.0277**	**0.0000**	**8.3627**	**8.3627**	**2.7000e-003**	**0.0000**	**8.4303**

3.2 Site Preparation - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7000e-004	1.1000e-004	1.3400e-003	0.0000	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.3992	0.3992	1.0000e-005	0.0000	0.3994
Total	**1.7000e-004**	**1.1000e-004**	**1.3400e-003**	**0.0000**	**4.9000e-004**	**0.0000**	**5.0000e-004**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**0.3992**	**0.3992**	**1.0000e-005**	**0.0000**	**0.3994**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0452	0.0000	0.0452	0.0248	0.0000	0.0249	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.0200e-003	0.0843	0.0574	1.0000e-004		2.3700e-003	2.3700e-003		2.3700e-003	2.3700e-003	0.0000	8.3627	8.3627	2.7000e-003	0.0000	8.4303
Total	**3.0200e-003**	**0.0843**	**0.0574**	**1.0000e-004**	**0.0452**	**2.3700e-003**	**0.0475**	**0.0248**	**2.3700e-003**	**0.0272**	**0.0000**	**8.3627**	**8.3627**	**2.7000e-003**	**0.0000**	**8.4303**

2. Response to Comments

3.2 Site Preparation - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7000e-004	1.1000e-004	1.3400e-003	0.0000	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.3992	0.3992	1.0000e-005	0.0000	0.3994
Total	**1.7000e-004**	**1.1000e-004**	**1.3400e-003**	**0.0000**	**4.9000e-004**	**0.0000**	**5.0000e-004**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**0.3992**	**0.3992**	**1.0000e-005**	**0.0000**	**0.3994**

3.3 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0282	0.0000	0.0282	0.0135	0.0000	0.0135	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.8400e-003	0.0717	0.0590	1.2000e-004		3.1000e-003	3.1000e-003		2.8500e-003	2.8500e-003	0.0000	10.4243	10.4243	3.3700e-003	0.0000	10.5085
Total	**6.8400e-003**	**0.0717**	**0.0590**	**1.2000e-004**	**0.0282**	**3.1000e-003**	**0.0293**	**0.0135**	**2.8500e-003**	**0.0163**	**0.0000**	**10.4243**	**10.4243**	**3.3700e-003**	**0.0000**	**10.5085**

3.3 Grading - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.2000e-004	1.5000e-004	1.7800e-003	1.0000e-005	6.6000e-004	0.0000	6.6000e-004	1.7000e-004	0.0000	1.8000e-004	0.0000	0.5322	0.5322	1.0000e-005	0.0000	0.5325
Total	**2.2000e-004**	**1.5000e-004**	**1.7800e-003**	**1.0000e-005**	**6.6000e-004**	**0.0000**	**6.6000e-004**	**1.7000e-004**	**0.0000**	**1.8000e-004**	**0.0000**	**0.5322**	**0.5322**	**1.0000e-005**	**0.0000**	**0.5325**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0262	0.0000	0.0262	0.0135	0.0000	0.0135	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.0400e-003	0.1051	0.0760	1.2000e-004		3.0900e-003	3.0900e-003		3.0900e-003	3.0900e-003	0.0000	10.4242	10.4242	3.3700e-003	0.0000	10.5085
Total	**4.0400e-003**	**0.1051**	**0.0760**	**1.2000e-004**	**0.0262**	**3.0900e-003**	**0.0293**	**0.0135**	**3.0900e-003**	**0.0166**	**0.0000**	**10.4242**	**10.4242**	**3.3700e-003**	**0.0000**	**10.5085**

2. Response to Comments

3.3 Grading - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.2000e-004	1.5000e-004	1.7800e-003	1.0000e-005	6.6000e-004	0.0000	6.6000e-004	1.7000e-004	0.0000	1.8000e-004	0.0000	0.5322	0.5322	1.0000e-005	0.0000	0.5325
Total	**2.2000e-004**	**1.5000e-004**	**1.7800e-003**	**1.0000e-005**	**6.6000e-004**	**0.0000**	**6.6000e-004**	**1.7000e-004**	**0.0000**	**1.8000e-004**	**0.0000**	**0.5322**	**0.5322**	**1.0000e-005**	**0.0000**	**0.5325**

3.4 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0409	0.3740	0.4223	7.0000e-004		0.0182	0.0182		0.0171	0.0171	0.0000	60.2692	60.2692	0.0143	0.0000	60.6277
Total	**0.0409**	**0.3740**	**0.4223**	**7.0000e-004**		**0.0182**	**0.0182**		**0.0171**	**0.0171**	**0.0000**	**60.2692**	**60.2692**	**0.0143**	**0.0000**	**60.6277**

3.4 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.8100e-003	0.0628	0.0185	2.2000e-004	5.7400e-003	7.0000e-005	5.8100e-003	1.6600e-003	7.0000e-005	1.7200e-003	0.0000	21.3579	21.3579	1.1800e-003	0.0000	21.3873
Worker	8.0500e-002	5.5000e-003	0.0648	2.1000e-004	0.0240	1.7000e-004	0.0241	6.3600e-003	1.6000e-004	6.5200e-003	0.0000	19.3728	19.3728	4.6000e-004	0.0000	19.3842
Total	**9.8600e-003**	**0.0683**	**0.0833**	**4.3000e-004**	**0.0297**	**2.4000e-004**	**0.0299**	**8.0200e-003**	**2.3000e-004**	**8.2400e-003**	**0.0000**	**40.7308**	**40.7308**	**1.6400e-003**	**0.0000**	**40.7715**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0281	0.6124	0.4647	7.0000e-004		0.0235	0.0235		0.0235	0.0235	0.0000	60.2692	60.2692	0.0143	0.0000	60.6276
Total	**0.0281**	**0.6124**	**0.4647**	**7.0000e-004**		**0.0235**	**0.0235**		**0.0235**	**0.0235**	**0.0000**	**60.2692**	**60.2692**	**0.0143**	**0.0000**	**60.6276**

2. Response to Comments

3.4 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.8100e-003	0.0629	0.0185	2.2000e-004	5.7400e-003	7.0000e-005	5.8100e-003	1.6600e-003	7.0000e-005	1.7200e-003	0.0000	21.3579	21.3579	1.1800e-003	0.0000	21.3873
Worker	8.0500e-002	5.5000e-003	0.0648	2.1000e-004	0.0240	1.7000e-004	0.0241	6.3600e-003	1.6000e-004	6.5200e-003	0.0000	19.3728	19.3728	4.6000e-004	0.0000	19.3842
Total	**9.8600e-003**	**0.0683**	**0.0833**	**4.3000e-004**	**0.0297**	**2.4000e-004**	**0.0299**	**8.0200e-003**	**2.3000e-004**	**8.2400e-003**	**0.0000**	**40.7308**	**40.7308**	**1.6400e-003**	**0.0000**	**40.7715**

3.4 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1310	1.1965	1.4389	2.4000e-003		0.0546	0.0546		0.0513	0.0513	0.0000	206.3457	206.3457	0.0488	0.0000	207.5656
Total	**0.1310**	**1.1965**	**1.4389**	**2.4000e-003**		**0.0546**	**0.0546**		**0.0513**	**0.0513**	**0.0000**	**206.3457**	**206.3457**	**0.0488**	**0.0000**	**207.5656**

3.4 Building Construction - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	6.0700e-003	0.2145	0.0613	7.5000e-004	0.0196	2.4000e-004	0.0199	5.6700e-003	2.3000e-004	5.9000e-003	0.0000	72.8515	72.8515	3.8600e-003	0.0000	72.9505
Worker	0.0261	0.0172	0.2069	7.1000e-004	0.0820	5.7000e-004	0.0826	0.0218	5.3000e-004	0.0223	0.0000	64.1324	64.1324	1.4300e-003	0.0000	64.1681
Total	**0.0322**	**0.2317**	**0.2682**	**1.4600e-003**	**0.1017**	**2.1000e-004**	**0.1025**	**0.0275**	**7.6000e-004**	**0.0282**	**0.0000**	**136.9839**	**136.9839**	**5.3900e-003**	**0.0000**	**137.1186**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0962	2.0963	1.5908	2.4000e-003		0.0804	0.0804		0.0804	0.0804	0.0000	206.3455	206.3455	0.0488	0.0000	207.5653
Total	**0.0962**	**2.0963**	**1.5908**	**2.4000e-003**		**0.0804**	**0.0804**		**0.0804**	**0.0804**	**0.0000**	**206.3455**	**206.3455**	**0.0488**	**0.0000**	**207.5653**

2. Response to Comments

3.4 Building Construction - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	6.0700e-003	0.2145	0.0613	7.5000e-004	0.0196	2.4000e-004	0.0199	5.6700e-003	2.3000e-004	5.9000e-003	0.0000	72.8515	72.8515	3.8600e-003	0.0000	72.9505
Worker	0.0281	0.0172	0.2069	7.1000e-004	0.0820	5.7000e-004	0.0826	0.0218	5.3000e-004	0.0223	0.0000	64.1324	64.1324	1.4300e-003	0.0000	64.1681
Total	0.0322	0.2317	0.2682	1.4600e-003	0.1017	1.1000e-003	0.1025	0.0275	7.6000e-004	0.0282	0.0000	136.9839	136.9839	5.3900e-003	0.0000	137.1186

3.5 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	8.9900e-003	0.0857	0.1316	2.1000e-004		4.2200e-003	4.2200e-003		3.8800e-003	3.9800e-003	0.0000	18.0239	18.0239	5.8300e-003	0.0000	18.1696
Paving	6.0400e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0149	0.0857	0.1316	2.1000e-004		4.2200e-003	4.2200e-003		3.8800e-003	3.8800e-003	0.0000	18.0239	18.0239	5.8300e-003	0.0000	18.1696

3.5 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.7000e-004	3.1000e-004	3.7400e-003	1.0000e-005	1.4800e-003	1.0000e-005	1.4900e-003	3.9000e-004	1.0000e-005	4.0000e-004	0.0000	1.1581	1.1581	3.0000e-005	0.0000	1.1587
Total	**4.7000e-004**	**3.1000e-004**	**3.7400e-003**	**1.0000e-005**	**1.4800e-003**	**1.0000e-005**	**1.4900e-003**	**3.9000e-004**	**1.0000e-005**	**4.0000e-004**	**0.0000**	**1.1581**	**1.1581**	**3.0000e-005**	**0.0000**	**1.1587**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	8.3800e-003	0.1810	0.1557	2.1000e-004		6.0000e-003	6.0000e-003		6.0000e-003	6.0000e-003	0.0000	18.0239	18.0239	5.8300e-003	0.0000	18.1698
Paving	6.0400e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0144**	**0.1810**	**0.1557**	**2.1000e-004**		**6.0000e-003**	**6.0000e-003**		**6.0000e-003**	**6.0000e-003**	**0.0000**	**18.0239**	**18.0239**	**5.8300e-003**	**0.0000**	**18.1698**

2. Response to Comments

3.5 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.7000e-004	3.1000e-004	3.7400e-003	1.0000e-005	1.4800e-003	1.0000e-005	1.4900e-003	3.9000e-004	1.0000e-005	4.0000e-004	0.0000	1.1581	1.1581	3.0000e-005	0.0000	1.1587
Total	**4.7000e-004**	**3.1000e-004**	**3.7400e-003**	**1.0000e-005**	**1.4800e-003**	**1.0000e-005**	**1.4900e-003**	**3.9000e-004**	**1.0000e-005**	**4.0000e-004**	**0.0000**	**1.1581**	**1.1581**	**3.0000e-005**	**0.0000**	**1.1587**

3.6 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.3537					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.6300e-003	0.0110	0.0163	3.0000e-005		5.5000e-004	5.5000e-004		5.5000e-004	5.5000e-004	0.0000	2.2979	2.2979	1.3000e-004	0.0000	2.3012
Total	**0.3554**	**0.0110**	**0.0163**	**3.0000e-005**		**5.5000e-004**	**5.5000e-004**		**5.5000e-004**	**5.5000e-004**	**0.0000**	**2.2979**	**2.2979**	**1.3000e-004**	**0.0000**	**2.3012**

3.6 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.3000e-004	3.5000e-004	4.2300e-003	1.0000e-005	1.6800e-003	1.0000e-005	1.6900e-003	4.5000e-004	1.0000e-005	4.6000e-004	0.0000	1.3125	1.3125	3.0000e-005	0.0000	1.3132
Total	**5.3000e-004**	**3.5000e-004**	**4.2300e-003**	**1.0000e-005**	**1.6800e-003**	**1.0000e-005**	**1.6900e-003**	**4.5000e-004**	**1.0000e-005**	**4.6000e-004**	**0.0000**	**1.3125**	**1.3125**	**3.0000e-005**	**0.0000**	**1.3132**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.3537					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0300e-003	0.0212	0.0165	3.0000e-005		8.6000e-004	8.6000e-004		8.6000e-004	8.6000e-004	0.0000	2.2979	2.2979	1.3000e-004	0.0000	2.3012
Total	**0.3548**	**0.0212**	**0.0165**	**3.0000e-005**		**8.6000e-004**	**8.6000e-004**		**8.6000e-004**	**8.6000e-004**	**0.0000**	**2.2979**	**2.2979**	**1.3000e-004**	**0.0000**	**2.3012**

2. Response to Comments

3.6 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.3000e-004	3.5000e-004	4.2300e-003	1.0000e-005	1.6800e-003	1.0000e-005	1.6900e-003	4.5000e-004	1.0000e-005	4.6000e-004	0.0000	1.3125	1.3125	3.0000e-005	0.0000	1.3132
Total	**5.3000e-004**	**3.5000e-004**	**4.2300e-003**	**1.0000e-005**	**1.6800e-003**	**1.0000e-005**	**1.6900e-003**	**4.5000e-004**	**1.0000e-005**	**4.6000e-004**	**0.0000**	**1.3125**	**1.3125**	**3.0000e-005**	**0.0000**	**1.3132**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.5426	2.6787	6.6870	0.0269	2.3481	0.0194	2.3675	0.6292	0.0180	0.6472	0.0000	2,487.001 7	2,487.001 7	0.1133	0.0000	2,489.834 0
Unmitigated	0.5426	2.6787	6.6870	0.0269	2.3481	0.0194	2.3675	0.6292	0.0180	0.6472	0.0000	2,487.001 7	2,487.001 7	0.1133	0.0000	2,489.834 0

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Medical Office Building	2,378.88	2,404.80	2378.88	6,180,083	6,180,083
Parking Lot	0.00	0.00	0.00		
Total	2,378.88	2,404.80	2,378.88	6,180,083	6,180,083

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Medical Office Building	16.60	8.40	6.90	29.60	51.40	19.00	60	30	10
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Medical Office Building	0.550809	0.042355	0.203399	0.115606	0.014562	0.005806	0.021810	0.035336	0.002134	0.001736	0.004691	0.000712	0.000845
Parking Lot	0.550809	0.042355	0.203399	0.115606	0.014562	0.005806	0.021810	0.035336	0.002134	0.001736	0.004691	0.000712	0.000845

2. Response to Comments

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	178.2339	178.2339	9.6800e-003	2.0000e-003	179.0727
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	178.2339	178.2339	9.6800e-003	2.0000e-003	179.0727
NaturalGas Mitigated	1.3500e-003	0.0123	0.0103	7.0000e-005		9.3000e-004	9.3000e-004		9.3000e-004	9.3000e-004	0.0000	13.3324	13.3324	2.6000e-004	2.4000e-004	13.4116
NaturalGas Unmitigated	1.3500e-003	0.0123	0.0103	7.0000e-005		9.3000e-004	9.3000e-004		9.3000e-004	9.3000e-004	0.0000	13.3324	13.3324	2.6000e-004	2.4000e-004	13.4116

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Medical Office Building	249640	1.3500e-003	0.0123	0.0103	7.0000e-005		9.3000e-004	9.3000e-004		9.3000e-004	9.3000e-004	0.0000	13.3324	13.3324	2.6000e-004	2.4000e-004	13.4116
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**1.3500e-003**	**0.0123**	**0.0103**	**7.0000e-005**		**9.3000e-004**	**9.3000e-004**		**9.3000e-004**	**9.3000e-004**	**0.0000**	**13.3324**	**13.3324**	**2.6000e-004**	**2.4000e-004**	**13.4116**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Medical Office Building	249640	1.3500e-003	0.0123	0.0103	7.0000e-005		9.3000e-004	9.3000e-004		9.3000e-004	9.3000e-004	0.0000	13.3324	13.3324	2.6000e-004	2.4000e-004	13.4116
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**1.3500e-003**	**0.0123**	**0.0103**	**7.0000e-005**		**9.3000e-004**	**9.3000e-004**		**9.3000e-004**	**9.3000e-004**	**0.0000**	**13.3324**	**13.3324**	**2.6000e-004**	**2.4000e-004**	**13.4116**

2. Response to Comments

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Medical Office Building	685440	166.0261	9.0200e-003	1.8700e-003	166.8075
Parking Lot	50400	12.2078	6.6000e-004	1.4000e-004	12.2653
Total		**178.2339**	**9.6800e-003**	**2.0100e-003**	**179.0727**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Medical Office Building	685440	166.0261	9.0200e-003	1.8700e-003	166.8075
Parking Lot	50400	12.2078	6.6000e-004	1.4000e-004	12.2653
Total		**178.2339**	**9.6800e-003**	**2.0100e-003**	**179.0727**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.3054	5.0000e-005	5.5000e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0107	0.0107	3.0000e-005	0.0000	0.0114
Unmitigated	0.3054	5.0000e-005	5.5000e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0107	0.0107	3.0000e-005	0.0000	0.0114

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0354					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2695					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.1000e-004	5.0000e-005	5.5000e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0107	0.0107	3.0000e-005	0.0000	0.0114
Total	**0.3054**	**5.0000e-005**	**5.5000e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0107**	**0.0107**	**3.0000e-005**	**0.0000**	**0.0114**

2. Response to Comments

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0354					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2985					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.1000e-004	5.0000e-005	5.5000e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0107	0.0107	3.0000e-005	0.0000	0.0114
Total	**0.3054**	**5.0000e-005**	**5.5000e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0107**	**0.0107**	**3.0000e-005**	**0.0000**	**0.0114**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	35.9917	0.2962	7.3200e-003	45.5788
Unmitigated	35.9917	0.2962	7.3200e-003	45.5788

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Medical Office Building	9.0346 / 1.72088	35.9917	0.2962	7.3200e-003	45.5788
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**35.9917**	**0.2962**	**7.3200e-003**	**45.5788**

2. Response to Comments

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Medical Office Building	9.0348 / 1.72088	35.9917	0.2962	7.3200e-003	45.5788
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**35.9917**	**0.2962**	**7.3200e-003**	**45.5788**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	157.8458	9.3284	0.0000	391.0562
Unmitigated	157.8458	9.3284	0.0000	391.0562

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Medical Office Building	777.6	157.8458	9.3284	0.0000	391.0562
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**157.8458**	**9.3284**	**0.0000**	**391.0562**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Medical Office Building	777.6	157.8458	9.3284	0.0000	391.0562
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**157.8458**	**9.3284**	**0.0000**	**391.0562**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

2. Response to Comments

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Wildomar Trail Mixed-Use Development: Phase 3
South Coast AQMD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Medical Office Building	72.00	1000sqft	1.65	72,000.00	0
Parking Lot	360.00	Space	4.61	144,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	10			**Operational Year**	2024
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	534	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

2. Response to Comments

Wildomar Trail Mixed-Use Development: Phase 3 - South Coast AQMD Air District, Summer

Project Characteristics - Consistent with the DEIR's model.

Land Use - Consistent with the DEIR's model.

Construction Phase - Consistent with the DEIR's model.

Off-road Equipment - See SWAPE comment regarding construction equipment unit amounts and usage hours.

Grading -

Architectural Coating - See SWAPE comment regarding architectural and area coating areas.

Vehicle Trips - Consistent with the DEIR's model.

Energy Use -

Construction Off-road Equipment Mitigation - Consistent with the DEIR's model.

Water Mitigation - See SWAPE comment regarding water-related operational mitigation measures.

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	10.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2

tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstructionPhase	NumDays	20.00	18.00
tblConstructionPhase	NumDays	20.00	8.00
tblConstructionPhase	NumDays	20.00	18.00
tblConstructionPhase	NumDays	10.00	5.00
tblLandUse	LotAcreage	3.24	4.61
tblProjectCharacteristics	CO2IntensityFactor	702.44	534
tblVehicleTrips	ST_TR	8.96	33.40
tblVehicleTrips	SU_TR	1.55	33.04
tblVehicleTrips	WD_TR	38.13	33.04

2.0 Emissions Summary

2. Response to Comments

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	2.7265	27.5645	19.6208	0.0442	18.2675	1.2674	19.5349	9.9840	1.1660	11.1501	0.0000	4,335.208 3	4,335.208 3	1.1969	0.0000	4,352.124 7
2024	39.5455	16.0046	19.3462	0.0439	1.1629	0.8234	1.7954	0.3135	0.5854	0.8989	0.0000	4,304.048 4	4,304.048 4	0.7173	0.0000	4,320.816 1
Maximum	**39.5455**	**27.5645**	**19.6208**	**0.0442**	**18.2675**	**1.2674**	**19.5349**	**9.9840**	**1.1660**	**11.1501**	**0.0000**	**4,335.208 3**	**4,335.208 3**	**1.1969**	**0.0000**	**4,352.124 7**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	1.4617	33.7617	23.5391	0.0442	18.2675	0.9476	19.2150	9.9840	0.9475	10.9315	0.0000	4,335.208 3	4,335.208 3	1.1969	0.0000	4,352.124 6
2024	39.4786	26.1153	21.0531	0.0439	1.1629	0.9127	2.0756	0.3135	0.9120	1.2255	0.0000	4,304.048 4	4,304.048 4	0.7173	0.0000	4,320.816 1
Maximum	**39.4786**	**33.7617**	**23.5391**	**0.0442**	**18.2675**	**0.9476**	**19.2150**	**9.9840**	**0.9475**	**10.9315**	**0.0000**	**4,335.208 3**	**4,335.208 3**	**1.1969**	**0.0000**	**4,352.124 6**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	3.15	-37.43	-14.44	0.00	0.00	1.57	0.14	0.00	-6.17	-0.90	0.00	0.00	0.00	0.00	0.00	0.00

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.6745	4.0000e-004	0.0440	0.0000		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004		0.0945	0.0945	2.5000e-004		0.1007
Energy	7.3800e-003	0.0671	0.0564	4.0000e-004		5.1000e-003	5.1000e-003		5.1000e-003	5.1000e-003		80.5286	80.5286	1.5400e-003	1.4800e-003	81.0072
Mobile	3.2632	14.4298	38.8194	0.1550	13.2626	0.1074	13.3700	3.5482	0.0998	3.6480		15,813.5677	15,813.5677	0.6952		15,830.9488
Total	**4.9451**	**14.4973**	**38.9198**	**0.1554**	**13.2626**	**0.1126**	**13.3752**	**3.5482**	**0.1050**	**3.6532**		**15,894.1909**	**15,894.1909**	**0.6970**	**1.4800e-003**	**15,912.0566**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.6745	4.0000e-004	0.0440	0.0000		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004		0.0945	0.0945	2.5000e-004		0.1007
Energy	7.3800e-003	0.0671	0.0564	4.0000e-004		5.1000e-003	5.1000e-003		5.1000e-003	5.1000e-003		80.5286	80.5286	1.5400e-003	1.4800e-003	81.0072
Mobile	3.2632	14.4298	38.8194	0.1550	13.2626	0.1074	13.3700	3.5482	0.0998	3.6480		15,813.5677	15,813.5677	0.6952		15,830.9488
Total	**4.9451**	**14.4973**	**38.9198**	**0.1554**	**13.2626**	**0.1126**	**13.3752**	**3.5482**	**0.1050**	**3.6532**		**15,894.1909**	**15,894.1909**	**0.6970**	**1.4800e-003**	**15,912.0566**

2. Response to Comments

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	10/2/2023	10/6/2023	5	5	
2	Grading	Grading	10/7/2023	10/18/2023	5	9	
3	Building Construction	Building Construction	10/19/2023	9/4/2024	5	230	
4	Paving	Paving	9/5/2024	9/30/2024	5	18	
5	Architectural Coating	Architectural Coating	10/1/2024	10/24/2024	5	18	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 4

Acres of Paving: 4.61

Residential Indoor: 0; Residential Outdoor: 0: Non-Residential Indoor: 108.000: Non-Residential Outdoor: 36,000; Striped Parking Area: 8,640 (Architectural Coating – sqft)

OffRoad Equipment

Wildomar Trail Mixed-Use Development: Phase 3 - South Coast AQMD Air District, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	84.00	35.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	17.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

2. Response to Comments

Use Cleaner Engines for Construction Equipment

Water Exposed Area

3.2 Site Preparation - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	2.6595	27.5242	18.2443	0.0381		1.2660	1.2660		1.1647	1.1647		3,687.308 1	3,687.308 1	1.1926		3,717.121 9
Total	**2.6595**	**27.5242**	**18.2443**	**0.0381**	**18.0663**	**1.2660**	**19.3323**	**9.9307**	**1.1647**	**11.0954**		**3,687.308 1**	**3,687.308 1**	**1.1926**		**3,717.121 9**

3.2 Site Preparation - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0670	0.0403	0.5791	1.8600e-003	0.2012	1.4000e-003	0.2026	0.0534	1.2900e-003	0.0547		185.0274	185.0274	4.3700e-003		185.1367
Total	**0.0670**	**0.0403**	**0.5791**	**1.8600e-003**	**0.2012**	**1.4000e-003**	**0.2026**	**0.0534**	**1.2900e-003**	**0.0547**		**185.0274**	**185.0274**	**4.3700e-003**		**185.1367**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	1.2097	33.7214	22.9600	0.0381		0.9462	0.9462		0.9462	0.9462	0.0000	3,687.308 1	3,687.308 1	1.1926		3,717.121 9
Total	**1.2097**	**33.7214**	**22.9600**	**0.0381**	**18.0663**	**0.9462**	**19.0124**	**9.9307**	**0.9462**	**10.8769**	**0.0000**	**3,687.308 1**	**3,687.308 1**	**1.1926**		**3,717.121 9**

2. Response to Comments

3.2 Site Preparation - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0670	0.0403	0.5791	1.8600e-003	0.2012	1.4000e-003	0.2026	0.0534	1.2900e-003	0.0547		185.0274	185.0274	4.3700e-003		185.1367
Total	0.0670	0.0403	0.5791	1.8600e-003	0.2012	1.4000e-003	0.2026	0.0534	1.2900e-003	0.0547		185.0274	185.0274	4.3700e-003		185.1367

3.3 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	1.7109	17.9359	14.7507	0.0297		0.7749	0.7749		0.7129	0.7129		2,872.6910	2,872.6910	0.9291		2,895.9182
Total	1.7109	17.9359	14.7507	0.0297	6.5523	0.7749	7.3273	3.3675	0.7129	4.0804		2,872.6910	2,872.6910	0.9291		2,895.9182

3.3 Grading - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0558	0.0336	0.4825	1.5500e-003	0.1677	1.1700e-003	0.1688	0.0445	1.0800e-003	0.0455		154.1895	154.1895	3.6400e-003		154.2806
Total	**0.0558**	**0.0336**	**0.4825**	**1.5500e-003**	**0.1677**	**1.1700e-003**	**0.1688**	**0.0445**	**1.0800e-003**	**0.0455**		**154.1895**	**154.1895**	**3.6400e-003**		**154.2806**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	1.0093	26.2791	18.9806	0.0297		0.7725	0.7725		0.7725	0.7725	0.0000	2,872.6910	2,872.6910	0.9291		2,895.9182
Total	**1.0093**	**26.2791**	**18.9806**	**0.0297**	**6.5523**	**0.7725**	**7.3248**	**3.3675**	**0.7725**	**4.1400**	**0.0000**	**2,872.6910**	**2,872.6910**	**0.9291**		**2,895.9182**

2. Response to Comments

3.3 Grading - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0558	0.0336	0.4825	1.5500e-003	0.1677	1.1700e-003	0.1688	0.0445	1.0800e-003	0.0455		154.1895	154.1895	3.6400e-003		154.2806
Total	**0.0558**	**0.0336**	**0.4825**	**1.5500e-003**	**0.1677**	**1.1700e-003**	**0.1688**	**0.0445**	**1.0800e-003**	**0.0455**		**154.1895**	**154.1895**	**3.6400e-003**		**154.2806**

3.4 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.209 9	2,555.209 9	0.6079		2,570.406 1
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.209 9**	**2,555.209 9**	**0.6079**		**2,570.406 1**

3.4 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0881	2.3955	0.6745	5.5700e-003	0.2240	2.8900e-003	0.2267	0.0645	2.5700e-003	0.0671		816.5370	816.5370	0.0484		817.7475
Worker	0.3127	0.1880	2.7023	8.6600e-003	0.9389	6.5400e-003	0.9455	0.2490	6.0200e-003	0.2550		863.4613	863.4613	0.0204		863.9711
Total	**0.3809**	**2.5835**	**3.3768**	**0.0172**	**1.1629**	**9.2300e-003**	**1.1722**	**0.3135**	**8.5900e-003**	**0.3221**		**1,779.998 4**	**1,779.998 4**	**0.0688**		**1,781.718 6**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0809	23.5544	17.8738	0.0269		0.9036	0.9036		0.9036	0.9036	0.0000	2,555.209 9	2,555.209 9	0.6079		2,570.406 1
Total	**1.0809**	**23.5544**	**17.8738**	**0.0269**		**0.9036**	**0.9036**		**0.9036**	**0.9036**	**0.0000**	**2,555.209 9**	**2,555.209 9**	**0.6079**		**2,570.406 1**

2. Response to Comments

3.4 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0881	2.3955	0.6745	5.5700e-003	0.2240	2.8900e-003	0.2267	0.0645	2.5700e-003	0.0671		816.5370	816.5370	0.0484		817.7475
Worker	0.3127	0.1880	2.7023	8.6600e-003	0.9389	6.5400e-003	0.9455	0.2490	6.0200e-003	0.2550		863.4613	863.4613	0.0204		863.9711
Total	0.3809	2.5835	3.3768	0.0172	1.1629	9.2300e-003	1.1722	0.3135	8.5900e-003	0.3221		1,779.998 4	1,779.998 4	0.0688		1,781.718 6

3.4 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.698 9	2,555.698 9	0.6044		2,570.807 7
Total	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.698 9	2,555.698 9	0.6044		2,570.807 7

3.4 Building Construction - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0867	2.3899	0.6551	5.5300e-003	0.2240	2.5700e-003	0.2267	0.0645	2.5500e-003	0.0670		513.2140	513.2140	0.0477		514.4057
Worker	0.2960	0.1713	2.5242	8.3800e-003	0.9389	6.4600e-003	0.9454	0.2490	5.9400e-003	0.2550		835.1355	835.1355	0.0187		835.6029
Total	**0.3827**	**2.5609**	**3.1793**	**0.0169**	**1.1629**	**9.1200e-003**	**1.1720**	**0.3135**	**8.4900e-003**	**0.3220**		**1,748.349 5**	**1,748.349 5**	**0.0664**		**1,750.008 5**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0809	23.5544	17.8738	0.0270		0.9036	0.9036		0.9036	0.9036	0.0000	2,555.698 9	2,555.698 9	0.6044		2,570.807 7
Total	**1.0809**	**23.5544**	**17.8738**	**0.0270**		**0.9036**	**0.9036**		**0.9036**	**0.9036**	**0.0000**	**2,555.698 9**	**2,555.698 9**	**0.6044**		**2,570.807 7**

2. Response to Comments

3.4 Building Construction - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0867	2.3899	0.6551	5.5300e-003	0.2240	2.5700e-003	0.2267	0.0645	2.5500e-003	0.0670		813.2140	813.2140	0.0477		814.4057
Worker	0.2980	0.1713	2.5242	8.3800e-003	0.9389	6.4600e-003	0.9454	0.2490	5.9400e-003	0.2550		935.1355	935.1355	0.0187		935.6029
Total	0.3627	2.5609	3.1793	0.0169	1.1629	9.1200e-003	1.1720	0.3135	8.4900e-003	0.3220		1,748.349 5	1,748.349 5	0.0664		1,750.068 5

3.5 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9892	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.547 2	2,207.547 2	0.7140		2,225.396 3
Paving	0.5710					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.5592	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.547 2	2,207.547 2	0.7140		2,225.396 3

3.5 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0529	0.0306	0.4508	1.5000e-003	0.1677	1.1500e-003	0.1688	0.0445	1.0600e-003	0.0455		149.1313	149.1313	3.3400e-003		149.2148
Total	**0.0529**	**0.0306**	**0.4508**	**1.5000e-003**	**0.1677**	**1.1500e-003**	**0.1688**	**0.0445**	**1.0600e-003**	**0.0455**		**149.1313**	**149.1313**	**3.3400e-003**		**149.2148**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9311	20.1149	17.2957	0.0228		0.6670	0.6670		0.6670	0.6670	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.5710					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.5021**	**20.1149**	**17.2957**	**0.0228**		**0.6670**	**0.6670**		**0.6670**	**0.6670**	**0.0000**	**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

2. Response to Comments

3.5 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0529	0.0306	0.4508	1.5000e-003	0.1677	1.1500e-003	0.1688	0.0445	1.0600e-003	0.0455		149.1313	149.1313	3.3400e-003		149.2148
Total	**0.0529**	**0.0306**	**0.4508**	**1.5000e-003**	**0.1677**	**1.1500e-003**	**0.1688**	**0.0445**	**1.0600e-003**	**0.0455**		**149.1313**	**149.1313**	**3.3400e-003**		**149.2148**

3.6 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	39.3048					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1809	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**39.4856**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.6 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0599	0.0347	0.5109	1.7000e-003	0.1900	1.3100e-003	0.1913	0.0504	1.2000e-003	0.0516		169.0155	169.0155	3.7800e-003		169.1101
Total	**0.0599**	**0.0347**	**0.5109**	**1.7000e-003**	**0.1900**	**1.3100e-003**	**0.1913**	**0.0504**	**1.2000e-003**	**0.0516**		**169.0155**	**169.0155**	**3.7800e-003**		**169.1101**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	39.3048					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1139	2.3524	1.8324	2.9700e-003		0.0951	0.0951		0.0951	0.0951	0.0000	281.4491	281.4491	0.0159		281.8443
Total	**39.4187**	**2.3524**	**1.8324**	**2.9700e-003**		**0.0951**	**0.0951**		**0.0951**	**0.0951**	**0.0000**	**281.4491**	**281.4491**	**0.0159**		**281.8443**

2. Response to Comments

3.6 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0599	0.0347	0.5109	1.7000e-003	0.1900	1.3100e-003	0.1913	0.0504	1.2000e-003	0.0516		169.0155	169.0155	3.7800e-003		169.1101
Total	0.0599	0.0347	0.5109	1.7000e-003	0.1900	1.3100e-003	0.1913	0.0504	1.2000e-003	0.0516		169.0155	169.0155	3.7800e-003		169.1101

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	3.2632	14.4298	36.8194	0.1550	13.2626	0.1074	13.3700	3.5482	0.0998	3.6480		15,813.5677	15,813.5677	0.6952		15,830.9488
Unmitigated	3.2632	14.4298	36.8194	0.1550	13.2626	0.1074	13.3700	3.5482	0.0998	3.6480		15,813.5677	15,813.5677	0.6952		15,830.9488

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Medical Office Building	2,378.88	2,404.80	2378.88	6,180,083	6,180,083
Parking Lot	0.00	0.00	0.00		
Total	2,378.88	2,404.80	2,378.88	6,180,083	6,180,083

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Medical Office Building	16.60	8.40	6.90	29.60	51.40	19.00	60	30	10
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Medical Office Building	0.550809	0.042355	0.203399	0.115606	0.014562	0.005806	0.021810	0.035336	0.002134	0.001736	0.004691	0.000712	0.000845
Parking Lot	0.550809	0.042355	0.203399	0.115606	0.014562	0.005806	0.021810	0.035336	0.002134	0.001736	0.004691	0.000712	0.000845

2. Response to Comments

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	7.3800e-003	0.0671	0.0564	4.0000e-004		5.1000e-003	5.1000e-003		5.1000e-003	5.1000e-003		80.5286	80.5286	1.5400e-003	1.4800e-003	81.0072
NaturalGas Unmitigated	7.3800e-003	0.0671	0.0564	4.0000e-004		5.1000e-003	5.1000e-003		5.1000e-003	5.1000e-003		80.5286	80.5286	1.5400e-003	1.4800e-003	81.0072

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day											lb/day				
Medical Office Building	684.493	7.3800e-003	0.0671	0.0564	4.0000e-004		5.1000e-003	5.1000e-003		5.1000e-003	5.1000e-003		80.5286	80.5286	1.5400e-003	1.4800e-003	81.0072
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**7.3800e-003**	**0.0671**	**0.0564**	**4.0000e-004**		**5.1000e-003**	**5.1000e-003**		**5.1000e-003**	**5.1000e-003**		**80.5286**	**80.5286**	**1.5400e-003**	**1.4800e-003**	**81.0072**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day											lb/day				
Medical Office Building	0.684493	7.3800e-003	0.0671	0.0564	4.0000e-004		5.1000e-003	5.1000e-003		5.1000e-003	5.1000e-003		80.5286	80.5286	1.5400e-003	1.4800e-003	81.0072
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**7.3800e-003**	**0.0671**	**0.0564**	**4.0000e-004**		**5.1000e-003**	**5.1000e-003**		**5.1000e-003**	**5.1000e-003**		**80.5286**	**80.5286**	**1.5400e-003**	**1.4800e-003**	**81.0072**

6.0 Area Detail

6.1 Mitigation Measures Area

2. Response to Comments

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day											lb/day				
Medical Office Building	684.493	7.3800e-003	0.0671	0.0564	4.0000e-004		5.1000e-003	5.1000e-003		5.1000e-003	5.1000e-003		80.5286	80.5286	1.5400e-003	1.4800e-003	81.0072
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**7.3800e-003**	**0.0671**	**0.0564**	**4.0000e-004**		**5.1000e-003**	**5.1000e-003**		**5.1000e-003**	**5.1000e-003**		**80.5286**	**80.5286**	**1.5400e-003**	**1.4800e-003**	**81.0072**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day											lb/day				
Medical Office Building	0.684493	7.3800e-003	0.0671	0.0564	4.0000e-004		5.1000e-003	5.1000e-003		5.1000e-003	5.1000e-003		80.5286	80.5286	1.5400e-003	1.4800e-003	81.0072
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**7.3800e-003**	**0.0671**	**0.0564**	**4.0000e-004**		**5.1000e-003**	**5.1000e-003**		**5.1000e-003**	**5.1000e-003**		**80.5286**	**80.5286**	**1.5400e-003**	**1.4800e-003**	**81.0072**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.6745	4.0000e-004	0.0440	0.0000		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004		0.0945	0.0945	2.5000e-004		0.1007
Unmitigated	1.6745	4.0000e-004	0.0440	0.0000		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004		0.0945	0.0945	2.5000e-004		0.1007

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1938					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.4766					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.0700e-003	4.0000e-004	0.0440	0.0000		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004		0.0945	0.0945	2.5000e-004		0.1007
Total	**1.6745**	**4.0000e-004**	**0.0440**	**0.0000**		**1.6000e-004**	**1.6000e-004**		**1.6000e-004**	**1.6000e-004**		**0.0945**	**0.0945**	**2.5000e-004**		**0.1007**

2. Response to Comments

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1938					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.4766					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.0700e-003	4.0000e-004	0.0440	0.0000		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004		0.0945	0.0945	2.5000e-004		0.1007
Total	1.6745	4.0000e-004	0.0440	0.0000		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004		0.0945	0.0945	2.5000e-004		0.1007

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

2. Response to Comments

Wildomar Trail Mixed-Use Development: Phase 3
South Coast AQMD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Medical Office Building	72.00	1000sqft	1.65	72,000.00	0
Parking Lot	360.00	Space	4.61	144,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	10			**Operational Year**	2024
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	534	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Wildomar Trail Mixed-Use Development: Phase 3 - South Coast AQMD Air District, Winter

Project Characteristics - Consistent with the DEIR's model.

Land Use - Consistent with the DEIR's model.

Construction Phase - Consistent with the DEIR's model.

Off-road Equipment - See SWAPE comment regarding construction equipment unit amounts and usage hours.

Grading -

Architectural Coating - See SWAPE comment regarding architectural and area coating areas.

Vehicle Trips - Consistent with the DEIR's model.

Energy Use -

Construction Off-road Equipment Mitigation - Consistent with the DEIR's model.

Water Mitigation - See SWAPE comment regarding water-related operational mitigation measures.

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	10.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2

2. Response to Comments

tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstructionPhase	NumDays	20.00	18.00
tblConstructionPhase	NumDays	20.00	8.00
tblConstructionPhase	NumDays	20.00	18.00
tblConstructionPhase	NumDays	10.00	5.00
tblLandUse	LotAcreage	3.24	4.61
tblProjectCharacteristics	CO2IntensityFactor	702.44	534
tblVehicleTrips	ST_TR	8.96	33.40
tblVehicleTrips	SU_TR	1.55	33.04
tblVehicleTrips	WD_TR	38.13	33.04

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	2.7331	27.5682	19.4043	0.0434	18.2675	1.2674	19.5349	9.9840	1.1660	11.1501	0.0000	4,252.964 7	4,252.964 7	1.1966	0.0000	4,269.925 1
2024	39.5516	16.0060	19.1423	0.0431	1.1629	0.6225	1.7855	0.3135	0.5855	0.8990	0.0000	4,223.819 7	4,223.819 7	0.7171	0.0000	4,240.631 3
Maximum	**39.5516**	**27.5682**	**19.4043**	**0.0434**	**18.2675**	**1.2674**	**19.5349**	**9.9840**	**1.1660**	**11.1501**	**0.0000**	**4,252.964 7**	**4,252.964 7**	**1.1966**	**0.0000**	**4,269.925 1**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	1.4965	33.7654	23.4784	0.0434	18.2675	0.9476	19.2150	9.9840	0.9475	10.9315	0.0000	4,252.964 7	4,252.964 7	1.1966	0.0000	4,269.925 1
2024	39.4847	26.1167	20.8492	0.0431	1.1629	0.9128	2.0757	0.3135	0.9122	1.2257	0.0000	4,223.819 7	4,223.819 7	0.7171	0.0000	4,240.631 3
Maximum	**39.4847**	**33.7654**	**23.4784**	**0.0434**	**18.2675**	**0.9476**	**19.2150**	**9.9840**	**0.9475**	**10.9315**	**0.0000**	**4,252.964 7**	**4,252.964 7**	**1.1966**	**0.0000**	**4,269.925 1**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	3.08	-37.43	-15.00	0.00	0.00	1.57	0.14	0.00	-6.17	-0.90	0.00	0.00	0.00	0.00	0.00	0.00

2. Response to Comments

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.6745	4.0000e-004	0.0440	0.0000		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004		0.0945	0.0945	2.5000e-004		0.1007
Energy	7.3800e-003	0.0671	0.0564	4.0000e-004		5.1000e-003	5.1000e-003		5.1000e-003	5.1000e-003		80.5286	80.5286	1.5400e-003	1.4800e-003	81.0072
Mobile	3.0813	14.6192	36.5522	0.1467	13.2626	0.1079	13.3705	3.5482	0.1003	3.6485		14,972.2483	14,972.2483	0.6985		14,989.7117
Total	**4.7632**	**14.6867**	**36.6526**	**0.1471**	**13.2626**	**0.1132**	**13.3758**	**3.5482**	**0.1056**	**3.6538**		**15,052.8714**	**15,052.8714**	**0.7003**	**1.4800e-003**	**15,070.8195**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.6745	4.0000e-004	0.0440	0.0000		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004		0.0945	0.0945	2.5000e-004		0.1007
Energy	7.3800e-003	0.0671	0.0564	4.0000e-004		5.1000e-003	5.1000e-003		5.1000e-003	5.1000e-003		80.5286	80.5286	1.5400e-003	1.4800e-003	81.0072
Mobile	3.0813	14.6192	36.5522	0.1467	13.2626	0.1079	13.3705	3.5482	0.1003	3.6485		14,972.2483	14,972.2483	0.6985		14,989.7117
Total	**4.7632**	**14.6867**	**36.6526**	**0.1471**	**13.2626**	**0.1132**	**13.3758**	**3.5482**	**0.1056**	**3.6538**		**15,052.8714**	**15,052.8714**	**0.7003**	**1.4800e-003**	**15,070.8195**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	10/2/2023	10/6/2023	5	5	
2	Grading	Grading	10/7/2023	10/18/2023	5	9	
3	Building Construction	Building Construction	10/19/2023	9/4/2024	5	230	
4	Paving	Paving	9/5/2024	9/30/2024	5	18	
5	Architectural Coating	Architectural Coating	10/1/2024	10/24/2024	5	18	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 4

Acres of Paving: 4.61

Residential Indoor: 0; Residential Outdoor: 0: Non-Residential Indoor: 108.000: Non-Residential Outdoor: 36,000; Striped Parking Area: 8,640 (Architectural Coating – sqft)

OffRoad Equipment

2. Response to Comments

Wildomar Trail Mixed-Use Development: Phase 3 - South Coast AQMD Air District, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	84.00	35.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	17.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment
Water Exposed Area

3.2 Site Preparation - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	2.6595	27.5242	18.2443	0.0381		1.2660	1.2660		1.1647	1.1647		3,687.308 1	3,687.308 1	1.1926		3,717.121 9
Total	**2.6595**	**27.5242**	**18.2443**	**0.0381**	**18.0663**	**1.2660**	**19.3323**	**9.9307**	**1.1647**	**11.0954**		**3,687.308 1**	**3,687.308 1**	**1.1926**		**3,717.121 9**

2. Response to Comments

3.2 Site Preparation - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0736	0.0441	0.5184	1.7400e-003	0.2012	1.4000e-003	0.2026	0.0534	1.2900e-003	0.0547		173.0334	173.0334	4.0600e-003		173.1350
Total	**0.0736**	**0.0441**	**0.5184**	**1.7400e-003**	**0.2012**	**1.4000e-003**	**0.2026**	**0.0534**	**1.2900e-003**	**0.0547**		**173.0334**	**173.0334**	**4.0600e-003**		**173.1350**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	1.2097	33.7214	22.9600	0.0381		0.9462	0.9462		0.9462	0.9462	0.0000	3,687.308 1	3,687.308 1	1.1926		3,717.121 9
Total	**1.2097**	**33.7214**	**22.9600**	**0.0381**	**18.0663**	**0.9462**	**19.0124**	**9.9307**	**0.9462**	**10.8769**	**0.0000**	**3,687.308 1**	**3,687.308 1**	**1.1926**		**3,717.121 9**

3.2 Site Preparation - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0736	0.0441	0.5184	1.7400e-003	0.2012	1.4000e-003	0.2026	0.0534	1.2900e-003	0.0547		173.0334	173.0334	4.0600e-003		173.1350
Total	**0.0736**	**0.0441**	**0.5184**	**1.7400e-003**	**0.2012**	**1.4000e-003**	**0.2026**	**0.0534**	**1.2900e-003**	**0.0547**		**173.0334**	**173.0334**	**4.0600e-003**		**173.1350**

3.3 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	1.7109	17.9359	14.7507	0.0297		0.7749	0.7749		0.7129	0.7129		2,872.6910	2,872.6910	0.9291		2,895.9182
Total	**1.7109**	**17.9359**	**14.7507**	**0.0297**	**6.5523**	**0.7749**	**7.3273**	**3.3675**	**0.7129**	**4.0804**		**2,872.6910**	**2,872.6910**	**0.9291**		**2,895.9182**

2. Response to Comments

3.3 Grading - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0614	0.0367	0.4320	1.4500e-003	0.1677	1.1700e-003	0.1688	0.0445	1.0800e-003	0.0455		144.1945	144.1945	3.3900e-003		144.2792
Total	**0.0614**	**0.0367**	**0.4320**	**1.4500e-003**	**0.1677**	**1.1700e-003**	**0.1688**	**0.0445**	**1.0800e-003**	**0.0455**		**144.1945**	**144.1945**	**3.3900e-003**		**144.2792**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	1.0093	26.2791	18.9806	0.0297		0.7725	0.7725		0.7725	0.7725	0.0000	2,872.6910	2,872.6910	0.9291		2,895.9182
Total	**1.0093**	**26.2791**	**18.9806**	**0.0297**	**6.5523**	**0.7725**	**7.3248**	**3.3675**	**0.7725**	**4.1400**	**0.0000**	**2,872.6910**	**2,872.6910**	**0.9291**		**2,895.9182**

3.3 Grading - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0614	0.0367	0.4320	1.4500e-003	0.1677	1.1700e-003	0.1688	0.0445	1.0800e-003	0.0455		144.1945	144.1945	3.3900e-003		144.2792
Total	**0.0614**	**0.0367**	**0.4320**	**1.4500e-003**	**0.1677**	**1.1700e-003**	**0.1688**	**0.0445**	**1.0800e-003**	**0.0455**		**144.1945**	**144.1945**	**3.3900e-003**		**144.2792**

3.4 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.209 9	2,555.209 9	0.6079		2,570.406 1
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.209 9**	**2,555.209 9**	**0.6079**		**2,570.406 1**

2. Response to Comments

3.4 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0718	2.3802	0.7412	9.3200e-003	0.2240	2.8200e-003	0.2268	0.0645	2.7000e-003	0.0672		890.2658	890.2658	0.0516		891.5568
Worker	0.3436	0.2056	2.4192	8.1000e-003	0.9389	6.5400e-003	0.9455	0.2490	6.0200e-003	0.2550		807.4890	807.4890	0.0190		807.9632
Total	0.4154	2.5858	3.1603	0.0164	1.1629	9.3600e-003	1.1723	0.3135	8.7200e-003	0.3222		1,697.754 8	1,697.754 8	0.0706		1,699.519 0

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0809	23.5544	17.8738	0.0269		0.9036	0.9036		0.9036	0.9036	0.0000	2,555.209 9	2,555.209 9	0.6079		2,570.406 1
Total	1.0809	23.5544	17.8738	0.0269		0.9036	0.9036		0.9036	0.9036	0.0000	2,555.209 9	2,555.209 9	0.6079		2,570.406 1

3.4 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0718	2.3802	0.7412	9.3200e-003	0.2240	2.8200e-003	0.2268	0.0645	2.7000e-003	0.0672		890.2658	890.2658	0.0516		891.5568
Worker	0.3436	0.2056	2.4192	8.1000e-003	0.9389	6.5400e-003	0.9455	0.2490	6.0200e-003	0.2550		807.4890	807.4890	0.0190		807.9632
Total	0.4154	2.5858	3.1603	0.0164	1.1629	9.3600e-003	1.1723	0.3135	8.7200e-003	0.3222		1,697.754 8	1,697.754 8	0.0706		1,699.519 0

3.4 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.698 9	2,555.698 9	0.6044		2,570.807 7
Total	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.698 9	2,555.698 9	0.6044		2,570.807 7

2. Response to Comments

3.4 Building Construction - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0702	2.3750	0.7199	9.2900e-003	0.2240	2.7800e-003	0.2268	0.0645	2.6600e-003	0.0672		887.2379	887.2379	0.0508		888.5066
Worker	0.3262	0.1873	2.2555	7.8300e-003	0.9389	6.4500e-003	0.9454	0.2490	5.9400e-003	0.2550		780.8929	780.8929	0.0174		781.3171
Total	**0.3964**	**2.5623**	**2.9754**	**0.0161**	**1.1629**	**9.2300e-003**	**1.1722**	**0.3135**	**8.6000e-003**	**0.3221**		**1,668.130 8**	**1,668.130 8**	**0.0681**		**1,669.823 7**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0809	23.5544	17.8738	0.0270		0.9036	0.9036		0.9036	0.9036	0.0000	2,555.698 9	2,555.698 9	0.6044		2,570.807 7
Total	**1.0809**	**23.5544**	**17.8738**	**0.0270**		**0.9036**	**0.9036**		**0.9036**	**0.9036**	**0.0000**	**2,555.698 9**	**2,555.698 9**	**0.6044**		**2,570.807 7**

3.4 Building Construction - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0702	2.3750	0.7199	9.2900e-003	0.2240	2.7800e-003	0.2268	0.0645	2.6600e-003	0.0672		887.2379	887.2379	0.0508		888.5096
Worker	0.3262	0.1873	2.2555	7.8300e-003	0.9389	6.4500e-003	0.9454	0.2490	5.9400e-003	0.2550		780.8829	780.8829	0.0174		781.3171
Total	0.3964	2.5623	2.9754	0.0161	1.1629	9.2300e-003	1.1722	0.3135	8.6000e-003	0.3221		1,668.120 8	1,668.120 8	0.0681		1,669.823 7

3.5 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9892	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.547 2	2,207.547 2	0.7140		2,225.396 3
Paving	0.5710					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.5592	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.547 2	2,207.547 2	0.7140		2,225.396 3

2. Response to Comments

3.5 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0582	0.0335	0.4028	1.4000e-003	0.1677	1.1500e-003	0.1688	0.0445	1.0600e-003	0.0455		139.4434	139.4434	3.1000e-003		139.5209
Total	**0.0582**	**0.0335**	**0.4028**	**1.4000e-003**	**0.1677**	**1.1500e-003**	**0.1688**	**0.0445**	**1.0600e-003**	**0.0455**		**139.4434**	**139.4434**	**3.1000e-003**		**139.5209**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9311	20.1149	17.2957	0.0228		0.6670	0.6670		0.6670	0.6670	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.5710					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.5021**	**20.1149**	**17.2957**	**0.0228**		**0.6670**	**0.6670**		**0.6670**	**0.6670**	**0.0000**	**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.5 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0582	0.0335	0.4028	1.4000e-003	0.1677	1.1500e-003	0.1688	0.0445	1.0600e-003	0.0455		139.4434	139.4434	3.1000e-003		139.5209
Total	**0.0582**	**0.0335**	**0.4028**	**1.4000e-003**	**0.1677**	**1.1500e-003**	**0.1688**	**0.0445**	**1.0600e-003**	**0.0455**		**139.4434**	**139.4434**	**3.1000e-003**		**139.5209**

3.6 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	39.3048					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1809	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**39.4856**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

2. Response to Comments

3.6 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0660	0.0379	0.4565	1.5800e-003	0.1900	1.3100e-003	0.1913	0.0504	1.2000e-003	0.0516		158.0358	158.0358	3.5100e-003		158.1237
Total	**0.0660**	**0.0379**	**0.4565**	**1.5800e-003**	**0.1900**	**1.3100e-003**	**0.1913**	**0.0504**	**1.2000e-003**	**0.0516**		**158.0358**	**158.0358**	**3.5100e-003**		**158.1237**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	39.3048					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1139	2.3524	1.8324	2.9700e-003		0.0951	0.0951		0.0951	0.0951	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**39.4187**	**2.3524**	**1.8324**	**2.9700e-003**		**0.0951**	**0.0951**		**0.0951**	**0.0951**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.6 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0680	0.0379	0.4565	1.5800e-003	0.1900	1.3100e-003	0.1913	0.0504	1.2000e-003	0.0516		158.0358	158.0358	3.5100e-003		158.1237
Total	**0.0680**	**0.0379**	**0.4565**	**1.5800e-003**	**0.1900**	**1.3100e-003**	**0.1913**	**0.0504**	**1.2000e-003**	**0.0516**		**158.0358**	**158.0358**	**3.5100e-003**		**158.1237**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

2. Response to Comments

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	3.0813	14.6192	36.5522	0.1467	13.2626	0.1078	13.3705	3.5482	0.1003	3.6485		14,972.2483	14,972.2483	0.6985		14,989.7117
Unmitigated	3.0813	14.6192	36.5522	0.1467	13.2626	0.1078	13.3705	3.5482	0.1003	3.6485		14,972.2483	14,972.2483	0.6985		14,989.7117

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Medical Office Building	2,378.88	2,404.80	2378.88	6,180,083	6,180,083
Parking Lot	0.00	0.00	0.00		
Total	2,378.88	2,404.80	2,378.88	6,180,083	6,180,083

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Medical Office Building	16.60	8.40	6.90	29.60	51.40	19.00	60	30	10
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Medical Office Building	0.550809	0.042355	0.203399	0.115606	0.014562	0.005806	0.021810	0.035336	0.002134	0.001736	0.004691	0.000712	0.000845
Parking Lot	0.550809	0.042355	0.203399	0.115606	0.014562	0.005806	0.021810	0.035336	0.002134	0.001736	0.004691	0.000712	0.000845

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	7.3800e-003	0.0671	0.0564	4.0000e-004		5.1000e-003	5.1000e-003		5.1000e-003	5.1000e-003		80.5286	80.5286	1.5400e-003	1.4800e-003	81.0072
NaturalGas Unmitigated	7.3800e-003	0.0671	0.0564	4.0000e-004		5.1000e-003	5.1000e-003		5.1000e-003	5.1000e-003		80.5286	80.5286	1.5400e-003	1.4800e-003	81.0072

2. Response to Comments

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day											lb/day				
Medical Office Building	684.493	7.3800e-003	0.0671	0.0564	4.0000e-004		5.1000e-003	5.1000e-003		5.1000e-003	5.1000e-003		80.5286	80.5286	1.5400e-003	1.4800e-003	81.0072
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**7.3800e-003**	**0.0671**	**0.0564**	**4.0000e-004**		**5.1000e-003**	**5.1000e-003**		**5.1000e-003**	**5.1000e-003**		**80.5286**	**80.5286**	**1.5400e-003**	**1.4800e-003**	**81.0072**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day											lb/day				
Medical Office Building	0.684493	7.3800e-003	0.0671	0.0564	4.0000e-004		5.1000e-003	5.1000e-003		5.1000e-003	5.1000e-003		80.5286	80.5286	1.5400e-003	1.4800e-003	81.0072
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**7.3800e-003**	**0.0671**	**0.0564**	**4.0000e-004**		**5.1000e-003**	**5.1000e-003**		**5.1000e-003**	**5.1000e-003**		**80.5286**	**80.5286**	**1.5400e-003**	**1.4800e-003**	**81.0072**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.6745	4.0000e-004	0.0440	0.0000		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004		0.0945	0.0945	2.5000e-004		0.1007
Unmitigated	1.6745	4.0000e-004	0.0440	0.0000		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004		0.0945	0.0945	2.5000e-004		0.1007

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1938					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.4766					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.0700e-003	4.0000e-004	0.0440	0.0000		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004		0.0945	0.0945	2.5000e-004		0.1007
Total	**1.6745**	**4.0000e-004**	**0.0440**	**0.0000**		**1.6000e-004**	**1.6000e-004**		**1.6000e-004**	**1.6000e-004**		**0.0945**	**0.0945**	**2.5000e-004**		**0.1007**

2. Response to Comments

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1938					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.4766					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.0700e-003	4.0000e-004	0.0440	0.0000		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004		0.0945	0.0945	2.5000e-004		0.1007
Total	1.6745	4.0000e-004	0.0440	0.0000		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004		0.0945	0.0945	2.5000e-004		0.1007

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

2. Response to Comments

Wildomar Trail Mixed-Use Development: Phase 4
South Coast AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	1.33	Acre	1.33	57,934.80	0
Parking Lot	22.00	Space	2.46	8,800.00	0
Apartments Mid Rise	152.00	Dwelling Unit	4.00	152,000.00	435

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	10			**Operational Year**	2025
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	534	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Wildomar Trail Mixed-Use Development Phase 4 - South Coast AQMD Air District, Annual

Project Characteristics - Consistent with the DEIR's model.

Land Use - Consistent with the DEIR's model.

Construction Phase - Consistent with the DEIR's model.

Off-road Equipment - See SWAPE comment regarding construction equipment unit amounts and usage hours.

Trips and VMT - See SWAPE comment regarding vendor and worker trips.

Grading -

Architectural Coating - See SWAPE comment regarding architectural and area coating areas.

Vehicle Trips - Consistent with the DEIR's model.

Woodstoves - See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment regarding Tier 4 mitigation.

Water Mitigation - See SWAPE comment regarding water-related operational mitigation measures.

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	10.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 2

2. Response to Comments

tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstructionPhase	NumDays	20.00	28.00
tblConstructionPhase	NumDays	20.00	8.00
tblConstructionPhase	NumDays	20.00	16.00
tblConstructionPhase	NumDays	10.00	5.00
tblFireplaces	NumberGas	129.20	136.80
tblFireplaces	NumberWood	7.60	0.00
tblLandUse	LotAcreage	0.20	2.46
tblProjectCharacteristics	CO2IntensityFactor	702.44	534
tblVehicleTrips	WD_TR	6.65	2.77
tblWoodstoves	NumberCatalytic	7.60	0.00
tblWoodstoves	NumberNoncatalytic	7.60	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2024	0.0497	0.4174	0.4766	1.0600e-003	0.1027	0.0173	0.1199	0.0467	0.0161	0.0628	0.0000	93.9441	93.9441	0.0171	0.0000	94.3704
2025	0.6839	1.5106	2.1216	4.7500e-003	0.1679	0.0569	0.2248	0.0450	0.0535	0.0985	0.0000	421.1969	421.1969	0.0646	0.0000	422.8113
Maximum	**0.6839**	**1.5106**	**2.1216**	**4.7500e-003**	**0.1679**	**0.0569**	**0.2248**	**0.0467**	**0.0535**	**0.0985**	**0.0000**	**421.1969**	**421.1969**	**0.0646**	**0.0000**	**422.8113**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2024	0.0364	0.6528	0.5358	1.0600e-003	0.1027	0.0220	0.1246	0.0467	0.0218	0.0686	0.0000	93.9440	93.9440	0.0171	0.0000	94.3704
2025	0.6554	2.7065	2.3200	4.7500e-003	0.1679	0.0982	0.2642	0.0450	0.0961	0.1411	0.0000	421.1966	421.1966	0.0646	0.0000	422.8110
Maximum	**0.6554**	**2.7065**	**2.3200**	**4.7500e-003**	**0.1679**	**0.0982**	**0.2642**	**0.0467**	**0.0961**	**0.1411**	**0.0000**	**421.1966**	**421.1966**	**0.0646**	**0.0000**	**422.8110**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	5.89	-74.24	-9.91	0.00	0.00	-59.37	-12.77	0.00	-69.71	-30.08	0.00	0.00	0.00	0.00	0.00	0.00

2. Response to Comments

Wildomar Trail Mixed-Use Development Phase 4 - South Coast AQMD Air District Annual

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	10-1-2024	12-31-2024	0.4569	0.6739
2	1-1-2025	3-31-2025	0.5301	0.8772
3	4-1-2025	6-30-2025	0.5339	0.8849
4	7-1-2025	9-30-2025	0.5375	0.8926
		Highest	0.5375	0.8926

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.6524	0.0464	1.5784	2.6000e-004		0.0110	0.0110		0.0110	0.0110	0.0000	35.4119	35.4119	3.0800e-003	0.0000e-004	35.6684
Energy	0.0121	0.1036	0.0441	6.6000e-004		8.3800e-003	8.3800e-003		8.3800e-003	8.3800e-003	0.0000	289.9155	289.9155	0.0115	4.1000e-003	290.4236
Mobile	0.1373	0.7022	1.8696	8.0100e-003	0.7357	5.7400e-003	0.7415	0.1971	5.3300e-003	0.2025	0.0000	741.9329	741.9329	0.0320	0.0000	742.7324
Waste						0.0000	0.0000		0.0000	0.0000	14.1931	0.0000	14.1931	0.8389	0.0000	35.1629
Water						0.0000	0.0000		0.0000	0.0000	3.1419	48.0360	51.1779	0.3253	8.1600e-003	61.7422
Total	0.8019	0.8522	3.4921	8.9300e-003	0.7357	0.0251	0.7608	0.1971	0.0247	0.2218	17.3350	1,114.296 3	1,131.631 3	1.2106	0.0120	1,165.729 4

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.6524	0.0464	1.5784	2.6000e-004		0.0110	0.0110		0.0110	0.0110	0.0000	35.4119	35.4119	3.0800e-003	6.0000e-004	35.6694
Energy	0.0121	0.1036	0.0441	6.6000e-004		8.3800e-003	8.3800e-003		8.3800e-003	8.3800e-003	0.0000	288.9155	288.9155	0.0115	4.1000e-003	290.4235
Mobile	0.1575	0.7022	1.8696	8.0100e-003	0.7357	5.7400e-003	0.7415	0.1971	5.3300e-003	0.2025	0.0000	741.9329	741.9329	0.0320	0.0000	742.7324
Waste						0.0000	0.0000		0.0000	0.0000	14.1931	0.0000	14.1931	0.8388	0.0000	35.1629
Water						0.0000	0.0000		0.0000	0.0000	3.1419	48.0360	51.1779	0.3253	8.1600e-003	61.7422
Total	0.8219	0.8522	3.4921	8.9300e-003	0.7357	0.0251	0.7608	0.1971	0.0247	0.2218	17.3350	1,114.296 3	1,131.631 3	1.2106	0.0129	1,165.729 4

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

2. Response to Comments

Wildomar Trail Mixed-Use Development: Phase 4 - South Coast AQMD Air District, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	10/1/2024	10/7/2024	5	5	
2	Grading	Grading	10/15/2024	10/24/2024	5	8	
3	Building Construction	Building Construction	11/1/2024	9/29/2025	5	230	
4	Paving	Paving	9/30/2025	10/23/2025	5	18	
5	Architectural Coating	Architectural Coating	10/28/2025	12/4/2025	5	28	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 4

Acres of Paving: 3.79

Residential Indoor: 307,800; Residential Outdoor: 102,600; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 4,004 (Architectural Coating – sqft)

OffRoad Equipment

Wildomar Trail Mixed-Use Development: Phase 4 - South Coast AQMD Air District, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	137.00	27.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	27.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

2. Response to Comments

Use Cleaner Engines for Construction Equipment

Water Exposed Area

3.2 Site Preparation - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0452	0.0000	0.0452	0.0248	0.0000	0.0248	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.6500e-003	0.0679	0.0458	1.0000e-004		3.0700e-003	3.0700e-003		2.8300e-003	2.8300e-003	0.0000	8.3643	8.3643	2.7100e-003	0.0000	8.4319
Total	**6.6500e-003**	**0.0679**	**0.0458**	**1.0000e-004**	**0.0452**	**3.0700e-003**	**0.0482**	**0.0248**	**2.8300e-003**	**0.0277**	**0.0000**	**8.3643**	**8.3643**	**2.7100e-003**	**0.0000**	**8.4319**

3.2 Site Preparation - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6000e-004	1.0000e-004	1.2500e-003	0.0000	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.3860	0.3860	1.0000e-005	0.0000	0.3862
Total	**1.6000e-004**	**1.0000e-004**	**1.2500e-003**	**0.0000**	**4.9000e-004**	**0.0000**	**5.0000e-004**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**0.3860**	**0.3860**	**1.0000e-005**	**0.0000**	**0.3862**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0452	0.0000	0.0452	0.0248	0.0000	0.0249	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.0200e-003	0.0843	0.0574	1.0000e-004		2.3700e-003	2.3700e-003		2.3700e-003	2.3700e-003	0.0000	8.3643	8.3643	2.7100e-003	0.0000	8.4319
Total	**3.0200e-003**	**0.0843**	**0.0574**	**1.0000e-004**	**0.0452**	**2.3700e-003**	**0.0475**	**0.0248**	**2.3700e-003**	**0.0272**	**0.0000**	**8.3643**	**8.3643**	**2.7100e-003**	**0.0000**	**8.4319**

2. Response to Comments

3.2 Site Preparation - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6000e-004	1.0000e-004	1.2500e-003	0.0000	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.3860	0.3860	1.0000e-005	0.0000	0.3862
Total	**1.6000e-004**	**1.0000e-004**	**1.2500e-003**	**0.0000**	**4.9000e-004**	**0.0000**	**5.0000e-004**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**0.3860**	**0.3860**	**1.0000e-005**	**0.0000**	**0.3862**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0452	0.0000	0.0452	0.0248	0.0000	0.0249	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.0200e-003	0.0843	0.0574	1.0000e-004		2.3700e-003	2.3700e-003		2.3700e-003	2.3700e-003	0.0000	8.3643	8.3643	2.7100e-003	0.0000	8.4319
Total	**3.0200e-003**	**0.0843**	**0.0574**	**1.0000e-004**	**0.0452**	**2.3700e-003**	**0.0475**	**0.0248**	**2.3700e-003**	**0.0272**	**0.0000**	**8.3643**	**8.3643**	**2.7100e-003**	**0.0000**	**8.4319**

3.2 Site Preparation - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6000e-004	1.0000e-004	1.2500e-003	0.0000	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.3860	0.3860	1.0000e-005	0.0000	0.3862
Total	**1.6000e-004**	**1.0000e-004**	**1.2500e-003**	**0.0000**	**4.9000e-004**	**0.0000**	**5.0000e-004**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**0.3860**	**0.3860**	**1.0000e-005**	**0.0000**	**0.3862**

3.3 Grading - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0262	0.0000	0.0262	0.0135	0.0000	0.0135	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.6500e-003	0.0681	0.0590	1.2000e-004		2.9000e-003	2.9000e-003		2.6700e-003	2.6700e-003	0.0000	10.4256	10.4256	3.3700e-003	0.0000	10.5099
Total	**6.6500e-003**	**0.0681**	**0.0590**	**1.2000e-004**	**0.0262**	**2.9000e-003**	**0.0291**	**0.0135**	**2.6700e-003**	**0.0161**	**0.0000**	**10.4256**	**10.4256**	**3.3700e-003**	**0.0000**	**10.5099**

2. Response to Comments

3.3 Grading - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1000e-004	1.4000e-004	1.6800e-003	1.0000e-005	6.6000e-004	0.0000	6.6000e-004	1.7000e-004	0.0000	1.8000e-004	0.0000	0.5147	0.5147	1.0000e-005	0.0000	0.5150
Total	**2.1000e-004**	**1.4000e-004**	**1.6800e-003**	**1.0000e-005**	**6.6000e-004**	**0.0000**	**6.6000e-004**	**1.7000e-004**	**0.0000**	**1.8000e-004**	**0.0000**	**0.5147**	**0.5147**	**1.0000e-005**	**0.0000**	**0.5150**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0282	0.0000	0.0282	0.0135	0.0000	0.0135	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.0400e-003	0.1051	0.0760	1.2000e-004		3.0900e-003	3.0900e-003		3.0900e-003	3.0900e-003	0.0000	10.4256	10.4256	3.3700e-003	0.0000	10.5099
Total	**4.0400e-003**	**0.1051**	**0.0760**	**1.2000e-004**	**0.0282**	**3.0900e-003**	**0.0293**	**0.0135**	**3.0900e-003**	**0.0166**	**0.0000**	**10.4256**	**10.4256**	**3.3700e-003**	**0.0000**	**10.5099**

3.3 Grading - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1000e-004	1.4000e-004	1.6800e-003	1.0000e-005	6.6000e-004	0.0000	6.6000e-004	1.7000e-004	0.0000	1.8000e-004	0.0000	0.5147	0.5147	1.0000e-005	0.0000	0.5150
Total	**2.1000e-004**	**1.4000e-004**	**1.6800e-003**	**1.0000e-005**	**6.6000e-004**	**0.0000**	**6.6000e-004**	**1.7000e-004**	**0.0000**	**1.8000e-004**	**0.0000**	**0.5147**	**0.5147**	**1.0000e-005**	**0.0000**	**0.5150**

3.4 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0265	0.2420	0.2910	4.9000e-004		0.0110	0.0110		0.0104	0.0104	0.0000	41.7328	41.7328	9.9700e-003	0.0000	41.9796
Total	**0.0265**	**0.2420**	**0.2910**	**4.9000e-004**		**0.0110**	**0.0110**		**0.0104**	**0.0104**	**0.0000**	**41.7328**	**41.7328**	**9.9700e-003**	**0.0000**	**41.9796**

2. Response to Comments

3.4 Building Construction - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	9.5000e-004	0.0335	9.5700e-003	1.2000e-004	3.0600e-003	4.0000e-005	3.1000e-003	8.8000e-004	4.0000e-005	9.2000e-004	0.0000	11.3662	11.3662	6.2000e-004	0.0000	11.3817
Worker	8.6100e-003	5.5600e-003	0.0882	2.3000e-004	0.0271	1.9000e-004	0.0272	7.1900e-003	1.7000e-004	7.3600e-003	0.0000	21.1544	21.1544	4.7000e-004	0.0000	21.1662
Total	9.5600e-003	0.0391	0.0778	3.5000e-004	0.0301	2.3000e-004	0.0303	8.0700e-003	2.1000e-004	8.2800e-003	0.0000	32.5207	32.5207	1.0900e-003	0.0000	32.5479

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0195	0.4240	0.3217	4.9000e-004		0.0163	0.0163		0.0163	0.0163	0.0000	41.7328	41.7328	9.9700e-003	0.0000	41.9795
Total	0.0195	0.4240	0.3217	4.9000e-004		0.0163	0.0163		0.0163	0.0163	0.0000	41.7328	41.7328	9.9700e-003	0.0000	41.9795

3.4 Building Construction - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	9.5000e-004	0.0335	9.5700e-003	1.2000e-004	3.0600e-003	4.0000e-005	3.1000e-003	8.8000e-004	4.0000e-005	9.2000e-004	0.0000	11.3662	11.3662	6.2000e-004	0.0000	11.3817
Worker	8.6100e-003	5.5600e-003	0.0882	2.3000e-004	0.0271	1.9000e-004	0.0272	7.1900e-003	1.7000e-004	7.3600e-003	0.0000	21.1544	21.1544	4.7000e-004	0.0000	21.1662
Total	9.5600e-003	0.0391	0.0778	3.5000e-004	0.0301	2.3000e-004	0.0303	8.0700e-003	2.1000e-004	8.2800e-003	0.0000	32.5207	32.5207	1.0900e-003	0.0000	32.5479

3.4 Building Construction - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1326	1.2096	1.5602	2.6200e-003		0.0512	0.0512		0.0481	0.0481	0.0000	224.9619	224.9619	0.0529	0.0000	226.2839
Total	0.1326	1.2096	1.5602	2.6200e-003		0.0512	0.0512		0.0481	0.0481	0.0000	224.9619	224.9619	0.0529	0.0000	226.2839

2. Response to Comments

3.4 Building Construction - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.9700e-003	0.1788	0.0502	5.3000e-004	0.0165	2.0000e-004	0.0167	4.7600e-003	1.9000e-004	4.9500e-003	0.0000	50.9075	50.9075	3.2700e-003	0.0000	50.9894
Worker	0.0441	0.0279	0.3415	1.2100e-003	0.1458	1.0000e-003	0.1468	0.0387	9.2000e-004	0.0396	0.0000	109.5082	109.5082	2.3100e-003	0.0000	109.5660
Total	**0.0491**	**0.2066**	**0.3917**	**1.8400e-003**	**0.1623**	**1.2000e-003**	**0.1635**	**0.0435**	**1.1100e-003**	**0.0446**	**0.0000**	**170.4157**	**170.4157**	**5.5800e-003**	**0.0000**	**170.5554**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1048	2.2848	1.7338	2.6200e-003		0.0876	0.0876		0.0876	0.0876	0.0000	224.9616	224.9616	0.0529	0.0000	226.2836
Total	**0.1048**	**2.2848**	**1.7338**	**2.6200e-003**		**0.0876**	**0.0876**		**0.0876**	**0.0876**	**0.0000**	**224.9616**	**224.9616**	**0.0529**	**0.0000**	**226.2836**

3.4 Building Construction - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.9700e-003	0.1788	0.0502	5.3000e-004	0.0165	2.0000e-004	0.0167	4.7600e-003	1.9000e-004	4.9500e-003	0.0000	60.9075	60.9075	3.2700e-003	0.0000	60.9894
Worker	0.0441	0.0279	0.3415	1.2100e-003	0.1458	1.0000e-003	0.1468	0.0387	9.2000e-004	0.0396	0.0000	109.5082	109.5082	2.3100e-003	0.0000	109.5660
Total	**0.0491**	**0.2066**	**0.3917**	**1.8400e-003**	**0.1623**	**1.2000e-003**	**0.1635**	**0.0435**	**1.1100e-003**	**0.0446**	**0.0000**	**170.4157**	**170.4157**	**5.5800e-003**	**0.0000**	**170.5554**

3.5 Paving - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	8.2400e-003	0.0772	0.1312	2.1000e-004		3.7700e-003	3.7700e-003		3.4700e-003	3.4700e-003	0.0000	18.0173	18.0173	5.8300e-003	0.0000	18.1630
Paving	4.9600e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0132**	**0.0772**	**0.1312**	**2.1000e-004**		**3.7700e-003**	**3.7700e-003**		**3.4700e-003**	**3.4700e-003**	**0.0000**	**18.0173**	**18.0173**	**5.8300e-003**	**0.0000**	**18.1630**

2. Response to Comments

3.5 Paving - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.5000e-004	2.8000e-004	3.4700e-003	1.0000e-005	1.4800e-003	1.0000e-005	1.4900e-003	3.9000e-004	1.0000e-005	4.0000e-004	0.0000	1.1125	1.1125	2.0000e-005	0.0000	1.1131
Total	**4.5000e-004**	**2.8000e-004**	**3.4700e-003**	**1.0000e-005**	**1.4800e-003**	**1.0000e-005**	**1.4900e-003**	**3.9000e-004**	**1.0000e-005**	**4.0000e-004**	**0.0000**	**1.1125**	**1.1125**	**2.0000e-005**	**0.0000**	**1.1131**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	8.3800e-003	0.1810	0.1557	2.1000e-004		6.0000e-003	6.0000e-003		6.0000e-003	6.0000e-003	0.0000	18.0173	18.0173	5.8300e-003	0.0000	18.1630
Paving	4.9600e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0133**	**0.1810**	**0.1557**	**2.1000e-004**		**6.0000e-003**	**6.0000e-003**		**6.0000e-003**	**6.0000e-003**	**0.0000**	**18.0173**	**18.0173**	**5.8300e-003**	**0.0000**	**18.1630**

3.5 Paving - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.5000e-004	2.8000e-004	3.4700e-003	1.0000e-005	1.4800e-003	1.0000e-005	1.4900e-003	3.9000e-004	1.0000e-005	4.0000e-004	0.0000	1.1125	1.1125	2.0000e-005	0.0000	1.1131
Total	**4.5000e-004**	**2.8000e-004**	**3.4700e-003**	**1.0000e-005**	**1.4800e-003**	**1.0000e-005**	**1.4900e-003**	**3.9000e-004**	**1.0000e-005**	**4.0000e-004**	**0.0000**	**1.1125**	**1.1125**	**2.0000e-005**	**0.0000**	**1.1131**

3.6 Architectural Coating - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.4848					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.3900e-003	0.0160	0.0253	4.0000e-005		7.2000e-004	7.2000e-004		7.2000e-004	7.2000e-004	0.0000	3.5746	3.5746	1.9000e-004	0.0000	3.5794
Total	**0.4872**	**0.0160**	**0.0253**	**4.0000e-005**		**7.2000e-004**	**7.2000e-004**		**7.2000e-004**	**7.2000e-004**	**0.0000**	**3.5746**	**3.5746**	**1.9000e-004**	**0.0000**	**3.5794**

2. Response to Comments

3.6 Architectural Coating - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2600e-003	7.9000e-004	9.7100e-003	3.0000e-005	4.1500e-003	3.0000e-005	4.1800e-003	1.1000e-003	3.0000e-005	1.1300e-003	0.0000	3.1149	3.1149	7.0000e-005	0.0000	3.1166
Total	1.2600e-003	7.9000e-004	9.7100e-003	3.0000e-005	4.1500e-003	3.0000e-005	4.1800e-003	1.1000e-003	3.0000e-005	1.1300e-003	0.0000	3.1149	3.1149	7.0000e-005	0.0000	3.1166

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.4848					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.5900e-003	0.0329	0.0257	4.0000e-005		1.3300e-003	1.3300e-003		1.3300e-003	1.3300e-003	0.0000	3.5746	3.5746	1.9000e-004	0.0000	3.5794
Total	0.4864	0.0329	0.0257	4.0000e-005		1.3300e-003	1.3300e-003		1.3300e-003	1.3300e-003	0.0000	3.5746	3.5746	1.9000e-004	0.0000	3.5794

3.6 Architectural Coating - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2600e-003	7.9000e-004	9.7100e-003	3.0000e-005	4.1500e-003	3.0000e-005	4.1800e-003	1.1000e-003	3.0000e-005	1.1300e-003	0.0000	3.1149	3.1149	7.0000e-005	0.0000	3.1166
Total	**1.2600e-003**	**7.9000e-004**	**9.7100e-003**	**3.0000e-005**	**4.1500e-003**	**3.0000e-005**	**4.1800e-003**	**1.1000e-003**	**3.0000e-005**	**1.1300e-003**	**0.0000**	**3.1149**	**3.1149**	**7.0000e-005**	**0.0000**	**3.1166**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

2. Response to Comments

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1373	0.7022	1.8896	5.0100e-003	0.7357	5.7400e-003	0.7415	0.1971	5.3300e-003	0.2025	0.0000	741.9329	741.9329	0.0320	0.0000	742.7324
Unmitigated	0.1373	0.7022	1.8896	5.0100e-003	0.7357	5.7400e-003	0.7415	0.1971	5.3300e-003	0.2025	0.0000	741.9329	741.9329	0.0320	0.0000	742.7324

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	421.04	971.28	890.72	1,936,646	1,936,646
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	421.04	971.28	890.72	1,936,646	1,936,646

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Wildomar Trail Mixed-Use Development: Phase 4 - South Coast AQMD Air District, Annual

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.551360	0.042151	0.204257	0.114482	0.014139	0.005783	0.021875	0.035696	0.002143	0.001676	0.004899	0.000713	0.000825
Other Asphalt Surfaces	0.551360	0.042151	0.204257	0.114482	0.014139	0.005783	0.021875	0.035696	0.002143	0.001676	0.004899	0.000713	0.000825
Parking Lot	0.551360	0.042151	0.204257	0.114482	0.014139	0.005783	0.021875	0.035696	0.002143	0.001676	0.004899	0.000713	0.000825

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	168.9163	168.9163	9.1700e-003	1.9000e-003	169.7112
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	168.9163	168.9163	9.1700e-003	1.9000e-003	169.7112
NaturalGas Mitigated	0.0121	0.1036	0.0441	6.6000e-004		8.3800e-003	8.3800e-003		8.3800e-003	8.3800e-003	0.0000	119.9992	119.9992	2.3000e-003	2.2000e-003	120.7123
NaturalGas Unmitigated	0.0121	0.1036	0.0441	6.6000e-004		8.3800e-003	8.3800e-003		8.3800e-003	8.3800e-003	0.0000	119.9992	119.9992	2.3000e-003	2.2000e-003	120.7123

2. Response to Comments

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	2.2487e+006	0.0121	0.1036	0.0441	6.6000e-004		8.3800e-003	8.3800e-003		8.3800e-003	8.3800e-003	0.0000	119.9992	119.9992	2.3000e-003	2.2000e-003	120.7123
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0121**	**0.1036**	**0.0441**	**6.6000e-004**		**8.3800e-003**	**8.3800e-003**		**8.3800e-003**	**8.3800e-003**	**0.0000**	**119.9992**	**119.9992**	**2.3000e-003**	**2.2000e-003**	**120.7123**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	2.2487e+006	0.0121	0.1036	0.0441	6.6000e-004		8.3800e-003	8.3800e-003		8.3800e-003	8.3800e-003	0.0000	119.9992	119.9992	2.3000e-003	2.2000e-003	120.7123
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0121**	**0.1036**	**0.0441**	**6.6000e-004**		**8.3800e-003**	**8.3800e-003**		**8.3800e-003**	**8.3800e-003**	**0.0000**	**119.9992**	**119.9992**	**2.3000e-003**	**2.2000e-003**	**120.7123**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	694292	168.1702	9.1300e-003	1.8900e-003	169.9616
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	3080	0.7460	4.0000e-005	1.0000e-005	0.7495
Total		**168.9163**	**9.1700e-003**	**1.9000e-003**	**169.7112**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	694292	168.1702	9.1300e-003	1.8900e-003	169.9616
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	3080	0.7460	4.0000e-005	1.0000e-005	0.7495
Total		**168.9163**	**9.1700e-003**	**1.9000e-003**	**169.7112**

6.0 Area Detail

2. Response to Comments

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.6524	0.0464	1.5784	2.6000e-004		0.0110	0.0110		0.0110	0.0110	0.0000	35.4119	35.4119	3.0800e-003	6.0000e-004	35.6684
Unmitigated	0.6524	0.0464	1.5784	2.8000e-004		0.0110	0.0110		0.0110	0.0110	0.0000	35.4119	35.4119	3.0800e-003	6.0000e-004	35.6684

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0485					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.5536					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	3.3200e-003	0.0284	0.0121	1.8000e-004		2.2900e-003	2.2900e-003		2.2900e-003	2.2900e-003	0.0000	32.8608	32.8608	6.3000e-004	6.0000e-004	33.0480
Landscaping	0.0471	0.0190	1.5683	8.0000e-005		9.6900e-003	9.6900e-003		9.6900e-003	9.6900e-003	0.0000	2.5611	2.5611	2.4500e-003	0.0000	2.6224
Total	**0.6524**	**0.0464**	**1.5784**	**2.6000e-004**		**0.0110**	**0.0110**		**0.0110**	**0.0110**	**0.0000**	**35.4119**	**35.4119**	**3.0800e-003**	**6.0000e-004**	**35.6684**

2. Response to Comments

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0485					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.5536					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	3.3200e-003	0.0284	0.0121	1.8000e-004		2.2900e-003	2.2900e-003		2.2900e-003	2.2900e-003	0.0000	32.8608	32.8608	6.3000e-004	6.0000e-004	33.0480
Landscaping	0.0471	0.0180	1.5683	8.0000e-005		9.6900e-003	9.6900e-003		9.6900e-003	9.6900e-003	0.0000	2.5811	2.5811	2.4500e-003	0.0000	2.6224
Total	**0.6524**	**0.0464**	**1.5784**	**2.6000e-004**		**0.0110**	**0.0110**		**0.0110**	**0.0110**	**0.0000**	**35.4119**	**35.4119**	**3.0800e-003**	**6.0000e-004**	**35.6684**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	51.1779	0.3253	8.1600e-003	61.7422
Unmitigated	51.1779	0.3253	8.1600e-003	61.7422

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	9.90341 / 6.24346	51.1779	0.3253	8.1600e-003	61.7422
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**51.1779**	**0.3253**	**8.1600e-003**	**61.7422**

2. Response to Comments

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	9.90341 / 6.24346	51.1779	0.3253	8.1600e-003	61.7422
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**51.1779**	**0.3253**	**8.1600e-003**	**61.7422**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	14.1931	0.8388	0.0000	35.1629
Unmitigated	14.1931	0.8388	0.0000	35.1629

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	69.92	14.1931	0.8388	0.0000	35.1629
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**14.1931**	**0.8388**	**0.0000**	**35.1629**

2. Response to Comments

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	69.92	14.1931	0.8388	0.0000	35.1629
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		14.1931	0.8388	0.0000	35.1629

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

2. Response to Comments

Wildomar Trail Mixed-Use Development: Phase 4
South Coast AQMD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	1.33	Acre	1.33	57,934.80	0
Parking Lot	22.00	Space	2.46	8,800.00	0
Apartments Mid Rise	152.00	Dwelling Unit	4.00	152,000.00	435

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	10			**Operational Year**	2025
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	534	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Wildomar Trail Mixed-Use Development: Phase 4 - South Coast AQMD Air District, Summer

Project Characteristics - Consistent with the DEIR's model.

Land Use - Consistent with the DEIR's model.

Construction Phase - Consistent with the DEIR's model.

Off-road Equipment - See SWAPE comment regarding construction equipment unit amounts and usage hours.

Trips and VMT - See SWAPE comment regarding vendor and worker trips.

Grading -

Architectural Coating - See SWAPE comment regarding architectural and area coating areas.

Vehicle Trips - Consistent with the DEIR's model.

Woodstoves - See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment regarding Tier 4 mitigation.

Water Mitigation - See SWAPE comment regarding water-related operational mitigation measures.

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	10.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 2

2. Response to Comments

tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstructionPhase	NumDays	20.00	28.00
tblConstructionPhase	NumDays	20.00	8.00
tblConstructionPhase	NumDays	20.00	16.00
tblConstructionPhase	NumDays	10.00	5.00
tblFireplaces	NumberGas	129.20	136.80
tblFireplaces	NumberWood	7.60	0.00
tblLandUse	LotAcreage	0.20	2.46
tblProjectCharacteristics	CO2IntensityFactor	702.44	534
tblVehicleTrips	WD_TR	6.65	2.77
tblWoodstoves	NumberCatalytic	7.60	0.00
tblWoodstoves	NumberNoncatalytic	7.60	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2024	2.7243	27.2127	20.7891	0.0472	18.2675	1.2307	19.4982	9.9840	1.1323	11.1163	0.0000	4,622.244 5	4,622.244 5	1.1968	0.0000	4,639.034 7
2025	34.8919	14.5525	20.4033	0.0486	1.7041	0.5389	2.2441	0.4556	0.5077	0.9636	0.0000	4,565.395 8	4,565.395 8	0.7168	0.0000	4,582.018 7
Maximum	**34.8919**	**27.2127**	**20.7891**	**0.0472**	**18.2675**	**1.2307**	**19.4982**	**9.9840**	**1.1323**	**11.1163**	**0.0000**	**4,622.244 5**	**4,622.244 5**	**1.1968**	**0.0000**	**4,639.034 7**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2024	1.6150	33.7581	23.5009	0.0472	18.2675	0.9476	19.2150	9.9840	0.9474	10.9315	0.0000	4,622.244 5	4,622.244 5	1.1968	0.0000	4,639.034 7
2025	34.8350	25.6372	22.1924	0.0486	1.7041	0.9159	2.6200	0.4559	0.9160	1.3709	0.0000	4,565.395 8	4,565.395 8	0.7168	0.0000	4,582.018 7
Maximum	**34.8350**	**33.7581**	**23.5009**	**0.0472**	**18.2675**	**0.9476**	**19.2150**	**9.9840**	**0.9474**	**10.9315**	**0.0000**	**4,622.244 5**	**4,622.244 5**	**1.1968**	**0.0000**	**4,639.034 7**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**3.10**	**-42.21**	**-10.03**	**0.00**	**0.00**	**-5.24**	**-0.43**	**0.00**	**-13.56**	**-1.84**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2. Response to Comments

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.9408	2.4136	13.4963	0.0152		0.2530	0.2530		0.2530	0.2530	0.0000	2,919.5262	2,919.5262	0.0772	0.0531	2,937.2922
Energy	0.0664	0.5678	0.2416	3.6200e-003		0.0459	0.0459		0.0459	0.0459		724.8026	724.8026	0.0139	0.0133	729.1098
Mobile	1.3938	6.3959	18.5908	0.0795	7.0560	0.0540	7.1101	1.8876	0.0502	1.9377		8,006.9830	8,006.9830	0.3342		8,015.3376
Total	**5.4010**	**9.3773**	**32.3287**	**0.0972**	**7.0560**	**0.3529**	**7.4090**	**1.8876**	**0.3491**	**2.2366**	**0.0000**	**11,651.3118**	**11,651.3118**	**0.4252**	**0.0664**	**11,681.7296**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.9408	2.4136	13.4963	0.0152		0.2530	0.2530		0.2530	0.2530	0.0000	2,919.5262	2,919.5262	0.0772	0.0531	2,937.2922
Energy	0.0664	0.5678	0.2416	3.6200e-003		0.0459	0.0459		0.0459	0.0459		724.8026	724.8026	0.0139	0.0133	729.1098
Mobile	1.3938	6.3959	18.5908	0.0795	7.0560	0.0540	7.1101	1.8876	0.0502	1.9377		8,006.9830	8,006.9830	0.3342		8,015.3376
Total	**5.4010**	**9.3773**	**32.3287**	**0.0972**	**7.0560**	**0.3529**	**7.4090**	**1.8876**	**0.3491**	**2.2366**	**0.0000**	**11,651.3118**	**11,651.3118**	**0.4252**	**0.0664**	**11,681.7296**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	10/1/2024	10/7/2024	5	5	
2	Grading	Grading	10/15/2024	10/24/2024	5	8	
3	Building Construction	Building Construction	11/12/2024	9/29/2025	5	230	
4	Paving	Paving	9/30/2025	10/23/2025	5	18	
5	Architectural Coating	Architectural Coating	10/28/2025	12/4/2025	5	28	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 4

Acres of Paving: 3.79

Residential Indoor: 307,800; Residential Outdoor: 102,600; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 4,004 (Architectural Coating – sqft)

OffRoad Equipment

2. Response to Comments

Wildomar Trail Mixed-Use Development: Phase 4 - South Coast AQMD Air District, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	137.00	27.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	27.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment
Water Exposed Area

3.2 Site Preparation - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	2.6609	27.1760	18.3356	0.0381		1.2294	1.2294		1.1310	1.1310		3,688.010 0	3,688.010 0	1.1928		3,717.829 4
Total	**2.6609**	**27.1760**	**18.3356**	**0.0381**	**18.0663**	**1.2294**	**19.2958**	**9.9307**	**1.1310**	**11.0617**		**3,688.010 0**	**3,688.010 0**	**1.1928**		**3,717.829 4**

2. Response to Comments

3.2 Site Preparation - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0634	0.0367	0.5409	1.7900e-003	0.2012	1.3800e-003	0.2026	0.0534	1.2700e-003	0.0546		178.9576	178.9576	4.0100e-003		179.0577
Total	**0.0634**	**0.0367**	**0.5409**	**1.7900e-003**	**0.2012**	**1.3800e-003**	**0.2026**	**0.0534**	**1.2700e-003**	**0.0546**		**178.9576**	**178.9576**	**4.0100e-003**		**179.0577**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	1.2097	33.7214	22.9600	0.0381		0.9462	0.9462		0.9462	0.9462	0.0000	3,688.0100	3,688.0100	1.1928		3,717.8294
Total	**1.2097**	**33.7214**	**22.9600**	**0.0381**	**18.0663**	**0.9462**	**19.0124**	**9.9307**	**0.9462**	**10.8769**	**0.0000**	**3,688.0100**	**3,688.0100**	**1.1928**		**3,717.8294**

3.2 Site Preparation - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0634	0.0367	0.5409	1.7900e-003	0.2012	1.3800e-003	0.2026	0.0534	1.2700e-003	0.0546		178.9576	178.9576	4.0100e-003		179.0577
Total	**0.0634**	**0.0367**	**0.5409**	**1.7900e-003**	**0.2012**	**1.3800e-003**	**0.2026**	**0.0534**	**1.2700e-003**	**0.0546**		**178.9576**	**178.9576**	**4.0100e-003**		**179.0577**

3.3 Grading - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	1.5617	17.0310	14.7594	0.0297		0.7244	0.7244		0.6665	0.6665		2,873.0541	2,873.0541	0.9292		2,896.2842
Total	**1.5617**	**17.0310**	**14.7594**	**0.0297**	**6.5523**	**0.7244**	**7.2768**	**3.3675**	**0.6665**	**4.0340**		**2,873.0541**	**2,873.0541**	**0.9292**		**2,896.2842**

2. Response to Comments

3.3 Grading - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0529	0.0306	0.4508	1.5000e-003	0.1677	1.1500e-003	0.1688	0.0445	1.0600e-003	0.0455		149.1313	149.1313	3.3400e-003		149.2148
Total	**0.0529**	**0.0306**	**0.4508**	**1.5000e-003**	**0.1677**	**1.1500e-003**	**0.1688**	**0.0445**	**1.0600e-003**	**0.0455**		**149.1313**	**149.1313**	**3.3400e-003**		**149.2148**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	1.0093	26.2791	18.9806	0.0297		0.7725	0.7725		0.7725	0.7725	0.0000	2,873.0541	2,873.0541	0.9292		2,896.2842
Total	**1.0093**	**26.2791**	**18.9806**	**0.0297**	**6.5523**	**0.7725**	**7.3248**	**3.3675**	**0.7725**	**4.1400**	**0.0000**	**2,873.0541**	**2,873.0541**	**0.9292**		**2,896.2842**

3.3 Grading - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0529	0.0306	0.4508	1.5000e-003	0.1677	1.1500e-003	0.1688	0.0445	1.0600e-003	0.0455		149.1313	149.1313	3.3400e-003		149.2148
Total	**0.0529**	**0.0306**	**0.4508**	**1.5000e-003**	**0.1677**	**1.1500e-003**	**0.1688**	**0.0445**	**1.0600e-003**	**0.0455**		**149.1313**	**149.1313**	**3.3400e-003**		**149.2148**

3.4 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.698 9	2,555.698 9	0.6044		2,570.807 7
Total	**1.4716**	**13.4438**	**16.1668**	**0.0270**		**0.6133**	**0.6133**		**0.5769**	**0.5769**		**2,555.698 9**	**2,555.698 9**	**0.6044**		**2,570.807 7**

2. Response to Comments

3.4 Building Construction - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0515	1.8434	0.5054	6.5800e-003	0.1728	2.0600e-003	0.1749	0.0488	1.9700e-003	0.0507		704.4794	704.4794	0.0368		705.3987
Worker	0.4827	0.2784	4.1169	0.0137	1.5313	0.0105	1.5418	0.4051	9.6900e-003	0.4158		1,362.066 2	1,362.066 2	0.0305		1,362.828 4
Total	0.5342	2.1218	4.6223	0.0202	1.7041	0.0126	1.7167	0.4539	0.0117	0.4675		2,066.545 6	2,066.545 6	0.0673		2,068.227 0

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0809	23.5544	17.8738	0.0270		0.9036	0.9036		0.9036	0.9036	0.0000	2,555.698 9	2,555.698 9	0.6044		2,570.807 7
Total	1.0809	23.5544	17.8738	0.0270		0.9036	0.9036		0.9036	0.9036	0.0000	2,555.698 9	2,555.698 9	0.6044		2,570.807 7

3.4 Building Construction - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0515	1.8434	0.5054	6.5800e-003	0.1728	2.0600e-003	0.1749	0.0488	1.9700e-003	0.0507		704.4794	704.4794	0.0368		705.3987
Worker	0.4827	0.2784	4.1169	0.0137	1.5313	0.0105	1.5418	0.4061	9.6900e-003	0.4158		1,362.066 2	1,362.066 2	0.0305		1,362.828 4
Total	0.5342	2.1218	4.6223	0.0202	1.7041	0.0126	1.7167	0.4549	0.0117	0.4665		2,066.545 6	2,066.545 6	0.0673		2,068.227 0

3.4 Building Construction - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.499 1
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.499 1

2. Response to Comments

3.4 Building Construction - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0502	1.8273	0.4920	6.5400e-003	0.1728	2.0300e-003	0.1748	0.0498	1.9400e-003	0.0517		700.4748	700.4749	0.0362		701.3796
Worker	0.4585	0.2555	3.8266	0.0131	1.5313	0.0103	1.5417	0.4061	9.5000e-003	0.4156		1,308.446 4	1,308.446 4	0.0278		1,309.141 1
Total	0.5086	2.0828	4.3186	0.0197	1.7041	0.0124	1.7165	0.4559	0.0114	0.4673		2,008.921 3	2,008.921 3	0.0640		2,010.520 7

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0809	23.5544	17.8738	0.0270		0.9036	0.9036		0.9036	0.9036	0.0000	2,556.474 4	2,556.474 4	0.6010		2,571.498 1
Total	1.0809	23.5544	17.8738	0.0270		0.9036	0.9036		0.9036	0.9036	0.0000	2,556.474 4	2,556.474 4	0.6010		2,571,498 1

3.4 Building Construction - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0502	1.8273	0.4920	6.5400e-003	0.1728	2.0300e-003	0.1748	0.0498	1.9400e-003	0.0517		700.4748	700.4749	0.0362		701.3796
Worker	0.4585	0.2555	3.8266	0.0131	1.5313	0.0103	1.5417	0.4061	9.5000e-003	0.4156		1,308.446 4	1,308.446 4	0.0278		1,309.141 1
Total	0.5086	2.0828	4.3186	0.0197	1.7041	0.0124	1.7165	0.4559	0.0114	0.4673		2,008.921 3	2,008.921 3	0.0640		2,010.520 7

3.5 Paving - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.745 2	2,206.745 2	0.7137		2,224.587 8
Paving	0.5517					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.4668	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.745 2	2,206.745 2	0.7137		2,224.587 8

2. Response to Comments

3.5 Paving - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0502	0.0280	0.4190	1.4400e-003	0.1677	1.1300e-003	0.1688	0.0445	1.0400e-003	0.0455		143.2606	143.2606	3.0400e-003		143.3366
Total	**0.0502**	**0.0280**	**0.4190**	**1.4400e-003**	**0.1677**	**1.1300e-003**	**0.1688**	**0.0445**	**1.0400e-003**	**0.0455**		**143.2606**	**143.2606**	**3.0400e-003**		**143.3366**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9311	20.1146	17.2957	0.0228		0.6670	0.6670		0.6670	0.6670	0.0000	2,206.7452	2,206.7452	0.7137		2,224.5879
Paving	0.5517					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.4827**	**20.1146**	**17.2957**	**0.0228**		**0.6670**	**0.6670**		**0.6670**	**0.6670**	**0.0000**	**2,206.7452**	**2,206.7452**	**0.7137**		**2,224.5878**

3.5 Paving - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0502	0.0280	0.4190	1.4400e-003	0.1677	1.1300e-003	0.1688	0.0445	1.0400e-003	0.0455		143.2606	143.2606	3.0400e-003		143.3366
Total	**0.0502**	**0.0280**	**0.4190**	**1.4400e-003**	**0.1677**	**1.1300e-003**	**0.1688**	**0.0445**	**1.0400e-003**	**0.0455**		**143.2606**	**143.2606**	**3.0400e-003**		**143.3366**

3.6 Architectural Coating - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	34.6307					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	**34.8016**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**		**281.4481**	**281.4481**	**0.0154**		**281.8319**

2. Response to Comments

3.6 Architectural Coating - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0804	0.0504	0.7542	2.5900e-003	0.3018	2.0300e-003	0.3038	0.0800	1.8700e-003	0.0819		257.8690	257.8690	5.4800e-003		258.0059
Total	**0.0804**	**0.0504**	**0.7542**	**2.5900e-003**	**0.3018**	**2.0300e-003**	**0.3038**	**0.0800**	**1.8700e-003**	**0.0819**		**257.8690**	**257.8690**	**5.4800e-003**		**258.0059**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	34.6307					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1139	2.3524	1.8324	2.9700e-003		0.0951	0.0951		0.0951	0.0951	0.0000	281.4491	281.4491	0.0154		281.8319
Total	**34.7446**	**2.3524**	**1.8324**	**2.9700e-003**		**0.0951**	**0.0951**		**0.0951**	**0.0951**	**0.0000**	**281.4491**	**281.4491**	**0.0154**		**281.8319**

3.6 Architectural Coating - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0804	0.0504	0.7542	2.5900e-003	0.3018	2.0300e-003	0.3038	0.0800	1.8700e-003	0.0819		257.8690	257.8690	5.4800e-003		258.0059
Total	0.0804	0.0504	0.7542	2.5900e-003	0.3018	2.0300e-003	0.3038	0.0800	1.8700e-003	0.0819		257.8690	257.8690	5.4800e-003		258.0059

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

2. Response to Comments

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.3938	6.3959	18.5908	0.0785	7.0560	0.0540	7.1101	1.8876	0.0502	1.9377		8,006.983 0	8,006.983 0	0.3342		8,015.337 6
Unmitigated	1.3938	6.3959	18.5908	0.0785	7.0560	0.0540	7.1101	1.8876	0.0502	1.9377		8,006.983 0	8,006.983 0	0.3342		8,015.337 6

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	421.04	971.28	890.72	1,936,646	1,936,646
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	421.04	971.28	890.72	1,936,646	1,936,646

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Wildomar Trail Mixed-Use Development: Phase 4 - South Coast AQMD Air District, Summer

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.551360	0.042151	0.204257	0.114482	0.014139	0.005783	0.021875	0.035696	0.002143	0.001676	0.004899	0.000713	0.000825
Other Asphalt Surfaces	0.551360	0.042151	0.204257	0.114482	0.014139	0.005783	0.021875	0.035696	0.002143	0.001676	0.004899	0.000713	0.000825
Parking Lot	0.551360	0.042151	0.204257	0.114482	0.014139	0.005783	0.021875	0.035696	0.002143	0.001676	0.004899	0.000713	0.000825

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0664	0.5878	0.2416	3.6200e-003		0.0459	0.0459		0.0459	0.0459		724.8026	724.8026	0.0139	0.0133	729.1098
NaturalGas Unmitigated	0.0664	0.5878	0.2416	3.6200e-003		0.0459	0.0459		0.0459	0.0459		724.8026	724.8026	0.0139	0.0133	729.1098

2. Response to Comments

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day											lb/day				
Apartments Mid Rise	6160.82	0.0664	0.5678	0.2416	3.6200e-003		0.0459	0.0459		0.0459	0.0459		724.8026	724.8026	0.0139	0.0133	729.1099
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0664**	**0.5678**	**0.2416**	**3.6200e-003**		**0.0459**	**0.0459**		**0.0459**	**0.0459**		**724.8026**	**724.8026**	**0.0139**	**0.0133**	**729.1099**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day											lb/day				
Apartments Mid Rise	6.16082	0.0664	0.5678	0.2416	3.6200e-003		0.0459	0.0459		0.0459	0.0459		724.8026	724.8026	0.0139	0.0133	729.1099
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0664**	**0.5678**	**0.2416**	**3.6200e-003**		**0.0459**	**0.0459**		**0.0459**	**0.0459**		**724.8026**	**724.8026**	**0.0139**	**0.0133**	**729.1099**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	3.9408	2.4136	13.4963	0.0152		0.2530	0.2530		0.2530	0.2530	0.0000	2,919.5262	2,919.5262	0.0772	0.0531	2,937.2822
Unmitigated	3.9408	2.4136	13.4963	0.0152		0.2530	0.2530		0.2530	0.2530	0.0000	2,919.5262	2,919.5262	0.0772	0.0531	2,937.2822

2. Response to Comments

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2857					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.0932					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.2656	2.2693	0.9657	0.0145		0.1835	0.1835		0.1835	0.1835	0.0000	2,896.9412	2,896.9412	0.0555	0.0531	2,914.1583
Landscaping	0.3764	0.1443	12.5507	6.6000e-004		0.0695	0.0695		0.0695	0.0695		22.5851	22.5851	0.0216		23.1290
Total	**3.9408**	**2.4136**	**13.4963**	**0.0151**		**0.2530**	**0.2530**		**0.2530**	**0.2530**	**0.0000**	**2,919.526 2**	**2,919.526 2**	**0.0772**	**0.0531**	**2,937.282 2**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2857					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.0932					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.2656	2.2693	0.9657	0.0145		0.1835	0.1835		0.1835	0.1835	0.0000	2,896.941 2	2,896.941 2	0.0565	0.0531	2,914.168 3
Landscaping	0.3764	0.1443	12.5507	6.6000e-004		0.0695	0.0695		0.0695	0.0695		22.5851	22.5851	0.0216		23.1280
Total	**3.9408**	**2.4136**	**13.4963**	**0.0151**		**0.2530**	**0.2530**		**0.2530**	**0.2530**	**0.0000**	**2,919.526 2**	**2,919.526 2**	**0.0772**	**0.0531**	**2,937.282 2**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

2. Response to Comments

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Wildomar Trail Mixed-Use Development: Phase 4
South Coast AQMD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	1.33	Acre	1.33	57,934.80	0
Parking Lot	22.00	Space	2.46	8,800.00	0
Apartments Mid Rise	152.00	Dwelling Unit	4.00	152,000.00	435

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	10			**Operational Year**	2025
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	534	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

2. Response to Comments

Wildomar Trail Mixed-Use Development: Phase 4 - South Coast AQMD Air District, Winter

Project Characteristics - Consistent with the DEIR's model.

Land Use - Consistent with the DEIR's model.

Construction Phase - Consistent with the DEIR's model.

Off-road Equipment - See SWAPE comment regarding construction equipment unit amounts and usage hours.

Trips and VMT - See SWAPE comment regarding vendor and worker trips.

Grading -

Architectural Coating - See SWAPE comment regarding architectural and area coating areas.

Vehicle Trips - Consistent with the DEIR's model.

Woodstoves - See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment regarding Tier 4 mitigation.

Water Mitigation - See SWAPE comment regarding water-related operational mitigation measures.

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	10.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 2

tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstructionPhase	NumDays	20.00	28.00
tblConstructionPhase	NumDays	20.00	8.00
tblConstructionPhase	NumDays	20.00	16.00
tblConstructionPhase	NumDays	10.00	5.00
tblFireplaces	NumberGas	129.20	136.80
tblFireplaces	NumberWood	7.60	0.00
tblLandUse	LotAcreage	0.20	2.46
tblProjectCharacteristics	CO2IntensityFactor	702.44	534
tblVehicleTrips	WD_TR	6.65	2.77
tblWoodstoves	NumberCatalytic	7.60	0.00
tblWoodstoves	NumberNoncatalytic	7.60	0.00

2.0 Emissions Summary

2. Response to Comments

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2024	2.7308	27.2161	20.4008	0.0461	18.2675	1.2307	19.4982	9.9840	1.1323	11.1163	0.0000	4,513.722 4	4,513.722 4	1.1965	0.0000	4,530.518 0
2025	34.9015	14.5651	20.0410	0.0456	1.7041	0.5400	2.2441	0.4558	0.5078	0.9636	0.0000	4,460.555 0	4,460.555 0	0.7165	0.0000	4,477.185 9
Maximum	**34.9015**	**27.2161**	**20.4008**	**0.0461**	**18.2675**	**1.2307**	**19.4982**	**9.9840**	**1.1323**	**11.1163**	**0.0000**	**4,513.722 4**	**4,513.722 4**	**1.1965**	**0.0000**	**4,530.518 0**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2024	1.8670	33.7615	23.4434	0.0461	18.2675	0.9476	19.2150	9.9840	0.9474	10.9315	0.0000	4,513.722 4	4,513.722 4	1.1965	0.0000	4,530.518 0
2025	34.8445	25.6498	21.8301	0.0456	1.7041	0.9160	2.6201	0.4559	0.9151	1.3709	0.0000	4,460.555 0	4,460.555 0	0.7165	0.0000	4,477.185 9
Maximum	**34.8445**	**33.7615**	**23.4434**	**0.0461**	**18.2675**	**0.9476**	**19.2150**	**9.9840**	**0.9474**	**10.9315**	**0.0000**	**4,513.722 4**	**4,513.722 4**	**1.1965**	**0.0000**	**4,530.518 0**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	2.98	-42.20	-11.05	0.00	0.00	-5.24	-0.43	0.00	-13.56	-1.84	0.00	0.00	0.00	0.00	0.00	0.00

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.9408	2.4136	13.4963	0.0152		0.2530	0.2530		0.2530	0.2530	0.0000	2,919.5262	2,919.5262	0.0772	0.0531	2,937.2922
Energy	0.0664	0.5678	0.2416	3.6200e-003		0.0459	0.0459		0.0459	0.0459		724.8026	724.8026	0.0139	0.0133	729.1098
Mobile	1.3194	6.5051	17.3040	0.0743	7.0560	0.0543	7.1103	1.8876	0.0504	1.9379		7,580.9364	7,580.9364	0.3340		7,599.2961
Total	**5.3266**	**9.4864**	**31.0419**	**0.0931**	**7.0560**	**0.3532**	**7.4092**	**1.8876**	**0.3493**	**2.2368**	**0.0000**	**11,235.2653**	**11,235.2653**	**0.4250**	**0.0664**	**11,265.8781**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.9408	2.4136	13.4963	0.0152		0.2530	0.2530		0.2530	0.2530	0.0000	2,919.5262	2,919.5262	0.0772	0.0531	2,937.2922
Energy	0.0664	0.5678	0.2416	3.6200e-003		0.0459	0.0459		0.0459	0.0459		724.8026	724.8026	0.0139	0.0133	729.1098
Mobile	1.3194	6.5051	17.3040	0.0743	7.0560	0.0543	7.1103	1.8876	0.0504	1.9379		7,580.9364	7,580.9364	0.3340		7,599.2961
Total	**5.3266**	**9.4864**	**31.0419**	**0.0931**	**7.0560**	**0.3532**	**7.4092**	**1.8876**	**0.3493**	**2.2368**	**0.0000**	**11,235.2653**	**11,235.2653**	**0.4250**	**0.0664**	**11,265.8781**

2. Response to Comments

Wildomar Trail Mixed-Use Development: Phase 4 - South Coast AQMD Air District, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	10/1/2024	10/7/2024	5	5	
2	Grading	Grading	10/15/2024	10/24/2024	5	8	
3	Building Construction	Building Construction	11/12/2024	9/29/2025	5	230	
4	Paving	Paving	9/30/2025	10/23/2025	5	18	
5	Architectural Coating	Architectural Coating	10/28/2025	12/4/2025	5	28	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 4

Acres of Paving: 3.79

Residential Indoor: 307,800; Residential Outdoor: 102,600; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 4,004 (Architectural Coating – sqft)

OffRoad Equipment

Wildomar Trail Mixed-Use Development: Phase 4 - South Coast AQMD Air District, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	137.00	27.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	27.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

2. Response to Comments

Wildomar Trail Mixed-Use Development - Phase 4 - South Coast AQMD Air District, Winter

Use Cleaner Engines for Construction Equipment

Water Exposed Area

3.2 Site Preparation - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	2.6609	27.1760	18.3356	0.0381		1.2294	1.2294		1.1310	1.1310		3,688.010 0	3,688.010 0	1.1928		3,717.829 4
Total	**2.6609**	**27.1760**	**18.3356**	**0.0381**	**18.0663**	**1.2294**	**19.2958**	**9.9307**	**1.1310**	**11.0617**		**3,688.010 0**	**3,688.010 0**	**1.1928**		**3,717.829 4**

3.2 Site Preparation - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0699	0.0401	0.4833	1.6800e-003	0.2012	1.3800e-003	0.2026	0.0534	1.2700e-003	0.0546		167.3321	167.3321	3.7200e-003		167.4251
Total	**0.0699**	**0.0401**	**0.4833**	**1.6800e-003**	**0.2012**	**1.3800e-003**	**0.2026**	**0.0534**	**1.2700e-003**	**0.0546**		**167.3321**	**167.3321**	**3.7200e-003**		**167.4251**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	1.2097	33.7214	22.9600	0.0381		0.9462	0.9462		0.9462	0.9462	0.0000	3,688.0100	3,688.0100	1.1928		3,717.8294
Total	**1.2097**	**33.7214**	**22.9600**	**0.0381**	**18.0663**	**0.9462**	**19.0124**	**9.9307**	**0.9462**	**10.8769**	**0.0000**	**3,688.0100**	**3,688.0100**	**1.1928**		**3,717.8294**

2. Response to Comments

3.2 Site Preparation - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0699	0.0401	0.4833	1.6800e-003	0.2012	1.3800e-003	0.2026	0.0534	1.2700e-003	0.0546		167.3321	167.3321	3.7200e-003		167.4251
Total	0.0699	0.0401	0.4833	1.6800e-003	0.2012	1.3800e-003	0.2026	0.0534	1.2700e-003	0.0546		167.3321	167.3321	3.7200e-003		167.4251

3.3 Grading - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	1.5617	17.0310	14.7594	0.0297		0.7244	0.7244		0.6665	0.6665		2,873.0541	2,873.0541	0.9292		2,896.2842
Total	1.5617	17.0310	14.7594	0.0297	6.5523	0.7244	7.2768	3.3675	0.6665	4.0340		2,873.0541	2,873.0541	0.9292		2,896.2842

3.3 Grading - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0582	0.0335	0.4028	1.4000e-003	0.1677	1.1500e-003	0.1688	0.0445	1.0600e-003	0.0455		139.4434	139.4434	3.1000e-003		139.5209
Total	**0.0582**	**0.0335**	**0.4028**	**1.4000e-003**	**0.1677**	**1.1500e-003**	**0.1688**	**0.0445**	**1.0600e-003**	**0.0455**		**139.4434**	**139.4434**	**3.1000e-003**		**139.5209**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	1.0093	26.2791	18.9806	0.0297		0.7725	0.7725		0.7725	0.7725	0.0000	2,873.0541	2,873.0541	0.9292		2,896.2842
Total	**1.0093**	**26.2791**	**18.9806**	**0.0297**	**6.5523**	**0.7725**	**7.3248**	**3.3675**	**0.7725**	**4.1400**	**0.0000**	**2,873.0541**	**2,873.0541**	**0.9292**		**2,896.2842**

2. Response to Comments

3.3 Grading - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0582	0.0335	0.4028	1.4000e-003	0.1677	1.1500e-003	0.1688	0.0445	1.0600e-003	0.0455		139.4434	139.4434	3.1000e-003		139.5209
Total	**0.0582**	**0.0335**	**0.4028**	**1.4000e-003**	**0.1677**	**1.1500e-003**	**0.1688**	**0.0445**	**1.0600e-003**	**0.0455**		**139.4434**	**139.4434**	**3.1000e-003**		**139.5209**

3.4 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.698 9	2,555.698 9	0.6044		2,570.807 7
Total	**1.4716**	**13.4438**	**16.1668**	**0.0270**		**0.6133**	**0.6133**		**0.5769**	**0.5769**		**2,555.698 9**	**2,555.698 9**	**0.6044**		**2,570.807 7**

3.4 Building Construction - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0542	1.8321	0.5554	6.4000e-003	0.1728	2.1500e-003	0.1750	0.0498	2.0500e-003	0.0518		684.4406	684.4406	0.0392		685.4184
Worker	0.5320	0.3055	3.6786	0.0128	1.5313	0.0105	1.5418	0.4061	9.6900e-003	0.4158		1,273.582 9	1,273.582 9	0.0283		1,274.291 0
Total	**0.5861**	**2.1376**	**4.2340**	**0.0192**	**1.7041**	**0.0127**	**1.7168**	**0.4559**	**0.0117**	**0.4676**		**1,958.023 5**	**1,958.023 5**	**0.0675**		**1,959.710 4**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0809	23.5544	17.8738	0.0270		0.9036	0.9036		0.9036	0.9036	0.0000	2,555.698 9	2,555.698 9	0.6044		2,570.807 7
Total	**1.0809**	**23.5544**	**17.8738**	**0.0270**		**0.9036**	**0.9036**		**0.9036**	**0.9036**	**0.0000**	**2,555.698 9**	**2,555.698 9**	**0.6044**		**2,570.807 7**

2. Response to Comments

3.4 Building Construction - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0542	1.8321	0.5554	6.4000e-003	0.1728	2.1500e-003	0.1750	0.0498	2.0500e-003	0.0518		684.4406	684.4406	0.0392		685.4184
Worker	0.5320	0.3055	3.6786	0.0128	1.5313	0.0105	1.5418	0.4061	9.6900e-003	0.4158		1,273.582 9	1,273.582 9	0.0283		1,274.291 0
Total	0.5861	2.1376	4.2340	0.0192	1.7041	0.0127	1.7168	0.4559	0.0117	0.4676		1,958.023 5	1,958.023 5	0.0675		1,959.710 4

3.4 Building Construction - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.499 1
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571,498 1

3.4 Building Construction - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0528	1.8161	0.5409	6.3600e-003	0.1728	2.1100e-003	0.1749	0.0498	2.0100e-003	0.0518		680.6658	680.6658	0.0385		681.6290
Worker	0.5067	0.2793	3.4155	0.0123	1.5313	0.0103	1.5417	0.4061	9.5000e-003	0.4156		1,223.414 8	1,223.414 8	0.0258		1,224.059 8
Total	0.5595	2.0954	3.9563	0.0186	1.7041	0.0124	1.7166	0.4559	0.0115	0.4674		1,904.080 6	1,904.080 6	0.0643		1,905.687 8

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0809	23.5544	17.8738	0.0270		0.9036	0.9036		0.9036	0.9036	0.0000	2,556.474 4	2,556.474 4	0.6010		2,571.499 1
Total	1.0809	23.5544	17.8738	0.0270		0.9036	0.9036		0.9036	0.9036	0.0000	2,556.474 4	2,556.474 4	0.6010		2,571,498 1

2. Response to Comments

3.4 Building Construction - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0528	1.8161	0.5409	6.3600e-003	0.1728	2.1100e-003	0.1749	0.0498	2.0100e-003	0.0518		680.6658	680.6658	0.0385		681.6290
Worker	0.5067	0.2793	3.4155	0.0123	1.5313	0.0103	1.5417	0.4061	9.5000e-003	0.4156		1,223.414 8	1,223.414 8	0.0258		1,224.059 8
Total	0.5595	2.0954	3.9563	0.0186	1.7041	0.0124	1.7166	0.4559	0.0115	0.4674		1,904.080 6	1,904.080 6	0.0643		1,905.687 8

3.5 Paving - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.745 2	2,206.745 2	0.7137		2,224.587 8
Paving	0.5517					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.4668	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.745 2	2,206.745 2	0.7137		2,224.587 8

3.5 Paving - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0555	0.0306	0.3740	1.3400e-003	0.1677	1.1300e-003	0.1688	0.0445	1.0400e-003	0.0455		133.9505	133.9505	2.8300e-003		134.0212
Total	0.0555	0.0306	0.3740	1.3400e-003	0.1677	1.1300e-003	0.1688	0.0445	1.0400e-003	0.0455		133.9505	133.9505	2.8300e-003		134.0212

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9311	20.1146	17.2957	0.0228		0.6670	0.6670		0.6670	0.6670	0.0000	2,206.7452	2,206.7452	0.7137		2,224.5879
Paving	0.5517					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.4827	20.1146	17.2957	0.0228		0.6670	0.6670		0.6670	0.6670	0.0000	2,206.7452	2,206.7452	0.7137		2,224.5878

2. Response to Comments

3.5 Paving - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0555	0.0306	0.3740	1.3400e-003	0.1677	1.1300e-003	0.1688	0.0445	1.0400e-003	0.0455		133.9505	133.9505	2.8300e-003		134.0212
Total	**0.0555**	**0.0306**	**0.3740**	**1.3400e-003**	**0.1677**	**1.1300e-003**	**0.1688**	**0.0445**	**1.0400e-003**	**0.0455**		**133.9505**	**133.9505**	**2.8300e-003**		**134.0212**

3.6 Architectural Coating - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	34.6307					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	**34.8016**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**		**281.4481**	**281.4481**	**0.0154**		**281.8319**

3.6 Architectural Coating - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0999	0.0550	0.6731	2.4200e-003	0.3018	2.0300e-003	0.3038	0.0800	1.8700e-003	0.0819		241.1109	241.1109	5.0900e-003		241.2381
Total	**0.0999**	**0.0550**	**0.6731**	**2.4200e-003**	**0.3018**	**2.0300e-003**	**0.3038**	**0.0800**	**1.8700e-003**	**0.0819**		**241.1109**	**241.1109**	**5.0900e-003**		**241.2381**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	34.6307					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1139	2.3524	1.8324	2.9700e-003		0.0951	0.0951		0.0951	0.0951	0.0000	281.4481	281.4481	0.0154		281.8319
Total	**34.7446**	**2.3524**	**1.8324**	**2.9700e-003**		**0.0951**	**0.0951**		**0.0951**	**0.0951**	**0.0000**	**281.4481**	**281.4481**	**0.0154**		**281.8319**

2. Response to Comments

3.6 Architectural Coating - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0999	0.0550	0.6731	2.4200e-003	0.3018	2.0300e-003	0.3038	0.0800	1.8700e-003	0.0819		241.1109	241.1109	5.0900e-003		241.2381
Total	0.0999	0.0550	0.6731	2.4200e-003	0.3018	2.0300e-003	0.3038	0.0800	1.8700e-003	0.0819		241.1109	241.1109	5.0900e-003		241.2381

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.3194	6.5051	17.3040	0.0743	7.0560	0.0543	7.1103	1.8876	0.0504	1.9379		7,590.936 4	7,590.936 4	0.3340		7,599.286 1
Unmitigated	1.3194	6.5051	17.3040	0.0743	7.0560	0.0543	7.1103	1.8876	0.0504	1.9379		7,590.936 4	7,590.936 4	0.3340		7,599.286 1

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	421.04	971.28	890.72	1,936,646	1,936,646
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	421.04	971.28	890.72	1,936,646	1,936,646

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

2. Response to Comments

Wildomar Trail Mixed-Use Development - Phase 4 - South Coast AQMD Air District, Winter

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.551360	0.042151	0.204257	0.114482	0.014139	0.005783	0.021875	0.035696	0.002143	0.001676	0.004899	0.000713	0.000825
Other Asphalt Surfaces	0.551360	0.042151	0.204257	0.114482	0.014139	0.005783	0.021875	0.035696	0.002143	0.001676	0.004899	0.000713	0.000825
Parking Lot	0.551360	0.042151	0.204257	0.114482	0.014139	0.005783	0.021875	0.035696	0.002143	0.001676	0.004899	0.000713	0.000825

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0664	0.5878	0.2416	3.6200e-003		0.0459	0.0459		0.0459	0.0459		724.8026	724.8026	0.0139	0.0133	729.1098
NaturalGas Unmitigated	0.0664	0.5878	0.2416	3.6200e-003		0.0459	0.0459		0.0459	0.0459		724.8026	724.8026	0.0139	0.0133	729.1098

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day											lb/day				
Apartments Mid Rise	6160.82	0.0664	0.5678	0.2416	3.6200e-003		0.0459	0.0459		0.0459	0.0459		724.8026	724.8026	0.0139	0.0133	729.1099
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0664**	**0.5678**	**0.2416**	**3.6200e-003**		**0.0459**	**0.0459**		**0.0459**	**0.0459**		**724.8026**	**724.8026**	**0.0139**	**0.0133**	**729.1099**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day											lb/day				
Apartments Mid Rise	6.16082	0.0664	0.5678	0.2416	3.6200e-003		0.0459	0.0459		0.0459	0.0459		724.8026	724.8026	0.0139	0.0133	729.1099
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0664**	**0.5678**	**0.2416**	**3.6200e-003**		**0.0459**	**0.0459**		**0.0459**	**0.0459**		**724.8026**	**724.8026**	**0.0139**	**0.0133**	**729.1099**

6.0 Area Detail

2. Response to Comments

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	3.9408	2.4136	13.4963	0.0152		0.2530	0.2530		0.2530	0.2530	0.0000	2,919.526 2	2,919.526 2	0.0772	0.0531	2,937.282 2
Unmitigated	3.9408	2.4136	13.4963	0.0152		0.2530	0.2530		0.2530	0.2530	0.0000	2,919.526 2	2,919.526 2	0.0772	0.0531	2,937.282 2

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2857					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.0932					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.2656	2.2693	0.9657	0.0145		0.1835	0.1835		0.1835	0.1835	0.0000	2,896.9412	2,896.9412	0.0555	0.0531	2,914.1583
Landscaping	0.3764	0.1443	12.5507	6.6000e-004		0.0695	0.0695		0.0695	0.0695		22.5851	22.5851	0.0216		23.1290
Total	**3.9408**	**2.4136**	**13.4963**	**0.0151**		**0.2530**	**0.2530**		**0.2530**	**0.2530**	**0.0000**	**2,919.526 2**	**2,919.526 2**	**0.0772**	**0.0531**	**2,937.282 2**

2. Response to Comments

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2857					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.0932					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.2656	2.2693	0.9657	0.0145		0.1835	0.1835		0.1835	0.1835	0.0000	2,896.941 2	2,896.941 2	0.0565	0.0531	2,914.169 3
Landscaping	0.3764	0.1443	12.5507	6.6000e-004		0.0695	0.0695		0.0695	0.0695		22.5851	22.5851	0.0216		23.1290
Total	**3.9408**	**2.4136**	**13.4963**	**0.0151**		**0.2530**	**0.2530**		**0.2530**	**0.2530**	**0.0000**	**2,919.526 2**	**2,919.526 2**	**0.0772**	**0.0531**	**2,937.282 2**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

2. Response to Comments

Wildomar Trail Mixed-Use Development Full Buildout
South Coast AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Medical Office Building	72.00	1000sqft	1.65	72,000.00	0
Other Non-Asphalt Surfaces	5.00	Acre	5.00	217,800.00	0
Parking Lot	360.00	Space	8.22	144,000.00	0
Parking Lot	257.00	Space	5.86	102,800.00	0
Apartments Mid Rise	152.00	Dwelling Unit	4.00	152,000.00	435
Automobile Care Center	2.08	1000sqft	0.05	2,080.00	0
Convenience Market (24 Hour)	4.00	1000sqft	0.09	4,000.00	0
Gasoline/Service Station	22.00	Pump	0.07	3,105.85	0
Regional Shopping Center	35.53	1000sqft	0.82	35,529.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	10			**Operational Year**	2026
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	534	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Consistent with the DEIR's model.

Land Use - Consistent with the DEIR's model.

Construction Phase - Consistent with the DEIR's model. Operation only.

Off-road Equipment - Consistent with the DEIR's model. Operation only.

Vehicle Trips - Trip rates consistent with the DEIR's model. See SWAPE comment regarding trip purpose percentages.

Woodstoves - See SWAPE comment regarding gas fireplaces.

Water Mitigation - See SWAPE comment regarding water-related operational mitigation measures.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	PhaseEndDate	12/9/2025	11/11/2025
tblFireplaces	NumberGas	129.20	136.60
tblFireplaces	NumberWood	7.60	0.00
tblLandUse	LandUseSquareFeet	35,530.00	35,529.00
tblLandUse	LotAcreage	3.24	8.22
tblLandUse	LotAcreage	2.31	5.86
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblProjectCharacteristics	CO2IntensityFactor	702.44	534
tblTripsAndVMT	WorkerTripNumber	0.00	18.00
tblVehicleTrips	PB_TP	61.00	0.00
tblVehicleTrips	PB_TP	59.00	0.00
tblVehicleTrips	PB_TP	11.00	0.00
tblVehicleTrips	PR_TP	24.00	85.00
tblVehicleTrips	PR_TP	14.00	73.00
tblVehicleTrips	PR_TP	54.00	85.00
tblVehicleTrips	ST_TR	6.39	2.77

2. Response to Comments

tblVehicleTrips	ST_TR	23.72	0.00
tblVehicleTrips	ST_TR	863.10	0.00
tblVehicleTrips	ST_TR	168.56	101.41
tblVehicleTrips	ST_TR	8.96	33.04
tblVehicleTrips	ST_TR	49.97	45.91
tblVehicleTrips	SU_TR	5.86	2.77
tblVehicleTrips	SU_TR	11.88	0.00
tblVehicleTrips	SU_TR	758.45	0.00
tblVehicleTrips	SU_TR	168.56	101.41
tblVehicleTrips	SU_TR	1.55	33.04
tblVehicleTrips	SU_TR	25.24	45.91
tblVehicleTrips	WD_TR	6.65	2.77
tblVehicleTrips	WD_TR	23.72	0.00
tblVehicleTrips	WD_TR	737.99	0.00
tblVehicleTrips	WD_TR	168.56	101.41
tblVehicleTrips	WD_TR	36.13	33.04
tblVehicleTrips	WD_TR	42.70	45.91
tblWoodstoves	NumberCatalytic	7.60	0.00
tblWoodstoves	NumberNoncatalytic	7.60	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2025	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2025	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

2. Response to Comments

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
		Highest		

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.1804	0.0485	1.5878	2.6000e-004		0.0110	0.0110		0.0110	0.0110	0.0000	35.4301	35.4301	3.1300e-003	6.0000e-004	35.6878
Energy	0.0149	0.1284	0.0649	9.1000e-004		0.0103	0.0103		0.0103	0.0103	0.0000	635.8022	635.8022	0.0294	9.1900e-003	638.9760
Mobile	1.3664	7.0824	16.4986	0.0703	6.4998	0.0505	6.5503	1.7413	0.0468	1.7882	0.0000	6,523.692 7	6,523.692 7	0.2864	0.0000	6,530.852 9
Waste						0.0000	0.0000		0.0000	0.0000	186.0737	0.0000	186.0737	10.9968	0.0000	460.8997
Water						0.0000	0.0000		0.0000	0.0000	7.0919	97.5893	104.6812	0.7337	0.0183	129.4559
Total	2.5417	7.2573	18.1513	0.0714	6.4998	0.0718	6.5716	1.7413	0.0682	1.8095	193.1656	7,292.494 3	7,485.659 9	12.0492	0.0271	7,794.962 3

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.1604	0.0465	1.5878	2.6000e-004		0.0110	0.0110		0.0110	0.0110	0.0000	35.4301	35.4301	3.1300e-003	6.0000e-004	35.6878
Energy	0.0149	0.1284	0.0649	8.1000e-004		0.0103	0.0103		0.0103	0.0103	0.0000	635.8022	635.8022	0.0284	8.1900e-003	638.8760
Mobile	1.3864	7.0824	16.4986	0.0703	6.4998	0.0505	6.5503	1.7413	0.0469	1.7882	0.0000	6,523.6927	6,523.6927	0.2864	0.0000	6,530.8529
Waste						0.0000	0.0000		0.0000	0.0000	186.0737	0.0000	186.0737	10.9966	0.0000	460.9997
Water						0.0000	0.0000		0.0000	0.0000	7.0919	97.5693	104.6612	0.7357	0.0183	129.4559
Total	**2.5417**	**7.2573**	**18.1513**	**0.0714**	**6.4998**	**0.0718**	**6.5716**	**1.7413**	**0.0682**	**1.8095**	**193.1656**	**7,292.4943**	**7,485.6599**	**12.0492**	**0.0271**	**7,794.9623**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	11/12/2025	11/11/2025	5	0	

Acres of Grading (Site Preparation Phase): 0

2. Response to Comments

Acres of Grading (Grading Phase): 0

Acres of Paving: 19.08

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	0	8.00	247	0.40

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	0	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

2. Response to Comments

3.2 Site Preparation - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.3664	7.0824	16.4986	0.0703	6.4996	0.0505	6.5503	1.7413	0.0469	1.7882	0.0000	6,523.6927	6,523.6927	0.2864	0.0000	6,530.852 9
Unmitigated	1.3684	7.0824	16.4986	0.0703	6.4998	0.0505	6.5503	1.7413	0.0469	1.7882	0.0000	6,523.6927	6,523.6927	0.2864	0.0000	6,530.952 9

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	421.04	421.04	421.04	1,438,758	1,438,758
Automobile Care Center	0.00	0.00	0.00		
Convenience Market (24 Hour)	0.00	0.00	0.00		
Gasoline/Service Station	2,231.02	2,231.02	2231.02	5,361,835	5,361,835
Medical Office Building	2,378.88	2,378.88	2378.88	6,170,478	6,170,478
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Regional Shopping Center	1,631.18	1,631.18	1631.18	4,138,770	4,138,770
Total	6,662.12	6,662.12	6,662.12	17,109,840	17,109,840

4.3 Trip Type Information

2. Response to Comments

Wildomar Trail Mixed-Use Development Full Buildout - South Coast AQMD Air District, Annual

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	66	11	3
Automobile Care Center	16.60	8.40	6.90	33.00	48.00	19.00	21	51	28
Convenience Market (24 Hour)	16.60	8.40	6.90	0.90	80.10	19.00	85	15	0
Gasoline/Service Station	16.60	8.40	6.90	2.00	79.00	19.00	73	27	0
Medical Office Building	16.60	8.40	6.90	29.60	51.40	19.00	60	30	10
Other Non-Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	65	35	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.551582	0.041972	0.204917	0.113538	0.013798	0.005777	0.022002	0.036198	0.002156	0.001623	0.004914	0.000716	0.000809
Automobile Care Center	0.551582	0.041972	0.204917	0.113538	0.013798	0.005777	0.022002	0.036198	0.002156	0.001623	0.004914	0.000716	0.000809
Convenience Market (24 Hour)	0.551582	0.041972	0.204917	0.113538	0.013798	0.005777	0.022002	0.036198	0.002156	0.001623	0.004914	0.000716	0.000809
Gasoline/Service Station	0.551582	0.041972	0.204917	0.113538	0.013798	0.005777	0.022002	0.036198	0.002156	0.001623	0.004914	0.000716	0.000809
Medical Office Building	0.551582	0.041972	0.204917	0.113538	0.013798	0.005777	0.022002	0.036198	0.002156	0.001623	0.004914	0.000716	0.000809
Other Non-Asphalt Surfaces	0.551582	0.041972	0.204917	0.113538	0.013798	0.005777	0.022002	0.036198	0.002156	0.001623	0.004914	0.000716	0.000809
Parking Lot	0.551582	0.041972	0.204917	0.113538	0.013798	0.005777	0.022002	0.036198	0.002156	0.001623	0.004914	0.000716	0.000809
Regional Shopping Center	0.551582	0.041972	0.204917	0.113538	0.013798	0.005777	0.022002	0.036198	0.002156	0.001623	0.004914	0.000716	0.000809

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	488.7965	488.7965	0.0266	5.4900e-003	491.0968
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	488.7965	488.7965	0.0266	5.4900e-003	491.0968
NaturalGas Mitigated	0.0149	0.1284	0.0849	9.1000e-004		0.0103	0.0103		0.0103	0.0103	0.0000	147.0057	147.0057	2.8200e-003	2.7000e-003	147.8793
NaturalGas Unmitigated	0.0149	0.1284	0.0849	9.1000e-004		0.0103	0.0103		0.0103	0.0103	0.0000	147.0057	147.0057	2.8200e-003	2.7000e-003	147.8793

2. Response to Comments

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	2.2487e+006	0.0121	0.1036	0.0441	6.6000e-004		8.3800e-003	8.3800e-003		8.3800e-003	8.3800e-003	0.0000	119.9992	119.9992	2.3000e-003	2.2000e-003	120.7123
Automobile Care Center	67579.2	3.6000e-004	3.3100e-003	2.7800e-003	2.0000e-005		2.5000e-004	2.5000e-004		2.5000e-004	2.5000e-004	0.0000	3.6063	3.6063	7.0000e-005	7.0000e-005	3.6277
Convenience Market (24 Hour)	8880	5.0000e-005	4.4000e-004	3.7000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.4739	0.4739	1.0000e-005	1.0000e-005	0.4767
Gasoline/Service Station	100909	5.4000e-004	4.9500e-003	4.1600e-003	3.0000e-005		3.8000e-004	3.8000e-004		3.8000e-004	3.8000e-004	0.0000	5.3849	5.3849	1.0000e-004	1.0000e-004	5.4169
Medical Office Building	249840	1.3500e-003	0.0123	0.0103	7.0000e-005		9.3000e-004	9.3000e-004		9.3000e-004	9.3000e-004	0.0000	13.3324	13.3324	2.6000e-004	2.4000e-004	13.4116
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	78874.4	4.3000e-004	3.8700e-003	3.2500e-003	2.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004	0.0000	4.2090	4.2090	8.0000e-005	8.0000e-005	4.2341
Total		**0.0149**	**0.1284**	**0.0649**	**9.0000e-004**		**0.0103**	**0.0103**		**0.0103**	**0.0103**	**0.0000**	**147.0057**	**147.0057**	**2.9200e-003**	**2.7000e-003**	**147.9793**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	2.2487e+006	0.0121	0.1036	0.0441	6.6000e-004		8.3800e-003	8.3800e-003		8.3800e-003	8.3800e-003	0.0000	119.9992	119.9992	2.3000e-003	2.2000e-003	120.7123
Automobile Care Center	67579.2	3.6000e-004	3.3100e-003	2.7800e-003	2.0000e-005		2.5000e-004	2.5000e-004		2.5000e-004	2.5000e-004	0.0000	3.6063	3.6063	7.0000e-005	7.0000e-005	3.6277
Convenience Market (24 Hour)	8880	5.0000e-005	4.4000e-004	3.7000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.4739	0.4739	1.0000e-005	1.0000e-005	0.4767
Gasoline/Service Station	100909	5.4000e-004	4.9500e-003	4.1600e-003	3.0000e-005		3.8000e-004	3.8000e-004		3.8000e-004	3.8000e-004	0.0000	5.3849	5.3849	1.0000e-004	1.0000e-004	5.4169
Medical Office Building	249840	1.3500e-003	0.0123	0.0103	7.0000e-005		9.3000e-004	9.3000e-004		9.3000e-004	9.3000e-004	0.0000	13.3324	13.3324	2.6000e-004	2.4000e-004	13.4116
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	78874.4	4.3000e-004	3.8700e-003	3.2500e-003	2.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004	0.0000	4.2090	4.2090	8.0000e-005	8.0000e-005	4.2341
Total		**0.0149**	**0.1284**	**0.0649**	**9.0000e-004**		**0.0103**	**0.0103**		**0.0103**	**0.0103**	**0.0000**	**147.0057**	**147.0057**	**2.9200e-003**	**2.7000e-003**	**147.9793**

2. Response to Comments

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	694292	168.1702	9.1300e-003	1.8900e-003	169.9616
Automobile Care Center	21112	5.1137	2.8000e-004	6.0000e-005	5.1378
Convenience Market (24 Hour)	50520	12.2369	6.8000e-004	1.4000e-004	12.2945
Gasoline/Service Station	31524.4	7.6358	4.1000e-004	9.0000e-005	7.6717
Medical Office Building	685440	166.0261	9.0200e-003	1.8700e-003	166.8075
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	35980	8.7150	4.7000e-004	1.0000e-004	8.7580
Parking Lot	50400	12.2078	6.6000e-004	1.4000e-004	12.2653
Regional Shopping Center	448731	108.6908	5.9000e-003	1.2200e-003	109.2024
Total		**488.7965**	**0.0265**	**5.5100e-003**	**491.0969**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	694292	168.1702	9.1300e-003	1.8900e-003	169.9616
Automobile Care Center	21112	5.1137	2.8000e-004	6.0000e-005	5.1378
Convenience Market (24 Hour)	50520	12.2369	6.8000e-004	1.4000e-004	12.2945
Gasoline/Service Station	31524.4	7.6358	4.1000e-004	9.0000e-005	7.6717
Medical Office Building	685440	166.0261	9.0200e-003	1.8700e-003	166.8075
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	35980	8.7150	4.7000e-004	1.0000e-004	8.7580
Parking Lot	50400	12.2078	6.8000e-004	1.4000e-004	12.2653
Regional Shopping Center	448731	108.6908	5.9000e-003	1.2200e-003	109.2024
Total		**488.7965**	**0.0265**	**5.5100e-003**	**491.0969**

6.0 Area Detail

6.1 Mitigation Measures Area

2. Response to Comments

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.1604	0.0465	1.5878	2.6000e-004		0.0110	0.0110		0.0110	0.0110	0.0000	35.4301	35.4301	3.1300e-003	6.0000e-004	35.6878
Unmitigated	1.1604	0.0465	1.5878	2.6000e-004		0.0110	0.0110		0.0110	0.0110	0.0000	35.4301	35.4301	3.1300e-003	6.0000e-004	35.6878

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1081					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.0010					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	3.3200e-003	0.0284	0.0121	1.8000e-004		2.2900e-003	2.2900e-003		2.2900e-003	2.2900e-003	0.0000	32.8508	32.8508	6.3000e-004	6.0000e-004	33.0460
Landscaping	0.0479	0.0181	1.5757	8.0000e-005		8.7200e-003	8.7200e-003		8.7200e-003	8.7200e-003	0.0000	2.5793	2.5793	2.5000e-003	0.0000	2.6419
Total	**1.1604**	**0.0465**	**1.5878**	**2.6000e-004**		**0.0110**	**0.0110**		**0.0110**	**0.0110**	**0.0000**	**35.4301**	**35.4301**	**3.1300e-003**	**6.0000e-004**	**35.6878**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1081					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.0010					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	3.3200e-003	0.0284	0.0121	1.8000e-004		2.2900e-003	2.2900e-003		2.2900e-003	2.2900e-003	0.0000	32.8608	32.8608	6.3000e-004	6.0000e-004	33.0460
Landscaping	0.0479	0.0181	1.5757	8.0000e-005		9.7200e-003	9.7200e-003		9.7200e-003	9.7200e-003	0.0000	2.5793	2.5793	2.5000e-003	0.0000	2.6419
Total	**1.1604**	**0.0465**	**1.5878**	**2.6000e-004**		**0.0110**	**0.0110**		**0.0110**	**0.0110**	**0.0000**	**35.4301**	**35.4301**	**3.1300e-003**	**6.0000e-004**	**35.6878**

7.0 Water Detail

7.1 Mitigation Measures Water

2. Response to Comments

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	104.6612	0.7337	0.0183	128.4559
Unmitigated	104.6612	0.7337	0.0183	128.4559

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	9.90341 / 6.24548	51.1779	0.3253	8.1600e-003	61.7422
Automobile Care Center	0.195688 / 0.119938	1.0020	6.4300e-003	1.6000e-004	1.2107
Convenience Market (24 Hour)	0.29628 / 0.181597	1.5172	9.7300e-003	2.4000e-004	1.8332
Gasoline/Service Station	0.292202 / 0.179091	1.4962	9.6000e-003	2.4000e-004	1.8079
Medical Office Building	8.0346 / 1.72088	35.9917	0.2962	7.3200e-003	45.5798
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	2.6318 / 1.61304	13.4762	0.0864	2.1700e-003	16.2830
Total		**104.6612**	**0.7337**	**0.0183**	**128.4559**

2. Response to Comments

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	9.90341 / 6.24548	51.1779	0.3253	8.1600e-003	61.7422
Automobile Care Center	0.195889 / 0.119938	1.0030	6.4300e-003	1.6000e-004	1.2107
Convenience Market (24 Hour)	0.29628 / 0.181597	1.5172	9.7300e-003	2.4000e-004	1.8332
Gasoline/Service Station	0.292202 / 0.179091	1.4962	9.6000e-003	2.4000e-004	1.8079
Medical Office Building	8.0346 / 1.72088	35.9917	0.2962	7.3200e-003	45.5798
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	2.6318 / 1.61304	13.4762	0.0864	2.1700e-003	16.2830
Total		**104.8612**	**0.7337**	**0.0183**	**128.4559**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	186.0737	10.9986	0.0000	460.9897
Unmitigated	186.0737	10.9986	0.0000	460.9897

2. Response to Comments

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	69.92	14.1931	0.8388	0.0000	35.1629
Automobile Care Center	7.95	1.6138	0.0954	0.0000	3.9981
Convenience Market (24 Hour)	12.02	2.4400	0.1442	0.0000	6.0449
Gasoline/Service Station	11.86	2.4075	0.1423	0.0000	5.9644
Medical Office Building	777.6	157.8458	9.3284	0.0000	391.0562
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	37.31	7.5735	0.4476	0.0000	18.7633
Total		**186.0737**	**10.9967**	**0.0000**	**460.9897**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	69.92	14.1931	0.8388	0.0000	35.1529
Automobile Care Center	7.95	1.6138	0.0954	0.0000	3.9981
Convenience Market (24 Hour)	12.02	2.4400	0.1442	0.0000	6.0449
Gasoline/Service Station	11.86	2.4075	0.1423	0.0000	5.9644
Medical Office Building	777.6	157.8458	9.3284	0.0000	391.0562
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	37.31	7.5735	0.4476	0.0000	18.7633
Total		**186.0737**	**10.9967**	**0.0000**	**460.9897**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

2. Response to Comments

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Wildomar Trail Mixed-Use Development Full Buildout
South Coast AQMD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Medical Office Building	72.00	1000sqft	1.65	72,000.00	0
Other Non-Asphalt Surfaces	5.00	Acre	5.00	217,800.00	0
Parking Lot	360.00	Space	8.22	144,000.00	0
Parking Lot	257.00	Space	5.86	102,800.00	0
Apartments Mid Rise	152.00	Dwelling Unit	4.00	152,000.00	435
Automobile Care Center	2.08	1000sqft	0.05	2,080.00	0
Convenience Market (24 Hour)	4.00	1000sqft	0.09	4,000.00	0
Gasoline/Service Station	22.00	Pump	0.07	3,105.85	0
Regional Shopping Center	35.53	1000sqft	0.82	35,529.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	10			**Operational Year**	2026
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	534	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

2. Response to Comments

Wildomar Trail Mixed-Use Development Full Buildout - South Coast AQMD Air District, Summer

Project Characteristics - Consistent with the DEIR's model.

Land Use - Consistent with the DEIR's model.

Construction Phase - Consistent with the DEIR's model. Operation only.

Off-road Equipment - Consistent with the DEIR's model. Operation only.

Vehicle Trips - Trip rates consistent with the DEIR's model. See SWAPE comment regarding trip purpose percentages.

Woodstoves - See SWAPE comment regarding gas fireplaces.

Water Mitigation - See SWAPE comment regarding water-related operational mitigation measures.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	PhaseEndDate	12/9/2025	11/11/2025
tblFireplaces	NumberGas	129.20	136.60
tblFireplaces	NumberWood	7.60	0.00
tblLandUse	LandUseSquareFeet	35,530.00	35,529.00
tblLandUse	LotAcreage	3.24	8.22
tblLandUse	LotAcreage	2.31	5.86
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblProjectCharacteristics	CO2IntensityFactor	702.44	534
tblTripsAndVMT	WorkerTripNumber	0.00	18.00
tblVehicleTrips	PB_TP	61.00	0.00
tblVehicleTrips	PB_TP	59.00	0.00
tblVehicleTrips	PB_TP	11.00	0.00
tblVehicleTrips	PR_TP	24.00	85.00
tblVehicleTrips	PR_TP	14.00	73.00
tblVehicleTrips	PR_TP	54.00	85.00
tblVehicleTrips	ST_TR	6.39	2.77

tblVehicleTrips	ST_TR	23.72	0.00
tblVehicleTrips	ST_TR	863.10	0.00
tblVehicleTrips	ST_TR	168.56	101.41
tblVehicleTrips	ST_TR	8.96	33.04
tblVehicleTrips	ST_TR	49.97	45.91
tblVehicleTrips	SU_TR	5.86	2.77
tblVehicleTrips	SU_TR	11.88	0.00
tblVehicleTrips	SU_TR	758.45	0.00
tblVehicleTrips	SU_TR	168.56	101.41
tblVehicleTrips	SU_TR	1.55	33.04
tblVehicleTrips	SU_TR	25.24	45.91
tblVehicleTrips	WD_TR	6.65	2.77
tblVehicleTrips	WD_TR	23.72	0.00
tblVehicleTrips	WD_TR	737.99	0.00
tblVehicleTrips	WD_TR	168.56	101.41
tblVehicleTrips	WD_TR	36.13	33.04
tblVehicleTrips	WD_TR	42.70	45.91
tblWoodstoves	NumberCatalytic	7.60	0.00
tblWoodstoves	NumberNoncatalytic	7.60	0.00

2.0 Emissions Summary

2. Response to Comments

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2025	0.0000	0.0000	0.0000	0.0000	0.0000	1.3600e-003	0.0000	0.0000	1.2500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**1.3600e-003**	**0.0000**	**0.0000**	**1.2500e-003**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2025	0.0000	0.0000	0.0000	0.0000	0.0000	1.3600e-003	0.0000	0.0000	1.2500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**1.3600e-003**	**0.0000**	**0.0000**	**1.2500e-003**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	6.7263	2.4143	13.5711	0.0152		0.2533	0.2533		0.2533	0.2533	0.0000	2,919.6869	2,919.6869	0.0776	0.0531	2,937.4534
Energy	0.0814	0.7037	0.3558	4.4400e-003		0.0562	0.0562		0.0562	0.0562		887.9236	887.9236	0.0170	0.0163	893.2000
Mobile	8.1538	37.9246	94.8664	0.4019	36.3730	0.2772	36.6501	9.7296	0.2573	9.9869		41,072.9399	41,072.9399	1.7382		41,116.3941
Total	**14.9615**	**41.0425**	**108.7933**	**0.4215**	**36.3730**	**0.5867**	**36.9596**	**9.7296**	**0.5668**	**10.2964**	**0.0000**	**44,880.5504**	**44,880.5504**	**1.8328**	**0.0694**	**44,947.0474**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	6.7263	2.4143	13.5711	0.0152		0.2533	0.2533		0.2533	0.2533	0.0000	2,919.6869	2,919.6869	0.0776	0.0531	2,937.4534
Energy	0.0814	0.7037	0.3558	4.4400e-003		0.0562	0.0562		0.0562	0.0562		887.9236	887.9236	0.0170	0.0163	893.2000
Mobile	8.1538	37.9246	94.8664	0.4019	36.3730	0.2772	36.6501	9.7296	0.2573	9.9869		41,072.9399	41,072.9399	1.7382		41,116.3941
Total	**14.9615**	**41.0425**	**108.7933**	**0.4215**	**36.3730**	**0.5867**	**36.9596**	**9.7296**	**0.5668**	**10.2964**	**0.0000**	**44,880.5504**	**44,880.5504**	**1.8328**	**0.0694**	**44,947.0474**

2. Response to Comments

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	11/12/2025	11/11/2025	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 19.08

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	0	8.00	247	0.40

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	0	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

2. Response to Comments

3.2 Site Preparation - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	8.1538	37.9246	94.8664	0.4019	36.3730	0.2772	36.6501	9.7296	0.2573	9.9869		41,072.93 99	41,072.93 99	1.7382		41,116.39 41
Unmitigated	8.1538	37.9246	94.8664	0.4019	36.3730	0.2772	36.6501	9.7296	0.2573	9.9869		41,072.93 99	41,072.93 99	1.7382		41,116.39 41

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	421.04	421.04	421.04	1,438,758	1,438,758
Automobile Care Center	0.00	0.00	0.00		
Convenience Market (24 Hour)	0.00	0.00	0.00		
Gasoline/Service Station	2,231.02	2,231.02	2231.02	5,361,835	5,361,835
Medical Office Building	2,378.88	2,378.88	2378.88	6,170,478	6,170,478
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Regional Shopping Center	1,631.18	1,631.18	1631.18	4,138,770	4,138,770
Total	6,662.12	6,662.12	6,662.12	17,109,840	17,109,840

4.3 Trip Type Information

2. Response to Comments

Wildomar Trail Mixed-Use Development Full Buildout - South Coast AQMD Air District, Summer

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Automobile Care Center	16.60	8.40	6.90	33.00	48.00	19.00	21	51	28
Convenience Market (24 Hour)	16.60	8.40	6.90	0.90	80.10	19.00	85	15	0
Gasoline/Service Station	16.60	8.40	6.90	2.00	79.00	19.00	73	27	0
Medical Office Building	16.60	8.40	6.90	29.60	51.40	19.00	60	30	10
Other Non-Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	65	35	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.551582	0.041972	0.204917	0.113538	0.013798	0.005777	0.022002	0.036198	0.002156	0.001623	0.004914	0.000716	0.000809
Automobile Care Center	0.551582	0.041972	0.204917	0.113538	0.013798	0.005777	0.022002	0.036198	0.002156	0.001623	0.004914	0.000716	0.000809
Convenience Market (24 Hour)	0.551582	0.041972	0.204917	0.113538	0.013798	0.005777	0.022002	0.036198	0.002156	0.001623	0.004914	0.000716	0.000809
Gasoline/Service Station	0.551582	0.041972	0.204917	0.113538	0.013798	0.005777	0.022002	0.036198	0.002156	0.001623	0.004914	0.000716	0.000809
Medical Office Building	0.551582	0.041972	0.204917	0.113538	0.013798	0.005777	0.022002	0.036198	0.002156	0.001623	0.004914	0.000716	0.000809
Other Non-Asphalt Surfaces	0.551582	0.041972	0.204917	0.113538	0.013798	0.005777	0.022002	0.036198	0.002156	0.001623	0.004914	0.000716	0.000809
Parking Lot	0.551582	0.041972	0.204917	0.113538	0.013798	0.005777	0.022002	0.036198	0.002156	0.001623	0.004914	0.000716	0.000809
Regional Shopping Center	0.551582	0.041972	0.204917	0.113538	0.013798	0.005777	0.022002	0.036198	0.002156	0.001623	0.004914	0.000716	0.000809

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0814	0.7037	0.3558	4.4400e-003		0.0562	0.0562		0.0562	0.0562		887.9236	887.9236	0.0170	0.0163	893.2000
NaturalGas Unmitigated	0.0814	0.7037	0.3558	4.4400e-003		0.0562	0.0562		0.0562	0.0562		887.9236	887.9236	0.0170	0.0163	893.2000

2. Response to Comments

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day											lb/day				
Apartments Mid Rise	6160.82	0.0664	0.5678	0.2416	3.6200e-003		0.0459	0.0459		0.0459	0.0459		724.8026	724.8026	0.0139	0.0133	729.1099
Automobile Care Center	185.148	2.0000e-003	0.0182	0.0153	1.1000e-004		1.3800e-003	1.3800e-003		1.3800e-003	1.3800e-003		21.7822	21.7822	4.2000e-004	4.0000e-004	21.9116
Convenience Market (24 Hour)	24.3288	2.6000e-004	2.3900e-003	2.0000e-003	1.0000e-005		1.9000e-004	1.9000e-004		1.8000e-004	1.8000e-004		2.8622	2.8622	5.0000e-005	5.0000e-005	2.8792
Gasoline/Service Station	276.483	2.9800e-003	0.0271	0.0228	1.6000e-004		2.0600e-003	2.0600e-003		2.0600e-003	2.0600e-003		32.5251	32.5251	6.2000e-004	6.0000e-004	32.7184
Medical Office Building	684.493	7.3800e-003	0.0671	0.0564	4.0000e-004		5.1000e-003	5.1000e-003		5.1000e-003	5.1000e-003		80.5286	80.5286	1.5400e-003	1.4800e-003	81.0072
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	216.094	2.3300e-003	0.0212	0.0178	1.3000e-004		1.6100e-003	1.6100e-003		1.6100e-003	1.6100e-003		25.4229	25.4229	4.9000e-004	4.7000e-004	25.5739
Total		**0.0814**	**0.7037**	**0.3558**	**4.4300e-003**		**0.0562**	**0.0562**		**0.0562**	**0.0562**		**887.9236**	**887.9236**	**0.0170**	**0.0163**	**893.2600**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day											lb/day				
Apartments Mid Rise	6.16082	0.0664	0.5678	0.2416	3.6200e-003		0.0459	0.0459		0.0459	0.0459		724.8026	724.8026	0.0139	0.0133	729.1099
Automobile Care Center	0.185148	2.0000e-003	0.0182	0.0153	1.1000e-004		1.3800e-003	1.3800e-003		1.3800e-003	1.3800e-003		21.7822	21.7822	4.2000e-004	4.0000e-004	21.9116
Convenience Market (24 Hour)	0.0243288	2.6000e-004	2.3900e-003	2.0000e-003	1.0000e-005		1.9000e-004	1.9000e-004		1.8000e-004	1.8000e-004		2.8622	2.8622	5.0000e-005	5.0000e-005	2.8792
Gasoline/Service Station	0.276483	2.9800e-003	0.0271	0.0228	1.6000e-004		2.0600e-003	2.0600e-003		2.0600e-003	2.0600e-003		32.5251	32.5251	6.2000e-004	6.0000e-004	32.7184
Medical Office Building	0.694493	7.3800e-003	0.0671	0.0564	4.0000e-004		5.1000e-003	5.1000e-003		5.1000e-003	5.1000e-003		80.5286	80.5286	1.5400e-003	1.4900e-003	81.0072
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	0.216084	2.3300e-003	0.0212	0.0178	1.3000e-004		1.6100e-003	1.6100e-003		1.6100e-003	1.6100e-003		25.4229	25.4229	4.9000e-004	4.7000e-004	25.5739
Total		**0.0814**	**0.7037**	**0.3558**	**4.4300e-003**		**0.0562**	**0.0562**		**0.0562**	**0.0562**		**887.9236**	**887.9236**	**0.0170**	**0.0163**	**893.2600**

6.0 Area Detail

6.1 Mitigation Measures Area

2. Response to Comments

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	8.7263	2.4143	13.5711	0.0152		0.2533	0.2533		0.2533	0.2533	0.0000	2,919.6869	2,919.6869	0.0776	0.0531	2,937.4534
Unmitigated	8.7263	2.4143	13.5711	0.0152		0.2533	0.2533		0.2533	0.2533	0.0000	2,919.6869	2,919.6869	0.0776	0.0531	2,937.4534

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.5924					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.4851					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.2956	2.2693	0.9657	0.0145		0.1835	0.1835		0.1835	0.1835	0.0000	2,896.9412	2,896.9412	0.0555	0.0531	2,914.1503
Landscaping	0.3833	0.1450	12.6055	6.7000e-004		0.0698	0.0698		0.0698	0.0698		22.7458	22.7458	0.0221		23.2971
Total	**8.7263**	**2.4143**	**13.5711**	**0.0152**		**0.2533**	**0.2533**		**0.2533**	**0.2533**	**0.0000**	**2,919.6869**	**2,919.6869**	**0.0776**	**0.0531**	**2,937.4534**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.5924					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.4851					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.2656	2.2693	0.9657	0.0145		0.1835	0.1835		0.1835	0.1835	0.0000	2,896.941 2	2,896.941 2	0.0565	0.0531	2,914.169 3
Landscaping	0.3833	0.1450	12.6055	6.7000e-004		0.0698	0.0698		0.0698	0.0698		22.7458	22.7458	0.0221		23.2971
Total	**6.7263**	**2.4143**	**13.5711**	**0.0152**		**0.2533**	**0.2533**		**0.2533**	**0.2533**	**0.0000**	**2,919.686 9**	**2,919.686 9**	**0.0776**	**0.0531**	**2,937.463 4**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

2. Response to Comments

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Wildomar Trail Mixed-Use Development Full Buildout
South Coast AQMD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Medical Office Building	72.00	1000sqft	1.65	72,000.00	0
Other Non-Asphalt Surfaces	5.00	Acre	5.00	217,800.00	0
Parking Lot	360.00	Space	8.22	144,000.00	0
Parking Lot	257.00	Space	5.86	102,800.00	0
Apartments Mid Rise	152.00	Dwelling Unit	4.00	152,000.00	435
Automobile Care Center	2.08	1000sqft	0.05	2,080.00	0
Convenience Market (24 Hour)	4.00	1000sqft	0.09	4,000.00	0
Gasoline/Service Station	22.00	Pump	0.07	3,105.85	0
Regional Shopping Center	35.53	1000sqft	0.82	35,529.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	10			**Operational Year**	2026
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	534	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

2. Response to Comments

Wildomar Trail Mixed-Use Development Full Buildout - South Coast AQMD Air District, Winter

Project Characteristics - Consistent with the DEIR's model.

Land Use - Consistent with the DEIR's model.

Construction Phase - Consistent with the DEIR's model. Operation only.

Off-road Equipment - Consistent with the DEIR's model. Operation only.

Vehicle Trips - Trip rates consistent with the DEIR's model. See SWAPE comment regarding trip purpose percentages.

Woodstoves - See SWAPE comment regarding gas fireplaces.

Water Mitigation - See SWAPE comment regarding water-related operational mitigation measures.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	PhaseEndDate	12/9/2025	11/11/2025
tblFireplaces	NumberGas	129.20	136.60
tblFireplaces	NumberWood	7.60	0.00
tblLandUse	LandUseSquareFeet	35,530.00	35,529.00
tblLandUse	LotAcreage	3.24	8.22
tblLandUse	LotAcreage	2.31	5.86
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblProjectCharacteristics	CO2IntensityFactor	702.44	534
tblTripsAndVMT	WorkerTripNumber	0.00	18.00
tblVehicleTrips	PB_TP	61.00	0.00
tblVehicleTrips	PB_TP	59.00	0.00
tblVehicleTrips	PB_TP	11.00	0.00
tblVehicleTrips	PR_TP	24.00	85.00
tblVehicleTrips	PR_TP	14.00	73.00
tblVehicleTrips	PR_TP	54.00	85.00
tblVehicleTrips	ST_TR	6.39	2.77

tblVehicleTrips	ST_TR	23.72	0.00
tblVehicleTrips	ST_TR	863.10	0.00
tblVehicleTrips	ST_TR	168.56	101.41
tblVehicleTrips	ST_TR	8.96	33.04
tblVehicleTrips	ST_TR	49.97	45.91
tblVehicleTrips	SU_TR	5.86	2.77
tblVehicleTrips	SU_TR	11.88	0.00
tblVehicleTrips	SU_TR	758.45	0.00
tblVehicleTrips	SU_TR	168.56	101.41
tblVehicleTrips	SU_TR	1.55	33.04
tblVehicleTrips	SU_TR	25.24	45.91
tblVehicleTrips	WD_TR	6.65	2.77
tblVehicleTrips	WD_TR	23.72	0.00
tblVehicleTrips	WD_TR	737.99	0.00
tblVehicleTrips	WD_TR	168.56	101.41
tblVehicleTrips	WD_TR	36.13	33.04
tblVehicleTrips	WD_TR	42.70	45.91
tblWoodstoves	NumberCatalytic	7.60	0.00
tblWoodstoves	NumberNoncatalytic	7.60	0.00

2.0 Emissions Summary

2. Response to Comments

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2025	0.0000	0.0000	0.0000	0.0000	0.0000	1.3600e-003	0.0000	0.0000	1.2500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**1.3600e-003**	**0.0000**	**0.0000**	**1.2500e-003**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2025	0.0000	0.0000	0.0000	0.0000	0.0000	1.3600e-003	0.0000	0.0000	1.2500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**1.3600e-003**	**0.0000**	**0.0000**	**1.2500e-003**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	6.7263	2.4143	13.5711	0.0152		0.2533	0.2533		0.2533	0.2533	0.0000	2,919.6869	2,919.6869	0.0776	0.0531	2,937.4534
Energy	0.0814	0.7037	0.3558	4.4400e-003		0.0562	0.0562		0.0562	0.0562		887.9236	887.9236	0.0170	0.0163	893.2000
Mobile	7.6897	38.3087	89.4019	0.3804	36.3730	0.2795	36.6514	9.7296	0.2595	9.9881		38,910.1073	38,910.1073	1.7516		38,953.8981
Total	**14.4974**	**41.4267**	**103.3287**	**0.4000**	**36.3730**	**0.5890**	**36.9609**	**9.7296**	**0.5680**	**10.2976**	**0.0000**	**42,717.7178**	**42,717.7178**	**1.8462**	**0.0694**	**42,784.5515**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	6.7263	2.4143	13.5711	0.0152		0.2533	0.2533		0.2533	0.2533	0.0000	2,919.6869	2,919.6869	0.0776	0.0531	2,937.4534
Energy	0.0814	0.7037	0.3558	4.4400e-003		0.0562	0.0562		0.0562	0.0562		887.9236	887.9236	0.0170	0.0163	893.2000
Mobile	7.6897	38.3087	89.4019	0.3804	36.3730	0.2795	36.6514	9.7296	0.2595	9.9881		38,910.1073	38,910.1073	1.7516		38,953.8981
Total	**14.4974**	**41.4267**	**103.3287**	**0.4000**	**36.3730**	**0.5890**	**36.9609**	**9.7296**	**0.5680**	**10.2976**	**0.0000**	**42,717.7178**	**42,717.7178**	**1.8462**	**0.0694**	**42,784.5515**

2. Response to Comments

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	11/12/2025	11/11/2025	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 19.08

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	0	8.00	247	0.40

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	0	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

2. Response to Comments

3.2 Site Preparation - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	7.6897	38.3087	89.4018	0.3804	36.3730	0.2785	36.6514	9.7296	0.2585	9.9881		38,910.1073	38,910.1073	1.7516		38,953.8991
Unmitigated	7.6897	38.3087	89.4018	0.3804	36.3730	0.2785	36.6514	9.7296	0.2585	9.9881		38,910.1073	38,910.1073	1.7516		38,953.8991

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	421.04	421.04	421.04	1,438,758	1,438,758
Automobile Care Center	0.00	0.00	0.00		
Convenience Market (24 Hour)	0.00	0.00	0.00		
Gasoline/Service Station	2,231.02	2,231.02	2231.02	5,361,835	5,361,835
Medical Office Building	2,378.88	2,378.88	2378.88	6,170,478	6,170,478
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Regional Shopping Center	1,631.18	1,631.18	1631.18	4,138,770	4,138,770
Total	6,662.12	6,662.12	6,662.12	17,109,840	17,109,840

4.3 Trip Type Information

2. Response to Comments

Wildomar Trail Mixed-Use Development Full Buildout - South Coast AQMD Air District, Winter

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	66	11	3
Automobile Care Center	16.60	8.40	6.90	33.00	48.00	19.00	21	51	28
Convenience Market (24 Hour)	16.60	8.40	6.90	0.90	80.10	19.00	85	15	0
Gasoline/Service Station	16.60	8.40	6.90	2.00	79.00	19.00	73	27	0
Medical Office Building	16.60	8.40	6.90	29.60	51.40	19.00	60	30	10
Other Non-Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	65	35	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.551582	0.041972	0.204917	0.113538	0.013798	0.005777	0.022002	0.036198	0.002156	0.001623	0.004914	0.000716	0.000809
Automobile Care Center	0.551582	0.041972	0.204917	0.113538	0.013798	0.005777	0.022002	0.036198	0.002156	0.001623	0.004914	0.000716	0.000809
Convenience Market (24 Hour)	0.551582	0.041972	0.204917	0.113538	0.013798	0.005777	0.022002	0.036198	0.002156	0.001623	0.004914	0.000716	0.000809
Gasoline/Service Station	0.551582	0.041972	0.204917	0.113538	0.013798	0.005777	0.022002	0.036198	0.002156	0.001623	0.004914	0.000716	0.000809
Medical Office Building	0.551582	0.041972	0.204917	0.113538	0.013798	0.005777	0.022002	0.036198	0.002156	0.001623	0.004914	0.000716	0.000809
Other Non-Asphalt Surfaces	0.551582	0.041972	0.204917	0.113538	0.013798	0.005777	0.022002	0.036198	0.002156	0.001623	0.004914	0.000716	0.000809
Parking Lot	0.551582	0.041972	0.204917	0.113538	0.013798	0.005777	0.022002	0.036198	0.002156	0.001623	0.004914	0.000716	0.000809
Regional Shopping Center	0.551582	0.041972	0.204917	0.113538	0.013798	0.005777	0.022002	0.036198	0.002156	0.001623	0.004914	0.000716	0.000809

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0814	0.7037	0.3558	4.4400e-003		0.0562	0.0562		0.0562	0.0562		887.9236	887.9236	0.0170	0.0163	893.2000
NaturalGas Unmitigated	0.0814	0.7037	0.3558	4.4400e-003		0.0562	0.0562		0.0562	0.0562		887.9236	887.9236	0.0170	0.0163	893.2000

2. Response to Comments

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day											lb/day				
Apartments Mid Rise	6160.82	0.0664	0.5678	0.2416	3.6200e-003		0.0459	0.0459		0.0459	0.0459		724.8026	724.8026	0.0139	0.0133	729.1099
Automobile Care Center	185.148	2.0000e-003	0.0182	0.0153	1.1000e-004		1.3800e-003	1.3800e-003		1.3800e-003	1.3800e-003		21.7822	21.7822	4.2000e-004	4.0000e-004	21.9116
Convenience Market (24 Hour)	24.3288	2.6000e-004	2.3900e-003	2.0000e-003	1.0000e-005		1.9000e-004	1.9000e-004		1.8000e-004	1.8000e-004		2.8622	2.8622	5.0000e-005	5.0000e-005	2.8792
Gasoline/Service Station	276.483	2.9800e-003	0.0271	0.0228	1.6000e-004		2.0600e-003	2.0600e-003		2.0600e-003	2.0600e-003		32.5251	32.5251	6.2000e-004	6.0000e-004	32.7184
Medical Office Building	684.493	7.3800e-003	0.0671	0.0564	4.0000e-004		5.1000e-003	5.1000e-003		5.1000e-003	5.1000e-003		80.5286	80.5286	1.5400e-003	1.4800e-003	81.0072
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	216.094	2.3300e-003	0.0212	0.0178	1.3000e-004		1.6100e-003	1.6100e-003		1.6100e-003	1.6100e-003		25.4229	25.4229	4.9000e-004	4.7000e-004	25.5739
Total		**0.0814**	**0.7037**	**0.3558**	**4.4300e-003**		**0.0562**	**0.0562**		**0.0562**	**0.0562**		**887.9236**	**887.9236**	**0.0170**	**0.0163**	**893.2600**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day											lb/day				
Apartments Mid Rise	6.16082	0.0664	0.5678	0.2416	3.6200e-003		0.0459	0.0459		0.0459	0.0459		724.8026	724.8026	0.0139	0.0133	729.1099
Automobile Care Center	0.185148	2.0000e-003	0.0182	0.0153	1.1000e-004		1.3800e-003	1.3800e-003		1.3800e-003	1.3800e-003		21.7822	21.7822	4.2000e-004	4.0000e-004	21.9116
Convenience Market (24 Hour)	0.0243288	2.6000e-004	2.3900e-003	2.0000e-003	1.0000e-005		1.9000e-004	1.9000e-004		1.8000e-004	1.8000e-004		2.8622	2.8622	5.0000e-005	5.0000e-005	2.8792
Gasoline/Service Station	0.276483	2.9800e-003	0.0271	0.0228	1.6000e-004		2.0600e-003	2.0600e-003		2.0600e-003	2.0600e-003		32.5251	32.5251	6.2000e-004	6.0000e-004	32.7184
Medical Office Building	0.694493	7.3800e-003	0.0671	0.0564	4.0000e-004		5.1000e-003	5.1000e-003		5.1000e-003	5.1000e-003		80.5286	80.5286	1.5400e-003	1.4900e-003	81.0072
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	0.216084	2.3300e-003	0.0212	0.0178	1.3000e-004		1.6100e-003	1.6100e-003		1.6100e-003	1.6100e-003		25.4229	25.4229	4.9000e-004	4.7000e-004	25.5739
Total		**0.0814**	**0.7037**	**0.3558**	**4.4300e-003**		**0.0562**	**0.0562**		**0.0562**	**0.0562**		**887.9236**	**887.9236**	**0.0170**	**0.0163**	**893.2600**

6.0 Area Detail

6.1 Mitigation Measures Area

2. Response to Comments

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	8.7263	2.4143	13.5711	0.0152		0.2533	0.2533		0.2533	0.2533	0.0000	2,919.6869	2,919.6869	0.0776	0.0531	2,937.4534
Unmitigated	8.7263	2.4143	13.5711	0.0152		0.2533	0.2533		0.2533	0.2533	0.0000	2,919.6869	2,919.6869	0.0776	0.0531	2,937.4534

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.5924					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.4851					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.2956	2.2693	0.9657	0.0145		0.1835	0.1835		0.1835	0.1835	0.0000	2,896.9412	2,896.9412	0.0555	0.0531	2,914.1503
Landscaping	0.3833	0.1450	12.6055	6.7000e-004		0.0698	0.0698		0.0698	0.0698		22.7458	22.7458	0.0221		23.2971
Total	**8.7263**	**2.4143**	**13.5711**	**0.0152**		**0.2533**	**0.2533**		**0.2533**	**0.2533**	**0.0000**	**2,919.6869**	**2,919.6869**	**0.0776**	**0.0531**	**2,937.4534**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.5924					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.4851					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.2656	2.2693	0.9657	0.0145		0.1835	0.1835		0.1835	0.1835	0.0000	2,896.941 2	2,896.941 2	0.0565	0.0531	2,914.168 3
Landscaping	0.3833	0.1450	12.6055	6.7000e-004		0.0698	0.0698		0.0698	0.0698		22.7458	22.7458	0.0221		23.2971
Total	**6.7263**	**2.4143**	**13.5711**	**0.0152**		**0.2533**	**0.2533**		**0.2533**	**0.2533**	**0.0000**	**2,919.686 9**	**2,919.686 9**	**0.0776**	**0.0531**	**2,937.453 4**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

2. Response to Comments

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Attachment C

```
Start date and time  06/16/21 13:15:44

                          AERSCREEN 16216


wildomar trail town center


           wildomar trail town center



        -----------------  DATA ENTRY VALIDATION  -----------------
                        METRIC              ENGLISH
 ** AREADATA **  ---------------     ----------------

 Emission Rate:    0.123E-02 g/s         0.979E-02 lb/hr
 Area Height:           3.00 meters           9.84 feet
 Area Source Length:  450.00 meters        1476.38 feet
 Area Source Width:   232.00 meters         761.15 feet
 Vertical Dimension:    1.50 meters           4.92 feet
 Model Mode:           URBAN
 Population:           36445
 Dist to Ambient Air:          1.0 meters             3. feet



 ** BUILDING DATA **
```

2. Response to Comments

```
No Building Downwash Parameters


** TERRAIN DATA **

No Terrain Elevations
Source Base Elevation:   0.0 meters        0.0  feet

Probe distance:   5000. meters       16404. feet

No flagpole receptors

No discrete receptors used


** FUMIGATION DATA **

No fumigation requested


** METEOROLOGY DATA **

Min/Max Temperature:  250.0 / 310.0 K   -9.7 /  98.3 Deg F

Minimum Wind Speed:     0.5 m/s
```

```
 Anemometer Height:   10.000 meters

 Dominant Surface Profile: Urban
 Dominant Climate Type:    Average Moisture

 Surface friction velocity (u*): not adjusted

DEBUG OPTION ON



 AERSCREEN output file:
 2021.06.16_WildomarTrailTownCenter_Construction.out


 *** AERSCREEN Run is Ready to Begin



 No terrain used, AERMAP will not be run
**************************************************

SURFACE CHARACTERISTICS & MAKEMET
Obtaining surface characteristics...
```

2. Response to Comments

```
Using AERMET seasonal surface characteristics for Urban with Average Moisture
Season             Albedo     Bo       zo
Winter              0.35     1.50     1.000
Spring              0.14     1.00     1.000
Summer              0.16     2.00     1.000
Autumn              0.18     2.00     1.000

Creating met files aerscreen_01_01.sfc & aerscreen_01_01.pfl

Creating met files aerscreen_02_01.sfc & aerscreen_02_01.pfl

Creating met files aerscreen_03_01.sfc & aerscreen_03_01.pfl

Creating met files aerscreen_04_01.sfc & aerscreen_04_01.pfl

Buildings and/or terrain present or rectangular area source, skipping probe

FLOWSECTOR   started 06/16/21 13:17:15
 ****************************************

  Running AERMOD
 Processing Winter

Processing surface roughness sector  1
```

```
**************************************************

Processing wind flow sector   1

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector   0

    ********   WARNING MESSAGES   ********
               ***  NONE  ***

**************************************************

Processing wind flow sector   2

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector   5

    ********   WARNING MESSAGES   ********
               ***  NONE  ***

**************************************************

Processing wind flow sector   3

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector  10

    ********   WARNING MESSAGES   ********
               ***  NONE  ***
```

2. Response to Comments

```
**************************************************

Processing wind flow sector   4

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector  15

    ********   WARNING MESSAGES   ********

               ***  NONE  ***

**************************************************

Processing wind flow sector   5

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector  20

    ********   WARNING MESSAGES   ********

               ***  NONE  ***

**************************************************

Processing wind flow sector   6

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector  25

    ********   WARNING MESSAGES   ********

               ***  NONE  ***

**************************************************
```

```
Processing wind flow sector   7

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector  30

    ********   WARNING MESSAGES   ********
               ***  NONE  ***
 ********************************************

  Running AERMOD
 Processing Spring

Processing surface roughness sector  1

*****************************************************
Processing wind flow sector   1

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector   0

    ********   WARNING MESSAGES   ********
               ***  NONE  ***

*****************************************************
Processing wind flow sector   2

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector   5
```

2. Response to Comments

```
   ********   WARNING MESSAGES   ********
              ***  NONE  ***

**************************************************
Processing wind flow sector   3

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector  10

   ********   WARNING MESSAGES   ********
              ***  NONE  ***

**************************************************
Processing wind flow sector   4

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector  15

   ********   WARNING MESSAGES   ********
              ***  NONE  ***

**************************************************
Processing wind flow sector   5

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector  20
```

```
   ********   WARNING MESSAGES   ********
              ***  NONE  ***

**************************************************
Processing wind flow sector   6

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector  25

   ********   WARNING MESSAGES   ********
              ***  NONE  ***

**************************************************
Processing wind flow sector   7

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector  30

   ********   WARNING MESSAGES   ********
              ***  NONE  ***
 ****************************************

  Running AERMOD
 Processing Summer

Processing surface roughness sector  1
```

2. Response to Comments

```
**************************************************

Processing wind flow sector   1

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector   0

    ********   WARNING MESSAGES   ********
               ***  NONE  ***

**************************************************

Processing wind flow sector   2

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector   5

    ********   WARNING MESSAGES   ********
               ***  NONE  ***

**************************************************

Processing wind flow sector   3

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector  10

    ********   WARNING MESSAGES   ********
               ***  NONE  ***

**************************************************
```

```
Processing wind flow sector   4

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector  15

    ********   WARNING MESSAGES   ********
               ***  NONE  ***

*****************************************************
Processing wind flow sector   5

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector  20

    ********   WARNING MESSAGES   ********
               ***  NONE  ***

*****************************************************
Processing wind flow sector   6

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector  25

    ********   WARNING MESSAGES   ********
               ***  NONE  ***

*****************************************************
Processing wind flow sector   7
```

2. Response to Comments

```
 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector  30

    ********   WARNING MESSAGES   ********

               ***  NONE  ***

 ********************************************

  Running AERMOD

 Processing Autumn

Processing surface roughness sector  1

*****************************************************

Processing wind flow sector   1

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector   0

    ********   WARNING MESSAGES   ********

               ***  NONE  ***

*****************************************************

Processing wind flow sector   2

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector   5
```

```
   ********   WARNING MESSAGES   ********
              ***  NONE  ***

**************************************************
Processing wind flow sector   3

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector  10

   ********   WARNING MESSAGES   ********
              ***  NONE  ***

**************************************************
Processing wind flow sector   4

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector  15

   ********   WARNING MESSAGES   ********
              ***  NONE  ***

**************************************************
Processing wind flow sector   5

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector  20

   ********   WARNING MESSAGES   ********
```

2. Response to Comments

```
             ***  NONE  ***

**************************************************
Processing wind flow sector   6

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector  25

    ********   WARNING MESSAGES   ********
             ***  NONE  ***

**************************************************
Processing wind flow sector   7

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector  30

    ********   WARNING MESSAGES   ********
             ***  NONE  ***

FLOWSECTOR   ended 06/16/21 13:17:39

REFINE       started 06/16/21 13:17:39

 AERMOD Finishes Successfully for REFINE stage 3 Winter sector   0

    ********   WARNING MESSAGES   ********
```

```
                *** NONE ***

REFINE       ended 06/16/21 13:17:41

 ********************************************
 AERSCREEN Finished Successfully
 With no errors or warnings
 Check log file for details
 ********************************************

 Ending date and time  06/16/21 13:17:43
```

2. Response to Comments

Concentration	Distance	Elevation	Diag	Season/Month	Zo sector	Date	H0	U*	W*	DT/DZ	ZICNV	ZIMCH	M-O LEN	Z0	BOWEN	ALBEDO	REF WS	HT	REF TA	HT
0.46250E+00	0.99	0.00	10.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	310.0	2.0
0.48191E+00	25.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	310.0	2.0
0.50173E+00	50.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	310.0	2.0
0.52015E+00	75.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	310.0	2.0
0.53733E+00	100.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	310.0	2.0
0.55338E+00	125.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	310.0	2.0
0.56845E+00	150.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	310.0	2.0
0.58260E+00	175.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	310.0	2.0
0.59590E+00	200.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	310.0	2.0
0.60859E+00	225.00	0.00	5.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	310.0	2.0
* 0.60909E+00	226.00	0.00	5.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	310.0	2.0
0.60354E+00	250.00	0.00	25.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	310.0	2.0
0.46728E+00	275.00	0.00	25.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	310.0	2.0
0.39163E+00	300.00	0.00	25.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	310.0	2.0
0.34759E+00	325.00	0.00	20.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	310.0	2.0
0.31709E+00	350.00	0.00	25.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	310.0	2.0
0.29124E+00	375.00	0.00	20.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	310.0	2.0
0.27088E+00	400.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	310.0	2.0
0.25457E+00	425.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	310.0	2.0
0.23991E+00	450.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	310.0	2.0
0.22674E+00	475.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	310.0	2.0
0.21469E+00	500.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	310.0	2.0
0.20371E+00	525.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	310.0	2.0
0.19372E+00	550.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	310.0	2.0
0.18443E+00	575.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	310.0	2.0
0.17588E+00	600.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0							

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1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.16806E+00	625.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.16073E+00	650.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.15394E+00	675.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.14758E+00	700.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.14171E+00	725.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.13623E+00	750.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.13103E+00	775.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.12620E+00	800.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.12165E+00	825.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.11736E+00	850.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.11335E+00	875.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.10961E+00	900.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.10599E+00	925.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.10256E+00	950.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.99348E-01	975.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.96324E-01	1000.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.93453E-01	1025.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.90694E-01	1050.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.88087E-01	1075.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.85608E-01	1100.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.83240E-01	1125.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.80994E-01	1150.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.78832E-01	1175.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.76754E-01	1200.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.74777E-01	1225.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.72894E-01	1250.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.71098E-01	1275.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	

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2. Response to Comments

1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.69384E-01	1300.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.67746E-01	1325.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.66178E-01	1350.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.64627E-01	1375.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.63141E-01	1400.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.61718E-01	1425.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.60352E-01	1450.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.59042E-01	1475.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.57783E-01	1500.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.56573E-01	1525.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.55409E-01	1550.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.54288E-01	1575.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.53209E-01	1600.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.52154E-01	1625.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.51132E-01	1650.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.50147E-01	1675.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.49195E-01	1700.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.48270E-01	1725.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.47371E-01	1750.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.46502E-01	1775.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.45662E-01	1800.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.44848E-01	1825.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.44061E-01	1850.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.43298E-01	1875.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.42560E-01	1900.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.41843E-01	1925.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.41148E-01	1950.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0

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1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.40472E-01	1975.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.39807E-01	2000.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.39161E-01	2025.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.38533E-01	2050.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.37924E-01	2075.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.37331E-01	2100.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.36755E-01	2125.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.36195E-01	2150.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.35650E-01	2175.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.35120E-01	2200.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.34604E-01	2225.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.34101E-01	2250.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.33608E-01	2275.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.33126E-01	2300.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.32656E-01	2325.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.32198E-01	2350.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.31751E-01	2375.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.31316E-01	2400.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.30891E-01	2425.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.30476E-01	2450.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.30071E-01	2475.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.29675E-01	2500.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.29288E-01	2525.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.28905E-01	2550.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.28532E-01	2575.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.28167E-01	2600.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.27810E-01	2625.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0

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2. Response to Comments

1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.27461E-01	2650.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.27120E-01	2675.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.26786E-01	2700.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.26460E-01	2725.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.26140E-01	2750.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.25828E-01	2775.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.25522E-01	2800.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.25222E-01	2825.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.24929E-01	2850.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.24641E-01	2875.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.24360E-01	2900.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.24084E-01	2925.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.23813E-01	2950.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.23548E-01	2975.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.23288E-01	3000.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.23034E-01	3025.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.22784E-01	3050.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.22539E-01	3075.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.22298E-01	3100.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.22062E-01	3125.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.21831E-01	3150.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.21602E-01	3175.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.21377E-01	3200.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.21156E-01	3225.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.20939E-01	3250.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.20725E-01	3275.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.20516E-01	3300.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0

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1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.20311E-01	3325.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.20109E-01	3350.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.19910E-01	3375.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.19715E-01	3400.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.19522E-01	3425.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.19332E-01	3450.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.19144E-01	3475.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.18960E-01	3500.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.18779E-01	3525.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.18601E-01	3550.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.18426E-01	3575.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.18253E-01	3600.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.18084E-01	3625.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.17917E-01	3650.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.17753E-01	3675.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.17592E-01	3700.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.17433E-01	3725.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.17277E-01	3750.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.17123E-01	3775.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.16971E-01	3800.00	0.00	5.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.16823E-01	3825.00	0.00	5.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.16677E-01	3850.00	0.00	5.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.16533E-01	3875.00	0.00	5.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.16390E-01	3900.00	0.00	5.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.16250E-01	3925.00	0.00	5.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.16112E-01	3950.00	0.00	5.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.15975E-01	3975.00	0.00	5.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0

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2. Response to Comments

1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.15841E-01	4000.00	0.00	5.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.15709E-01	4025.00	0.00	5.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.15579E-01	4050.00	0.00	5.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.15450E-01	4075.00	0.00	5.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.15324E-01	4100.00	0.00	5.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.15199E-01	4125.00	0.00	5.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.15076E-01	4150.00	0.00	5.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.14954E-01	4175.00	0.00	5.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.14834E-01	4200.00	0.00	5.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.14716E-01	4225.00	0.00	5.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.14600E-01	4250.00	0.00	5.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.14745E-01	4275.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.14628E-01	4300.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.14512E-01	4325.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.14398E-01	4350.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.14286E-01	4375.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.14175E-01	4400.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.14066E-01	4425.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.13958E-01	4450.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.13851E-01	4475.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.13746E-01	4500.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.13642E-01	4525.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.13540E-01	4550.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.13439E-01	4575.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.13339E-01	4600.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.13240E-01	4625.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.13143E-01	4650.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0

file:///C|/Users/swinn/Downloads/2021.06.16_WildomarTrailTownCenter_Construction_max_conc_distance.txt[6/21/2021 2:30:39 PM]

1.000 1.50 0.35 0.50 10.0 310.0 2.0
0.13047E-01 4675.00 0.00 0.0 Winter 0-360 10011001 -1.30 0.043 -9.000 0.020 -999. 21. 6.0
1.000 1.50 0.35 0.50 10.0 310.0 2.0
0.12952E-01 4700.00 0.00 0.0 Winter 0-360 10011001 -1.30 0.043 -9.000 0.020 -999. 21. 6.0
1.000 1.50 0.35 0.50 10.0 310.0 2.0
0.12859E-01 4725.00 0.00 0.0 Winter 0-360 10011001 -1.30 0.043 -9.000 0.020 -999. 21. 6.0
1.000 1.50 0.35 0.50 10.0 310.0 2.0
0.12766E-01 4750.00 0.00 0.0 Winter 0-360 10011001 -1.30 0.043 -9.000 0.020 -999. 21. 6.0
1.000 1.50 0.35 0.50 10.0 310.0 2.0
0.12675E-01 4775.00 0.00 0.0 Winter 0-360 10011001 -1.30 0.043 -9.000 0.020 -999. 21. 6.0
1.000 1.50 0.35 0.50 10.0 310.0 2.0
0.12585E-01 4800.00 0.00 0.0 Winter 0-360 10011001 -1.30 0.043 -9.000 0.020 -999. 21. 6.0
1.000 1.50 0.35 0.50 10.0 310.0 2.0
0.12496E-01 4825.00 0.00 0.0 Winter 0-360 10011001 -1.30 0.043 -9.000 0.020 -999. 21. 6.0
1.000 1.50 0.35 0.50 10.0 310.0 2.0
0.12408E-01 4850.00 0.00 0.0 Winter 0-360 10011001 -1.30 0.043 -9.000 0.020 -999. 21. 6.0
1.000 1.50 0.35 0.50 10.0 310.0 2.0
0.12321E-01 4875.00 0.00 0.0 Winter 0-360 10011001 -1.30 0.043 -9.000 0.020 -999. 21. 6.0
1.000 1.50 0.35 0.50 10.0 310.0 2.0
0.12235E-01 4900.00 0.00 0.0 Winter 0-360 10011001 -1.30 0.043 -9.000 0.020 -999. 21. 6.0
1.000 1.50 0.35 0.50 10.0 310.0 2.0
0.12150E-01 4925.00 0.00 0.0 Winter 0-360 10011001 -1.30 0.043 -9.000 0.020 -999. 21. 6.0
1.000 1.50 0.35 0.50 10.0 310.0 2.0
0.12066E-01 4950.00 0.00 0.0 Winter 0-360 10011001 -1.30 0.043 -9.000 0.020 -999. 21. 6.0
1.000 1.50 0.35 0.50 10.0 310.0 2.0
0.11983E-01 4975.00 0.00 0.0 Winter 0-360 10011001 -1.30 0.043 -9.000 0.020 -999. 21. 6.0
1.000 1.50 0.35 0.50 10.0 310.0 2.0
0.11901E-01 5000.00 0.00 5.0 Winter 0-360 10011001 -1.30 0.043 -9.000 0.020 -999. 21. 6.0
1.000 1.50 0.35 0.50 10.0 310.0 2.0

file:///C|/Users/swinn/Downloads/2021.06.16_WildomarTrailTownCenter_Construction_max_conc_distance.txt[6/21/2021 2:30:39 PM]

2. Response to Comments

```
Start date and time  06/16/21 13:17:49

                          AERSCREEN 16216


Wildomar Trail town center operation

          Wildomar Trail town center operation


        ----------------  DATA ENTRY VALIDATION  ----------------
                       METRIC              ENGLISH
** AREADATA **  ---------------     ----------------

Emission Rate:    0.166E-02 g/s         0.132E-01 lb/hr
Area Height:           3.00 meters           9.84 feet
Area Source Length:  450.00 meters        1476.38 feet
Area Source Width:   232.00 meters         761.15 feet
Vertical Dimension:    1.50 meters           4.92 feet
Model Mode:           URBAN
Population:           36445
Dist to Ambient Air:          1.0 meters            3. feet


** BUILDING DATA **
```

```
No Building Downwash Parameters


** TERRAIN DATA **

No Terrain Elevations
Source Base Elevation:   0.0 meters        0.0  feet

Probe distance:   5000. meters       16404. feet

No flagpole receptors

No discrete receptors used


** FUMIGATION DATA **

No fumigation requested


** METEOROLOGY DATA **

Min/Max Temperature:  250.0 / 310.0 K   -9.7 /  98.3 Deg F

Minimum Wind Speed:     0.5 m/s
```

2. Response to Comments

```
 Anemometer Height:   10.000 meters

 Dominant Surface Profile: Urban
 Dominant Climate Type:    Average Moisture

 Surface friction velocity (u*): not adjusted

DEBUG OPTION ON



 AERSCREEN output file:
 2021.06.16_WildomarTrailTownCenter_Operational.out


 *** AERSCREEN Run is Ready to Begin



 No terrain used, AERMAP will not be run
**************************************************

SURFACE CHARACTERISTICS & MAKEMET
Obtaining surface characteristics...
```

```
Using AERMET seasonal surface characteristics for Urban with Average Moisture
Season             Albedo     Bo       zo
Winter              0.35     1.50     1.000
Spring              0.14     1.00     1.000
Summer              0.16     2.00     1.000
Autumn              0.18     2.00     1.000

Creating met files aerscreen_01_01.sfc & aerscreen_01_01.pfl

Creating met files aerscreen_02_01.sfc & aerscreen_02_01.pfl

Creating met files aerscreen_03_01.sfc & aerscreen_03_01.pfl

Creating met files aerscreen_04_01.sfc & aerscreen_04_01.pfl

Buildings and/or terrain present or rectangular area source, skipping probe

FLOWSECTOR   started 06/16/21 13:19:20
 ****************************************

  Running AERMOD
 Processing Winter

Processing surface roughness sector  1
```

2. Response to Comments

```
**************************************************

Processing wind flow sector   1

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector   0

    ********   WARNING MESSAGES   ********
               ***  NONE  ***

**************************************************

Processing wind flow sector   2

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector   5

    ********   WARNING MESSAGES   ********
               ***  NONE  ***

**************************************************

Processing wind flow sector   3

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector  10

    ********   WARNING MESSAGES   ********
               ***  NONE  ***
```

```
**********************************************************
Processing wind flow sector   4

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector  15

    ********   WARNING MESSAGES   ********
               ***  NONE  ***

**********************************************************
Processing wind flow sector   5

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector  20

    ********   WARNING MESSAGES   ********
               ***  NONE  ***

**********************************************************
Processing wind flow sector   6

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector  25

    ********   WARNING MESSAGES   ********
               ***  NONE  ***

**********************************************************
```

2. Response to Comments

```
Processing wind flow sector   7

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector  30

    ********   WARNING MESSAGES   ********

               ***  NONE  ***

 ********************************************

  Running AERMOD

 Processing Spring

Processing surface roughness sector  1

*****************************************************

Processing wind flow sector   1

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector   0

    ********   WARNING MESSAGES   ********

               ***  NONE  ***

*****************************************************

Processing wind flow sector   2

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector   5
```

```
   ********   WARNING MESSAGES   ********
              ***  NONE  ***

**************************************************
Processing wind flow sector   3

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector  10

   ********   WARNING MESSAGES   ********
              ***  NONE  ***

**************************************************
Processing wind flow sector   4

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector  15

   ********   WARNING MESSAGES   ********
              ***  NONE  ***

**************************************************
Processing wind flow sector   5

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector  20
```

2. Response to Comments

```
   ********   WARNING MESSAGES   ********
              ***  NONE  ***

**************************************************
Processing wind flow sector   6

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector  25

   ********   WARNING MESSAGES   ********
              ***  NONE  ***

**************************************************
Processing wind flow sector   7

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector  30

   ********   WARNING MESSAGES   ********
              ***  NONE  ***
 ****************************************

  Running AERMOD
 Processing Summer

Processing surface roughness sector  1
```

```
**************************************************

Processing wind flow sector   1

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector   0

    ********   WARNING MESSAGES   ********
               ***  NONE  ***

**************************************************

Processing wind flow sector   2

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector   5

    ********   WARNING MESSAGES   ********
               ***  NONE  ***

**************************************************

Processing wind flow sector   3

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector  10

    ********   WARNING MESSAGES   ********
               ***  NONE  ***

**************************************************
```

2. Response to Comments

```
Processing wind flow sector   4

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector  15

    ********   WARNING MESSAGES   ********
               ***  NONE  ***

**************************************************
Processing wind flow sector   5

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector  20

    ********   WARNING MESSAGES   ********
               ***  NONE  ***

**************************************************
Processing wind flow sector   6

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector  25

    ********   WARNING MESSAGES   ********
               ***  NONE  ***

**************************************************
Processing wind flow sector   7
```

```
 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector  30

    ********   WARNING MESSAGES   ********

               ***  NONE  ***

 ******************************************

  Running AERMOD

 Processing Autumn

Processing surface roughness sector  1

**************************************************

Processing wind flow sector   1

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector   0

    ********   WARNING MESSAGES   ********

               ***  NONE  ***

**************************************************

Processing wind flow sector   2

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector   5
```

2. Response to Comments

```
   ********   WARNING MESSAGES   ********
              ***  NONE  ***

**************************************************
Processing wind flow sector   3

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector  10

   ********   WARNING MESSAGES   ********
              ***  NONE  ***

**************************************************
Processing wind flow sector   4

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector  15

   ********   WARNING MESSAGES   ********
              ***  NONE  ***

**************************************************
Processing wind flow sector   5

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector  20

   ********   WARNING MESSAGES   ********
```

```
             ***  NONE  ***

**************************************************
Processing wind flow sector   6

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector  25

    ********   WARNING MESSAGES   ********
             ***  NONE  ***

**************************************************
Processing wind flow sector   7

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector  30

    ********   WARNING MESSAGES   ********
             ***  NONE  ***

FLOWSECTOR   ended 06/16/21 13:19:46

REFINE       started 06/16/21 13:19:46

 AERMOD Finishes Successfully for REFINE stage 3 Winter sector   0

    ********   WARNING MESSAGES   ********
```

2. Response to Comments

```
                    ***  NONE  ***

REFINE       ended 06/16/21 13:19:48

 ***********************************************
 AERSCREEN Finished Successfully
 With no errors or warnings
 Check log file for details
 ***********************************************

 Ending date and time  06/16/21 13:19:51
```

Concentration	Distance	Elevation	Diag	Season/Month	Zo sector	Date	H0	U*	W*	DT/DZ	ZICNV		
ZIMCH	M-O LEN	Z0	BOWEN	ALBEDO	REF WS	HT	REF TA	HT					
0.62384E+00	0.99	0.00	10.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.65002E+00	25.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.67677E+00	50.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.70161E+00	75.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.72478E+00	100.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.74643E+00	125.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.76675E+00	150.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.78584E+00	175.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.80378E+00	200.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.82090E+00	225.00	0.00	5.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
* 0.82157E+00	226.00	0.00	5.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.81409E+00	250.00	0.00	25.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.63029E+00	275.00	0.00	25.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.52825E+00	300.00	0.00	25.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.46885E+00	325.00	0.00	20.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.42771E+00	350.00	0.00	25.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.39285E+00	375.00	0.00	20.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.36538E+00	400.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.34337E+00	425.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.32360E+00	450.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.30584E+00	475.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.28959E+00	500.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.27478E+00	525.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.26130E+00	550.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.24878E+00	575.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.23724E+00	600.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0

file:///C|/Users/swinn/Downloads/2021.06.16_WildomarTrailTownCenter_Operational_max_conc_distance.txt[6/21/2021 2:30:02 PM]

2. Response to Comments

1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.22669E+00	625.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.21680E+00	650.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.20765E+00	675.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.19906E+00	700.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.19114E+00	725.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.18376E+00	750.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.17674E+00	775.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.17022E+00	800.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.16409E+00	825.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.15830E+00	850.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.15290E+00	875.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.14785E+00	900.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.14296E+00	925.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.13834E+00	950.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.13401E+00	975.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.12993E+00	1000.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.12606E+00	1025.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.12233E+00	1050.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.11882E+00	1075.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.11547E+00	1100.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.11228E+00	1125.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.10925E+00	1150.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.10633E+00	1175.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.10353E+00	1200.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.10086E+00	1225.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.98324E-01	1250.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.95901E-01	1275.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0

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1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.93589E-01	1300.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.91380E-01	1325.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.89264E-01	1350.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.87172E-01	1375.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.85169E-01	1400.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.83248E-01	1425.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.81407E-01	1450.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.79639E-01	1475.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.77941E-01	1500.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.76308E-01	1525.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.74738E-01	1550.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.73227E-01	1575.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.71771E-01	1600.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.70348E-01	1625.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.68970E-01	1650.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.67641E-01	1675.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.66358E-01	1700.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.65109E-01	1725.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.63897E-01	1750.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.62725E-01	1775.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.61591E-01	1800.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.60494E-01	1825.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.59432E-01	1850.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.58403E-01	1875.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.57407E-01	1900.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.56440E-01	1925.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.55503E-01	1950.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	

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2. Response to Comments

1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.54591E-01	1975.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.53694E-01	2000.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.52822E-01	2025.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.51976E-01	2050.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.51154E-01	2075.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.50355E-01	2100.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.49578E-01	2125.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.48822E-01	2150.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.48087E-01	2175.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.47372E-01	2200.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.46676E-01	2225.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.45998E-01	2250.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.45332E-01	2275.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.44682E-01	2300.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.44048E-01	2325.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.43430E-01	2350.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.42828E-01	2375.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.42240E-01	2400.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.41667E-01	2425.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.41107E-01	2450.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.40561E-01	2475.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.40028E-01	2500.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.39505E-01	2525.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.38989E-01	2550.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.38485E-01	2575.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.37993E-01	2600.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.37512E-01	2625.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0

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1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.37041E-01	2650.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.36581E-01	2675.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.36131E-01	2700.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.35691E-01	2725.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.35260E-01	2750.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.34838E-01	2775.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.34425E-01	2800.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.34021E-01	2825.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.33625E-01	2850.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.33237E-01	2875.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.32858E-01	2900.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.32485E-01	2925.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.32121E-01	2950.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.31763E-01	2975.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.31413E-01	3000.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.31069E-01	3025.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.30732E-01	3050.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.30402E-01	3075.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.30077E-01	3100.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.29759E-01	3125.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.29447E-01	3150.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.29138E-01	3175.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.28834E-01	3200.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.28536E-01	3225.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.28243E-01	3250.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.27956E-01	3275.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.27673E-01	3300.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	

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2. Response to Comments

1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.27396E-01	3325.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.27124E-01	3350.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.26856E-01	3375.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.26593E-01	3400.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.26333E-01	3425.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.26076E-01	3450.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.25823E-01	3475.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.25574E-01	3500.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.25330E-01	3525.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.25090E-01	3550.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.24854E-01	3575.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.24621E-01	3600.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.24393E-01	3625.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.24168E-01	3650.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.23947E-01	3675.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.23729E-01	3700.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.23515E-01	3725.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.23304E-01	3750.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.23096E-01	3775.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.22892E-01	3800.00	0.00	5.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.22692E-01	3825.00	0.00	5.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.22495E-01	3850.00	0.00	5.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.22300E-01	3875.00	0.00	5.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.22108E-01	3900.00	0.00	5.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.21919E-01	3925.00	0.00	5.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.21732E-01	3950.00	0.00	5.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.21549E-01	3975.00	0.00	5.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0

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1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.21368E-01	4000.00	0.00	5.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.21189E-01	4025.00	0.00	5.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.21014E-01	4050.00	0.00	5.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.20841E-01	4075.00	0.00	5.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.20670E-01	4100.00	0.00	5.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.20501E-01	4125.00	0.00	5.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.20335E-01	4150.00	0.00	5.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.20171E-01	4175.00	0.00	5.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.20010E-01	4200.00	0.00	5.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.19850E-01	4225.00	0.00	5.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.19693E-01	4250.00	0.00	5.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.19889E-01	4275.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.19731E-01	4300.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.19575E-01	4325.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.19421E-01	4350.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.19270E-01	4375.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.19120E-01	4400.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.18972E-01	4425.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.18827E-01	4450.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.18683E-01	4475.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.18541E-01	4500.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.18401E-01	4525.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.18263E-01	4550.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.18127E-01	4575.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.17992E-01	4600.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.17859E-01	4625.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.17728E-01	4650.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0

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2. Response to Comments

1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.17599E-01	4675.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.17471E-01	4700.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.17345E-01	4725.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.17220E-01	4750.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.17097E-01	4775.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.16975E-01	4800.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.16855E-01	4825.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.16736E-01	4850.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.16619E-01	4875.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.16503E-01	4900.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.16389E-01	4925.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.16275E-01	4950.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.16164E-01	4975.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.16053E-01	5000.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								

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Attachment D

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

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Santa Monica, CA 90405

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Geologic and Hydrogeologic Characterization
Investigation and Remediation Strategies
Litigation Support and Testifying Expert
Industrial Stormwater Compliance
CEQA Review

Education:

M.S. Degree, Geology, California State University Los Angeles, Los Angeles, CA, 1984.
B.A. Degree, Geology, Humboldt State University, Arcata, CA, 1982.

Professional Certifications:

California Professional Geologist
California Certified Hydrogeologist
Qualified SWPPP Developer and Practitioner

Professional Experience:

Matt has 30 years of experience in environmental policy, contaminant assessment and remediation, stormwater compliance, and CEQA review. He spent nine years with the U.S. EPA in the RCRA and Superfund programs and served as EPA's Senior Science Policy Advisor in the Western Regional Office where he identified emerging threats to groundwater from perchlorate and MTBE. While with EPA, Matt also served as a Senior Hydrogeologist in the oversight of the assessment of seven major military facilities undergoing base closure. He led numerous enforcement actions under provisions of the Resource Conservation and Recovery Act (RCRA) and directed efforts to improve hydrogeologic characterization and water quality monitoring. For the past 15 years, as a founding partner with SWAPE, Matt has developed extensive client relationships and has managed complex projects that include consultation as an expert witness and a regulatory specialist, and a manager of projects ranging from industrial stormwater compliance to CEQA review of impacts from hazardous waste, air quality and greenhouse gas emissions.

Positions Matt has held include:

- Founding Partner, Soil/Water/Air Protection Enterprise (SWAPE) (2003 – present);
- Geology Instructor, Golden West College, 2010 – 2104, 2017;
- Senior Environmental Analyst, Komex H2O Science, Inc. (2000 -- 2003);

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- Executive Director, Orange Coast Watch (2001 – 2004);
- Senior Science Policy Advisor and Hydrogeologist, U.S. Environmental Protection Agency (1989-1998);
- Hydrogeologist, National Park Service, Water Resources Division (1998 – 2000);
- Adjunct Faculty Member, San Francisco State University, Department of Geosciences (1993 – 1998);
- Instructor, College of Marin, Department of Science (1990 – 1995);
- Geologist, U.S. Forest Service (1986 – 1998); and
- Geologist, Dames & Moore (1984 – 1986).

Senior Regulatory and Litigation Support Analyst:

With SWAPE, Matt's responsibilities have included:

- Lead analyst and testifying expert in the review of over 300 environmental impact reports and negative declarations since 2003 under CEQA that identify significant issues with regard to hazardous waste, water resources, water quality, air quality, greenhouse gas emissions, and geologic hazards. Make recommendations for additional mitigation measures to lead agencies at the local and county level to include additional characterization of health risks and implementation of protective measures to reduce worker exposure to hazards from toxins and Valley Fever.
- Stormwater analysis, sampling and best management practice evaluation at more than 150 industrial facilities.
- Expert witness on numerous cases including, for example, perfluorooctanoic acid (PFOA) contamination of groundwater, MTBE litigation, air toxins at hazards at a school, CERCLA compliance in assessment and remediation, and industrial stormwater contamination.
- Technical assistance and litigation support for vapor intrusion concerns.
- Lead analyst and testifying expert in the review of environmental issues in license applications for large solar power plants before the California Energy Commission.
- Manager of a project to evaluate numerous formerly used military sites in the western U.S.
- Manager of a comprehensive evaluation of potential sources of perchlorate contamination in Southern California drinking water wells.
- Manager and designated expert for litigation support under provisions of Proposition 65 in the review of releases of gasoline to sources drinking water at major refineries and hundreds of gas stations throughout California.

With Komex H2O Science Inc., Matt's duties included the following:

- Senior author of a report on the extent of perchlorate contamination that was used in testimony by the former U.S. EPA Administrator and General Counsel.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of MTBE use, research, and regulation.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of perchlorate use, research, and regulation.
- Senior researcher in a study that estimates nationwide costs for MTBE remediation and drinking water treatment, results of which were published in newspapers nationwide and in testimony against provisions of an energy bill that would limit liability for oil companies.
- Research to support litigation to restore drinking water supplies that have been contaminated by MTBE in California and New York.

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- Expert witness testimony in a case of oil production-related contamination in Mississippi.
- Lead author for a multi-volume remedial investigation report for an operating school in Los Angeles that met strict regulatory requirements and rigorous deadlines.
- Development of strategic approaches for cleanup of contaminated sites in consultation with clients and regulators.

Executive Director:

As Executive Director with Orange Coast Watch, Matt led efforts to restore water quality at Orange County beaches from multiple sources of contamination including urban runoff and the discharge of wastewater. In reporting to a Board of Directors that included representatives from leading Orange County universities and businesses, Matt prepared issue papers in the areas of treatment and disinfection of wastewater and control of the discharge of grease to sewer systems. Matt actively participated in the development of countywide water quality permits for the control of urban runoff and permits for the discharge of wastewater. Matt worked with other nonprofits to protect and restore water quality, including Surfrider, Natural Resources Defense Council and Orange County CoastKeeper as well as with business institutions including the Orange County Business Council.

Hydrogeology:

As a Senior Hydrogeologist with the U.S. Environmental Protection Agency, Matt led investigations to characterize and cleanup closing military bases, including Mare Island Naval Shipyard, Hunters Point Naval Shipyard, Treasure Island Naval Station, Alameda Naval Station, Moffett Field, Mather Army Airfield, and Sacramento Army Depot. Specific activities were as follows:

- Led efforts to model groundwater flow and contaminant transport, ensured adequacy of monitoring networks, and assessed cleanup alternatives for contaminated sediment, soil, and groundwater.
- Initiated a regional program for evaluation of groundwater sampling practices and laboratory analysis at military bases.
- Identified emerging issues, wrote technical guidance, and assisted in policy and regulation development through work on four national U.S. EPA workgroups, including the Superfund Groundwater Technical Forum and the Federal Facilities Forum.

At the request of the State of Hawaii, Matt developed a methodology to determine the vulnerability of groundwater to contamination on the islands of Maui and Oahu. He used analytical models and a GIS to show zones of vulnerability, and the results were adopted and published by the State of Hawaii and County of Maui.

As a hydrogeologist with the EPA Groundwater Protection Section, Matt worked with provisions of the Safe Drinking Water Act and NEPA to prevent drinking water contamination. Specific activities included the following:

- Received an EPA Bronze Medal for his contribution to the development of national guidance for the protection of drinking water.
- Managed the Sole Source Aquifer Program and protected the drinking water of two communities through designation under the Safe Drinking Water Act. He prepared geologic reports, conducted

public hearings, and responded to public comments from residents who were very concerned about the impact of designation.

- Reviewed a number of Environmental Impact Statements for planned major developments, including large hazardous and solid waste disposal facilities, mine reclamation, and water transfer.

Matt served as a hydrogeologist with the RCRA Hazardous Waste program. Duties were as follows:

- Supervised the hydrogeologic investigation of hazardous waste sites to determine compliance with Subtitle C requirements.
- Reviewed and wrote "part B" permits for the disposal of hazardous waste.
- Conducted RCRA Corrective Action investigations of waste sites and led inspections that formed the basis for significant enforcement actions that were developed in close coordination with U.S. EPA legal counsel.
- Wrote contract specifications and supervised contractor's investigations of waste sites.

With the National Park Service, Matt directed service-wide investigations of contaminant sources to prevent degradation of water quality, including the following tasks:

- Applied pertinent laws and regulations including CERCLA, RCRA, NEPA, NRDA, and the Clean Water Act to control military, mining, and landfill contaminants.
- Conducted watershed-scale investigations of contaminants at parks, including Yellowstone and Olympic National Park.
- Identified high-levels of perchlorate in soil adjacent to a national park in New Mexico and advised park superintendent on appropriate response actions under CERCLA.
- Served as a Park Service representative on the Interagency Perchlorate Steering Committee, a national workgroup.
- Developed a program to conduct environmental compliance audits of all National Parks while serving on a national workgroup.
- Co-authored two papers on the potential for water contamination from the operation of personal watercraft and snowmobiles, these papers serving as the basis for the development of nation-wide policy on the use of these vehicles in National Parks.
- Contributed to the Federal Multi-Agency Source Water Agreement under the Clean Water Action Plan.

Policy:

Served senior management as the Senior Science Policy Advisor with the U.S. Environmental Protection Agency, Region 9.

Activities included the following:

- Advised the Regional Administrator and senior management on emerging issues such as the potential for the gasoline additive MTBE and ammonium perchlorate to contaminate drinking water supplies.
- Shaped EPA's national response to these threats by serving on workgroups and by contributing to guidance, including the Office of Research and Development publication, Oxygenates in Water: Critical Information and Research Needs.
- Improved the technical training of EPA's scientific and engineering staff.
- Earned an EPA Bronze Medal for representing the region's 300 scientists and engineers in negotiations with the Administrator and senior management to better integrate scientific

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principles into the policy-making process.
- Established national protocol for the peer review of scientific documents.

Geology:

With the U.S. Forest Service, Matt led investigations to determine hillslope stability of areas proposed for timber harvest in the central Oregon Coast Range. Specific activities were as follows:

- Mapped geology in the field, and used aerial photographic interpretation and mathematical models to determine slope stability.
- Coordinated his research with community members who were concerned with natural resource protection.
- Characterized the geology of an aquifer that serves as the sole source of drinking water for the city of Medford, Oregon.

As a consultant with Dames and Moore, Matt led geologic investigations of two contaminated sites (later listed on the Superfund NPL) in the Portland, Oregon, area and a large hazardous waste site in eastern Oregon. Duties included the following:

- Supervised year-long effort for soil and groundwater sampling.
- Conducted aquifer tests.
- Investigated active faults beneath sites proposed for hazardous waste disposal.

Teaching:

From 1990 to 1998, Matt taught at least one course per semester at the community college and university levels:

- At San Francisco State University, held an adjunct faculty position and taught courses in environmental geology, oceanography (lab and lecture), hydrogeology, and groundwater contamination.
- Served as a committee member for graduate and undergraduate students.
- Taught courses in environmental geology and oceanography at the College of Marin.

Matt is currently a part time geology instructor at Golden West College in Huntington Beach, California where he taught from 2010 to 2014 and in 2017.

Invited Testimony, Reports, Papers and Presentations:

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Presentation to the Public Environmental Law Conference, Eugene, Oregon.

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Invited presentation to U.S. EPA Region 9, San Francisco, California.

Hagemann, M.F., 2005. Use of Electronic Databases in Environmental Regulation, Policy Making and Public Participation. Brownfields 2005, Denver, Coloradao.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Nevada and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Las Vegas, NV (served on conference organizing committee).

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Hagemann, M.F., 2004. Invited testimony to a California Senate committee hearing on air toxins at schools in Southern California, Los Angeles.

Brown, A., Farrow, J., Gray, A. and **Hagemann, M.**, 2004. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to the Ground Water and Environmental Law Conference, National Groundwater Association.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Arizona and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Phoenix, AZ (served on conference organizing committee).

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in the Southwestern U.S. Invited presentation to a special committee meeting of the National Academy of Sciences, Irvine, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to a tribal EPA meeting, Pechanga, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to a meeting of tribal repesentatives, Parker, AZ.

Hagemann, M.F., 2003. Impact of Perchlorate on the Colorado River and Associated Drinking Water Supplies. Invited presentation to the Inter-Tribal Meeting, Torres Martinez Tribe.

Hagemann, M.F., 2003. The Emergence of Perchlorate as a Widespread Drinking Water Contaminant. Invited presentation to the U.S. EPA Region 9.

Hagemann, M.F., 2003. A Deductive Approach to the Assessment of Perchlorate Contamination. Invited presentation to the California Assembly Natural Resources Committee.

Hagemann, M.F., 2003. Perchlorate: A Cold War Legacy in Drinking Water. Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. From Tank to Tap: A Chronology of MTBE in Groundwater. Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. A Chronology of MTBE in Groundwater and an Estimate of Costs to Address Impacts to Groundwater. Presentation to the annual meeting of the Society of Environmental Journalists.

Hagemann, M.F., 2002. An Estimate of the Cost to Address MTBE Contamination in Groundwater (and Who Will Pay). Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to a meeting of the U.S. EPA and State Underground Storage Tank Program managers.

2. Response to Comments

Hagemann, M.F., 2001. From Tank to Tap: A Chronology of MTBE in Groundwater. Unpublished report.

Hagemann, M.F., 2001. Estimated Cleanup Cost for MTBE in Groundwater Used as Drinking Water. Unpublished report.

Hagemann, M.F., 2001. Estimated Costs to Address MTBE Releases from Leaking Underground Storage Tanks. Unpublished report.

Hagemann, M.F., and VanMouwerik, M., 1999. Potential Water Quality Concerns Related to Snowmobile Usage. Water Resources Division, National Park Service, Technical Report.

VanMouwerik, M. and **Hagemann, M.F.** 1999, Water Quality Concerns Related to Personal Watercraft Usage. Water Resources Division, National Park Service, Technical Report.

Hagemann, M.F., 1999, Is Dilution the Solution to Pollution in National Parks? The George Wright Society Biannual Meeting, Asheville, North Carolina.

Hagemann, M.F., 1997, The Potential for MTBE to Contaminate Groundwater. U.S. EPA Superfund Groundwater Technical Forum Annual Meeting, Las Vegas, Nevada.

Hagemann, M.F., and Gill, M., 1996, Impediments to Intrinsic Remediation, Moffett Field Naval Air Station, Conference on Intrinsic Remediation of Chlorinated Hydrocarbons, Salt Lake City.

Hagemann, M.F., Fukunaga, G.L., 1996, The Vulnerability of Groundwater to Anthropogenic Contaminants on the Island of Maui, Hawaii. Hawaii Water Works Association Annual Meeting, Maui, October 1996.

Hagemann, M. F., Fukanaga, G. L., 1996, Ranking Groundwater Vulnerability in Central Oahu, Hawaii. Proceedings, Geographic Information Systems in Environmental Resources Management, Air and Waste Management Association Publication VIP-61.

Hagemann, M.F., 1994. Groundwater Characterization and Cleanup at Closing Military Bases in California. Proceedings, California Groundwater Resources Association Meeting.

Hagemann, M.F. and Sabol, M.A., 1993. Role of the U.S. EPA in the High Plains States Groundwater Recharge Demonstration Program. Proceedings, Sixth Biennial Symposium on the Artificial Recharge of Groundwater.

Hagemann, M.F., 1993. U.S. EPA Policy on the Technical Impracticability of the Cleanup of DNAPL-contaminated Groundwater. California Groundwater Resources Association Meeting.

Hagemann, M.F., 1992. Dense Nonaqueous Phase Liquid Contamination of Groundwater: An Ounce of Prevention... Proceedings, Association of Engineering Geologists Annual Meeting, v. 35.

Other Experience:

Selected as subject matter expert for the California Professional Geologist licensing examinations, 2009-2011.

2. Response to Comments

Attachment E

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

SOIL WATER AIR PROTECTION ENTERPRISE
2656 29th Street, Suite 201
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Fax: (310) 452-5550
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Paul Rosenfeld, Ph.D.

Chemical Fate and Transport & Air Dispersion Modeling

Principal Environmental Chemist

Risk Assessment & Remediation Specialist

Education

Ph.D. Soil Chemistry, University of Washington, 1999. Dissertation on volatile organic compound filtration.

M.S. Environmental Science, U.C. Berkeley, 1995. Thesis on organic waste economics.

B.A. Environmental Studies, U.C. Santa Barbara, 1991. Thesis on wastewater treatment.

Professional Experience

Dr. Rosenfeld has over 25 years' experience conducting environmental investigations and risk assessments for evaluating impacts to human health, property, and ecological receptors. His expertise focuses on the fate and transport of environmental contaminants, human health risk, exposure assessment, and ecological restoration. Dr. Rosenfeld has evaluated and modeled emissions from oil spills, landfills, boilers and incinerators, process stacks, storage tanks, confined animal feeding operations, industrial, military and agricultural sources, unconventional oil drilling operations, and locomotive and construction engines. His project experience ranges from monitoring and modeling of pollution sources to evaluating impacts of pollution on workers at industrial facilities and residents in surrounding communities. Dr. Rosenfeld has also successfully modeled exposure to contaminants distributed by water systems and via vapor intrusion.

Dr. Rosenfeld has investigated and designed remediation programs and risk assessments for contaminated sites containing lead, heavy metals, mold, bacteria, particulate matter, petroleum hydrocarbons, chlorinated solvents, pesticides, radioactive waste, dioxins and furans, semi- and volatile organic compounds, PCBs, PAHs, creosote, perchlorate, asbestos, per- and poly-fluoroalkyl substances (PFOA/PFOS), unusual polymers, fuel oxygenates (MTBE), among other pollutants. Dr. Rosenfeld also has experience evaluating greenhouse gas emissions from various projects and is an expert on the assessment of odors from industrial and agricultural sites, as well as the evaluation of odor nuisance impacts and technologies for abatement of odorous emissions. As a principal scientist at SWAPE, Dr. Rosenfeld directs air dispersion modeling and exposure assessments. He has served as an expert witness and testified about pollution sources causing nuisance and/or personal injury at sites and has testified as an expert witness on numerous cases involving exposure to soil, water and air contaminants from industrial, railroad, agricultural, and military sources.

Professional History:

Soil Water Air Protection Enterprise (SWAPE); 2003 to present; Principal and Founding Partner
UCLA School of Public Health; 2007 to 2011; Lecturer (Assistant Researcher)
UCLA School of Public Health; 2003 to 2006; Adjunct Professor
UCLA Environmental Science and Engineering Program; 2002-2004; Doctoral Intern Coordinator
UCLA Institute of the Environment, 2001-2002; Research Associate
Komex H_2O Science, 2001 to 2003; Senior Remediation Scientist
National Groundwater Association, 2002-2004; Lecturer
San Diego State University, 1999-2001; Adjunct Professor
Anteon Corp., San Diego, 2000-2001; Remediation Project Manager
Ogden (now Amec), San Diego, 2000-2000; Remediation Project Manager
Bechtel, San Diego, California, 1999 – 2000; Risk Assessor
King County, Seattle, 1996 – 1999; Scientist
James River Corp., Washington, 1995-96; Scientist
Big Creek Lumber, Davenport, California, 1995; Scientist
Plumas Corp., California and USFS, Tahoe 1993-1995; Scientist
Peace Corps and World Wildlife Fund, St. Kitts, West Indies, 1991-1993; Scientist

Publications:

Remy, L.L., Clay T., Byers, V., **Rosenfeld P. E.** (2019) Hospital, Health, and Community Burden After Oil Refinery Fires, Richmond, California 2007 and 2012. *Environmental Health.* 18:48

Simons, R.A., Seo, Y. **Rosenfeld, P.**, (2015) Modeling the Effect of Refinery Emission On Residential Property Value. Journal of Real Estate Research. 27(3):321-342

Chen, J. A. Zapata A. R., Sutherland A. J., Molmen, D.R., Chow, B. S., Wu, L. E., **Rosenfeld, P. E.,** Hesse, R. C., (2012) Sulfur Dioxide and Volatile Organic Compound Exposure To A Community In Texas City Texas Evaluated Using Aermod and Empirical Data. *American Journal of Environmental Science*, 8(6), 622-632.

Rosenfeld, P.E. & Feng, L. (2011). *The Risks of Hazardous Waste.* Amsterdam: Elsevier Publishing.

Cheremisinoff, N.P., & **Rosenfeld, P.E.** (2011). *Handbook of Pollution Prevention and Cleaner Production: Best Practices in the Agrochemical Industry*, Amsterdam: Elsevier Publishing.

Gonzalez, J., Feng, L., Sutherland, A., Waller, C., Sok, H., Hesse, R., **Rosenfeld, P.** (2010). PCBs and Dioxins/Furans in Attic Dust Collected Near Former PCB Production and Secondary Copper Facilities in Sauget, IL. *Procedia Environmental Sciences*. 113–125.

Feng, L., Wu, C., Tam, L., Sutherland, A.J., Clark, J.J., **Rosenfeld, P.E.** (2010). Dioxin and Furan Blood Lipid and Attic Dust Concentrations in Populations Living Near Four Wood Treatment Facilities in the United States. *Journal of Environmental Health*. 73(6), 34-46.

Cheremisinoff, N.P., & **Rosenfeld, P.E.** (2010). *Handbook of Pollution Prevention and Cleaner Production: Best Practices in the Wood and Paper Industries.* Amsterdam: Elsevier Publishing.

Cheremisinoff, N.P., & **Rosenfeld, P.E.** (2009). *Handbook of Pollution Prevention and Cleaner Production: Best Practices in the Petroleum Industry*. Amsterdam: Elsevier Publishing.

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Wu, C., Tam, L., Clark, J., **Rosenfeld, P**. (2009). Dioxin and furan blood lipid concentrations in populations living near four wood treatment facilities in the United States. *WIT Transactions on Ecology and the Environment, Air Pollution*, 123 (17), 319-327.

Tam L. K., Wu C. D., Clark J. J. and **Rosenfeld, P.E.** (2008). A Statistical Analysis Of Attic Dust And Blood Lipid Concentrations Of Tetrachloro-p-Dibenzodioxin (TCDD) Toxicity Equivalency Quotients (TEQ) In Two Populations Near Wood Treatment Facilities. *Organohalogen Compounds*, 70, 002252-002255.

Tam L. K., Wu C. D., Clark J. J. and **Rosenfeld, P.E.** (2008). Methods For Collect Samples For Assessing Dioxins And Other Environmental Contaminants In Attic Dust: A Review. *Organohalogen Compounds*, 70, 000527-000530.

Hensley, A.R. A. Scott, J. J. J. Clark, **Rosenfeld, P.E.** (2007). Attic Dust and Human Blood Samples Collected near a Former Wood Treatment Facility. *Environmental Research*. 105, 194-197.

Rosenfeld, P.E., J. J. J. Clark, A. R. Hensley, M. Suffet. (2007). The Use of an Odor Wheel Classification for Evaluation of Human Health Risk Criteria for Compost Facilities. *Water Science & Technology* 55(5), 345-357.

Rosenfeld, P. E., M. Suffet. (2007). The Anatomy Of Odour Wheels For Odours Of Drinking Water, Wastewater, Compost And The Urban Environment. *Water Science & Technology* 55(5), 335-344.

Sullivan, P. J. Clark, J.J.J., Agardy, F. J., **Rosenfeld, P.E.** (2007). *Toxic Legacy, Synthetic Toxins in the Food, Water, and Air in American Cities*. Boston Massachusetts: Elsevier Publishing.

Rosenfeld, P.E., and Suffet I.H. (2004). Control of Compost Odor Using High Carbon Wood Ash. *Water Science and Technology*. 49(9),171-178.

Rosenfeld P. E., J.J. Clark, I.H. (Mel) Suffet (2004). The Value of An Odor-Quality-Wheel Classification Scheme For The Urban Environment. *Water Environment Federation's Technical Exhibition and Conference (WEFTEC) 2004*. New Orleans, October 2-6, 2004.

Rosenfeld, P.E., and Suffet, I.H. (2004). Understanding Odorants Associated With Compost, Biomass Facilities, and the Land Application of Biosolids. *Water Science and Technology*. 49(9), 193-199.

Rosenfeld, P.E., and Suffet I.H. (2004). Control of Compost Odor Using High Carbon Wood Ash, *Water Science and Technology*, 49(9), 171-178.

Rosenfeld, P. E., Grey, M. A., Sellew, P. (2004). Measurement of Biosolids Odor and Odorant Emissions from Windrows, Static Pile and Biofilter. *Water Environment Research*. 76(4), 310-315.

Rosenfeld, P.E., Grey, M and Suffet, M. (2002). Compost Demonstration Project, Sacramento California Using High-Carbon Wood Ash to Control Odor at a Green Materials Composting Facility. *Integrated Waste Management Board Public Affairs Office*, Publications Clearinghouse (MS–6), Sacramento, CA Publication #442-02-008.

Rosenfeld, P.E., and C.L. Henry. (2001). Characterization of odor emissions from three different biosolids. *Water Soil and Air Pollution*. 127(1-4), 173-191.

Rosenfeld, P.E., and Henry C. L., (2000). Wood ash control of odor emissions from biosolids application. *Journal of Environmental Quality*. 29, 1662-1668.

Rosenfeld, P.E., C.L. Henry and D. Bennett. (2001). Wastewater dewatering polymer affect on biosolids odor emissions and microbial activity. *Water Environment Research*. 73(4), 363-367.

Rosenfeld, P.E., and C.L. Henry. (2001). Activated Carbon and Wood Ash Sorption of Wastewater, Compost, and Biosolids Odorants. *Water Environment Research*, 73, 388-393.

Rosenfeld, P.E., and Henry C. L., (2001). High carbon wood ash effect on biosolids microbial activity and odor. *Water Environment Research*. 131(1-4), 247-262.

Chollack, T. and **P. Rosenfeld.** (1998). Compost Amendment Handbook For Landscaping. Prepared for and distributed by the City of Redmond, Washington State.

Rosenfeld, P. E. (1992). The Mount Liamuiga Crater Trail. *Heritage Magazine of St. Kitts*, 3(2).

Rosenfeld, P. E. (1993). High School Biogas Project to Prevent Deforestation On St. Kitts. *Biomass Users Network*, 7(1).

Rosenfeld, P. E. (1998). Characterization, Quantification, and Control of Odor Emissions From Biosolids Application To Forest Soil. Doctoral Thesis. University of Washington College of Forest Resources.

Rosenfeld, P. E. (1994). Potential Utilization of Small Diameter Trees on Sierra County Public Land. Masters thesis reprinted by the Sierra County Economic Council. Sierra County, California.

Rosenfeld, P. E. (1991). How to Build a Small Rural Anaerobic Digester & Uses Of Biogas In The First And Third World. Bachelors Thesis. University of California.

Presentations:

Rosenfeld, P.E., Sutherland, A; Hesse, R.; Zapata, A. (October 3-6, 2013). Air dispersion modeling of volatile organic emissions from multiple natural gas wells in Decatur, TX. *44th Western Regional Meeting. American Chemical Society*. Lecture conducted from Santa Clara, CA.

Sok, H.L.; Waller, C.C.; Feng, L.; Gonzalez, J.; Sutherland, A.J.; Wisdom-Stack, T.; Sahai, R.K.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Atrazine: A Persistent Pesticide in Urban Drinking Water. *Urban Environmental Pollution*. Lecture conducted from Boston, MA.

Feng, L.; Gonzalez, J.; Sok, H.L.; Sutherland, A.J.; Waller, C.C.; Wisdom-Stack, T.; Sahai, R.K.; La, M.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Bringing Environmental Justice to East St. Louis, Illinois. *Urban Environmental Pollution*. Lecture conducted from Boston, MA.

Rosenfeld, P.E. (April 19-23, 2009). Perfluorooctanoic Acid (PFOA) and Perfluoroactane Sulfonate (PFOS) Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*, Lecture conducted from Tuscon, AZ.

Rosenfeld, P.E. (April 19-23, 2009). Cost to Filter Atrazine Contamination from Drinking Water in the United States" Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*. Lecture conducted from Tuscon, AZ.

Wu, C., Tam, L., Clark, J., **Rosenfeld, P.** (20-22 July, 2009). Dioxin and furan blood lipid concentrations in populations living near four wood treatment facilities in the United States. Brebbia, C.A. and Popov, V., eds., *Air Pollution XVII: Proceedings of the Seventeenth International Conference on Modeling, Monitoring and Management of Air Pollution*. Lecture conducted from Tallinn, Estonia.

Rosenfeld, P. E. (October 15-18, 2007). Moss Point Community Exposure To Contaminants From A Releasing Facility. *The 23rd Annual International Conferences on Soils Sediment and Water*. Platform lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld, P. E. (October 15-18, 2007). The Repeated Trespass of Tritium-Contaminated Water Into A Surrounding Community Form Repeated Waste Spills From A Nuclear Power Plant. *The 23rd Annual International*

2. Response to Comments

Conferences on Soils Sediment and Water. Platform lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld, P. E. (October 15-18, 2007). Somerville Community Exposure To Contaminants From Wood Treatment Facility Emissions. The *23rd Annual International Conferences on Soils Sediment and Water*. Lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld P. E. (March 2007). Production, Chemical Properties, Toxicology, & Treatment Case Studies of 1,2,3-Trichloropropane (TCP). *The Association for Environmental Health and Sciences (AEHS) Annual Meeting*. Lecture conducted from San Diego, CA.

Rosenfeld P. E. (March 2007). Blood and Attic Sampling for Dioxin/Furan, PAH, and Metal Exposure in Florala, Alabama. *The AEHS Annual Meeting*. Lecture conducted from San Diego, CA.

Hensley A.R., Scott, A., **Rosenfeld P.E.,** Clark, J.J.J. (August 21 – 25, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *The 26th International Symposium on Halogenated Persistent Organic Pollutants – DIOXIN2006*. Lecture conducted from Radisson SAS Scandinavia Hotel in Oslo Norway.

Hensley A.R., Scott, A., **Rosenfeld P.E.,** Clark, J.J.J. (November 4-8, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *APHA 134 Annual Meeting & Exposition*. Lecture conducted from Boston Massachusetts.

Paul Rosenfeld Ph.D. (October 24-25, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. Mealey's C8/PFOA. *Science, Risk & Litigation Conference*. Lecture conducted from The Rittenhouse Hotel, Philadelphia, PA.

Paul Rosenfeld Ph.D. (September 19, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, *Toxicology and Remediation PEMA Emerging Contaminant Conference*. Lecture conducted from Hilton Hotel, Irvine California.

Paul Rosenfeld Ph.D. (September 19, 2005). Fate, Transport, Toxicity, And Persistence of 1,2,3-TCP. *PEMA Emerging Contaminant Conference*. Lecture conducted from Hilton Hotel in Irvine, California.

Paul Rosenfeld Ph.D. (September 26-27, 2005). Fate, Transport and Persistence of PDBEs. *Mealey's Groundwater Conference*. Lecture conducted from Ritz Carlton Hotel, Marina Del Ray, California.

Paul Rosenfeld Ph.D. (June 7-8, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. *International Society of Environmental Forensics: Focus On Emerging Contaminants*. Lecture conducted from Sheraton Oceanfront Hotel, Virginia Beach, Virginia.

Paul Rosenfeld Ph.D. (July 21-22, 2005). Fate Transport, Persistence and Toxicology of PFOA and Related Perfluorochemicals. *2005 National Groundwater Association Ground Water And Environmental Law Conference*. Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

Paul Rosenfeld Ph.D. (July 21-22, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, Toxicology and Remediation. *2005 National Groundwater Association Ground Water and Environmental Law Conference*. Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

Paul Rosenfeld, Ph.D. and James Clark Ph.D. and Rob Hesse R.G. (May 5-6, 2004). Tert-butyl Alcohol Liability and Toxicology, A National Problem and Unquantified Liability. *National Groundwater Association. Environmental Law Conference*. Lecture conducted from Congress Plaza Hotel, Chicago Illinois.

Paul Rosenfeld, Ph.D. (March 2004). Perchlorate Toxicology. *Meeting of the American Groundwater Trust*. Lecture conducted from Phoenix Arizona.

Hagemann, M.F., **Paul Rosenfeld, Ph.D.** and Rob Hesse (2004). Perchlorate Contamination of the Colorado River. *Meeting of tribal representatives*. Lecture conducted from Parker, AZ.

Paul Rosenfeld, Ph.D. (April 7, 2004). A National Damage Assessment Model For PCE and Dry Cleaners. *Dryeleaner Symposium. California Ground Water Association*. Lecture conducted from Radison Hotel, Sacramento, California.

Rosenfeld, P. E., Grey, M., (June 2003) Two stage biofilter for biosolids composting odor control. *Seventh International In Situ And On Site Bioremediation Symposium Battelle Conference* Orlando, FL.

Paul Rosenfeld, Ph.D. and James Clark Ph.D. (February 20-21, 2003) Understanding Historical Use, Chemical Properties, Toxicity and Regulatory Guidance of 1,4 Dioxane. *National Groundwater Association, Southwest Focus Conference. Water Supply and Emerging Contaminants*.. Lecture conducted from Hyatt Regency Phoenix Arizona.

Paul Rosenfeld, Ph.D. (February 6-7, 2003). Underground Storage Tank Litigation and Remediation. *California CUPA Forum*. Lecture conducted from Marriott Hotel, Anaheim California.

Paul Rosenfeld, Ph.D. (October 23, 2002) Underground Storage Tank Litigation and Remediation. *EPA Underground Storage Tank Roundtable*. Lecture conducted from Sacramento California.

Rosenfeld, P.E. and Suffet, M. (October 7- 10, 2002). Understanding Odor from Compost, *Wastewater and Industrial Processes. Sixth Annual Symposium On Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

Rosenfeld, P.E. and Suffet, M. (October 7- 10, 2002). Using High Carbon Wood Ash to Control Compost Odor. *Sixth Annual Symposium On Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

Rosenfeld, P.E. and Grey, M. A. (September 22-24, 2002). Biocycle Composting For Coastal Sage Restoration. *Northwest Biosolids Management Association*. Lecture conducted from Vancouver Washington.

Rosenfeld, P.E. and Grey, M. A. (November 11-14, 2002). Using High-Carbon Wood Ash to Control Odor at a Green Materials Composting Facility. *Soil Science Society Annual Conference*. Lecture conducted from Indianapolis, Maryland.

Rosenfeld. P.E. (September 16, 2000). Two stage biofilter for biosolids composting odor control. *Water Environment Federation*. Lecture conducted from Anaheim California.

Rosenfeld. P.E. (October 16, 2000). Wood ash and biofilter control of compost odor. *Biofest*. Lecture conducted from Ocean Shores, California.

Rosenfeld, P.E. (2000). Bioremediation Using Organic Soil Amendments. *California Resource Recovery Association*. Lecture conducted from Sacramento California.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation With High-Carbon Wood-Ash. *Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings*. Lecture conducted from Bellevue Washington.

Rosenfeld, P.E., and C.L. Henry. (1999). An evaluation of ash incorporation with biosolids for odor reduction. *Soil Science Society of America*. Lecture conducted from Salt Lake City Utah.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Comparison of Microbial Activity and Odor Emissions from Three Different Biosolids Applied to Forest Soil. *Brown and Caldwell*. Lecture conducted from Seattle Washington.

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Rosenfeld, P.E., C.L. Henry. (1998). Characterization, Quantification, and Control of Odor Emissions from Biosolids Application To Forest Soil. *Biofest.* Lecture conducted from Lake Chelan, Washington.

Rosenfeld, P.E, C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation With High-Carbon Wood-Ash. Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings. Lecture conducted from Bellevue Washington.

Rosenfeld, P.E., C.L. Henry, R. B. Harrison, and R. Dills. (1997). Comparison of Odor Emissions From Three Different Biosolids Applied to Forest Soil. *Soil Science Society of America*. Lecture conducted from Anaheim California.

Teaching Experience:

UCLA Department of Environmental Health (Summer 2003 through 20010) Taught Environmental Health Science 100 to students, including undergrad, medical doctors, public health professionals and nurses. Course focused on the health effects of environmental contaminants.

National Ground Water Association, Successful Remediation Technologies. Custom Course in Sante Fe, New Mexico. May 21, 2002. Focused on fate and transport of fuel contaminants associated with underground storage tanks.

National Ground Water Association; Successful Remediation Technologies Course in Chicago Illinois. April 1, 2002. Focused on fate and transport of contaminants associated with Superfund and RCRA sites.

California Integrated Waste Management Board, April and May, 2001. Alternative Landfill Caps Seminar in San Diego, Ventura, and San Francisco. Focused on both prescriptive and innovative landfill cover design.

UCLA Department of Environmental Engineering, February 5, 2002. Seminar on Successful Remediation Technologies focusing on Groundwater Remediation.

University Of Washington, Soil Science Program, Teaching Assistant for several courses including: Soil Chemistry, Organic Soil Amendments, and Soil Stability.

U.C. Berkeley, Environmental Science Program Teaching Assistant for Environmental Science 10.

Academic Grants Awarded:

California Integrated Waste Management Board. $41,000 grant awarded to UCLA Institute of the Environment. Goal: To investigate effect of high carbon wood ash on volatile organic emissions from compost. 2001.

Synagro Technologies, Corona California: $10,000 grant awarded to San Diego State University.
Goal: investigate effect of biosolids for restoration and remediation of degraded coastal sage soils. 2000.

King County, Department of Research and Technology, Washington State. $100,000 grant awarded to University of Washington: Goal: To investigate odor emissions from biosolids application and the effect of polymers and ash on VOC emissions. 1998.

Northwest Biosolids Management Association, Washington State. $20,000 grant awarded to investigate effect of polymers and ash on VOC emissions from biosolids. 1997.

James River Corporation, Oregon: $10,000 grant was awarded to investigate the success of genetically engineered Poplar trees with resistance to round-up. 1996.

United State Forest Service, Tahoe National Forest: $15,000 grant was awarded to investigating fire ecology of the Tahoe National Forest. 1995.

Kellogg Foundation, Washington D.C. $500 grant was awarded to construct a large anaerobic digester on St. Kitts in West Indies. 1993

Deposition and/or Trial Testimony:

In the United States District Court for the Eastern District of Texas Beaumont Division
Robinson, Jeremy et al *Plaintiffs*, vs. CNA Insurance Company et al.
Case Number 1:17-cv-000508
Rosenfeld Deposition: March 25, 2021

In the Superior Court of the State of California, County of San Bernardino
Gary Garner, Personal Representative for the Estate of Melvin Garner vs. BNSF Railway Company.
Case No. 1720288
Rosenfeld Deposition 2-23-2021

In the Superior Court of the State of California, County of Los Angeles, Spring Street Courthouse
Benny M Rodriguez vs. Union Pacific Railroad, A Corporation, et al.
Case No. 18STCV01162
Rosenfeld Deposition 12-23-2020

In the Circuit Court of Jackson County, Missouri
Karen Cornwell, *Plaintiff,* vs. Marathon Petroleum, LP, *Defendant.*
Case No.: 1716-CV10006
Rosenfeld Deposition. 8-30-2019

In the United States District Court For The District of New Jersey
Duarte et al, *Plaintiffs*, vs. United States Metals Refining Company et. al. *Defendant,*
Case No.: 2:17-cv-01624-ES-SCM
Rosenfeld Deposition. 6-7-2019

In the United States District Court of Southern District of Texas Galveston Division
M/T Carla Maersk, *Plaintiffs*, vs. Conti 168., Schiffahrts-GMBH & Co. Bulker KG MS "Conti Perdido" *Defendant.*
Case No.: 3:15-CV-00106 consolidated with 3:15-CV-00237
Rosenfeld Deposition. 5-9-2019

In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica
Carole-Taddeo-Bates et al., vs. Ifran Khan et al., Defendants
Case No.: No. BC615636
Rosenfeld Deposition, 1-26-2019

In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica
The San Gabriel Valley Council of Governments et al. vs El Adobe Apts. Inc. et al., Defendants
Case No.: No. BC646857
Rosenfeld Deposition, 10-6-2018; Trial 3-7-19

In United States District Court For The District of Colorado
Bells et al. Plaintiff vs. The 3M Company et al., Defendants
Case No.: 1:16-cv-02531-RBJ
Rosenfeld Deposition, 3-15-2018 and 4-3-2018

In The District Court Of Regan County, Texas, 112th Judicial District

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Phillip Bales et al., Plaintiff vs. Dow Agrosciences, LLC, et al., Defendants
Cause No.: 1923
Rosenfeld Deposition, 11-17-2017

In The Superior Court of the State of California In And For The County Of Contra Costa
Simons et al., Plaintiffs vs. Chevron Corporation, et al., Defendants
Cause No C12-01481
Rosenfeld Deposition, 11-20-2017

In The Circuit Court Of The Twentieth Judicial Circuit, St Clair County, Illinois
Martha Custer et al., Plaintiff vs. Cerro Flow Products, Inc., Defendants
Case No.: No. 0i9-L-2295
Rosenfeld Deposition, 8-23-2017

In United States District Court For The Southern District of Mississippi
Guy Manuel vs. The BP Exploration et al., Defendants
Case: No 1:19-cv-00315-RHW
Rosenfeld Deposition, 4-22-2020

In The Superior Court of the State of California, For The County of Los Angeles
Warrn Gilbert and Penny Gilber, Plaintiff vs. BMW of North America LLC
Case No.: LC102019 (c/w BC582154)
Rosenfeld Deposition, 8-16-2017, Trail 8-28-2018

In the Northern District Court of Mississippi, Greenville Division
Brenda J. Cooper, et al., *Plaintiffs*, vs. Meritor Inc., et al., *Defendants*
Case Number: 4:16-cv-52-DMB-JVM
Rosenfeld Deposition: July 2017

In The Superior Court of the State of Washington, County of Snohomish
Michael Davis and Julie Davis et al., Plaintiff vs. Cedar Grove Composting Inc., Defendants
Case No.: No. 13-2-03987-5
Rosenfeld Deposition, February 2017
Trial, March 2017

In The Superior Court of the State of California, County of Alameda
Charles Spain., Plaintiff vs. Thermo Fisher Scientific, et al., Defendants
Case No.: RG14711115
Rosenfeld Deposition, September 2015

In The Iowa District Court In And For Poweshiek County
Russell D. Winburn, et al., Plaintiffs vs. Doug Hoksbergen, et al., Defendants
Case No.: LALA002187
Rosenfeld Deposition, August 2015

In The Circuit Court of Ohio County, West Virginia
Robert Andrews, et al. v. Antero, et al.
Civil Action N0. 14-C-30000
Rosenfeld Deposition, June 2015

In The Iowa District Court For Muscatine County
Laurie Freeman et. al. Plaintiffs vs. Grain Processing Corporation, Defendant
Case No 4980
Rosenfeld Deposition: May 2015

In the Circuit Court of the 17th Judicial Circuit, in and For Broward County, Florida
Walter Hinton, et. al. Plaintiff, vs. City of Fort Lauderdale, Florida, a Municipality, Defendant
Case Number CACE07030358 (26)
Rosenfeld Deposition: December 2014

In the County Court of Dallas County Texas
Lisa Parr et al, *Plaintiff*, vs. Aruba et al, *Defendant*.
Case Number cc-11-01650-E
Rosenfeld Deposition: March and September 2013
Rosenfeld Trial: April 2014

In the Court of Common Pleas of Tuscarawas County Ohio
John Michael Abicht, et al., *Plaintiffs*, vs. Republic Services, Inc., et al., *Defendants*
Case Number: 2008 CT 10 0741 (Cons. w/ 2009 CV 10 0987)
Rosenfeld Deposition: October 2012

In the United States District Court for the Middle District of Alabama, Northern Division
James K. Benefield, et al., *Plaintiffs*, vs. International Paper Company, *Defendant*.
Civil Action Number 2:09-cv-232-WHA-TFM
Rosenfeld Deposition: July 2010, June 2011

In the Circuit Court of Jefferson County Alabama
Jaeanette Moss Anthony, et al., *Plaintiffs*, vs. Drummond Company Inc., et al., *Defendants*
Civil Action No. CV 2008-2076
Rosenfeld Deposition: September 2010

In the United States District Court for Eastern District of Arkansas, Eastern District of Arkansas
Harry Stephens Farms, Inc, and Harry Stephens, individual and as managing partner of Stephens Partnership, *Plaintiffs*, vs. Helena Chemical Company, and Exxon Mobil Corp., successor to Mobil Chemical Co., *Defendants*.
Case Number 2:06-CV-00166 JMM (Consolidated with case number 4:07CV00278 JMM)
Rosenfeld Deposition: July 2010

In the United States District Court, Western District Lafayette Division
Ackle et al., *Plaintiffs*, vs. Citgo Petroleum Corporation, et al., *Defendants*.
Case Number 2:07CV1052
Rosenfeld Deposition: July 2009

In the United States District Court for the Southern District of Ohio
Carolyn Baker, et al., *Plaintiffs*, vs. Chevron Oil Company, et al., *Defendants*.
Case Number 1:05 CV 227
Rosenfeld Deposition: July 2008

In the Ninth Judicial District Court, Parish of Rapides, State of Louisiana
Roger Price, et al., *Plaintiffs*, vs. Roy O. Martin, L.P., et al., *Defendants*.
Civil Suit Number 224,041 Division G
Rosenfeld Deposition: September 2008

In the Superior Court of the State of California in and for the County of Los Angeles
Leslie Hensley and Rick Hensley, *Plaintiffs*, vs. Peter T. Hoss, as trustee on behalf of the Cone Fee Trust; Plains Exploration & Production Company, a Delaware corporation; Rayne Water Conditioning, Inc., a California Corporation; and DOES 1 through 100, *Defendants*.
Case Number SC094173
Rosenfeld Deposition: September 2008, October 2008

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C. Response to Comments from Mitchell M. Tsai (on behalf of Southwest Regional Council of Carpenters), dated June 24, 2021.

C-1 The commenter states that the Southwest Regional Council of Carpenters (SWRCC) reserve the right to supplement these comments at or prior to hearings for the proposed project, and requests that the City provide notice for all notices referring or related to the proposed project.

The comment does not describe any inadequacies in the CEQA analysis or conclusion in the DEIR, therefore no changes to the DEIR are necessary. The commenter has been added to the distribution list for the proposed project and will be informed of all notices regarding the proposed project.

C-2 The commenter states that the City should require the applicant to provide additional community benefits such as local hire and use of skilled and trained workforce who have graduated from a Joint Labor Management apprenticeship training program to build the proposed project.

The comment does not describe any inadequacies in the CEQA analysis or conclusion in the DEIR, therefore no changes to the DEIR are necessary.

C-3 The commenter states that local hire and skilled and trained workforce requirements can reduce environmental impacts and improve the positive economic impact of the proposed project such as reduced greenhouse gas emissions and length of vendor trips, as well as providing localized economic benefits.

While prioritizing hiring of employees within a 10-mile radius of the project site could reduce construction-worker trip lengths and associated emissions, the City lacks the legal authority to require, and the means to verify, residency associated with this type of restriction. The amount of any associated vehicle emission reduction would be speculative but likely nominal; requiring local residency would not mitigate greenhouse gas impacts from the project to less than significant levels. Further, the requirement could be unconstitutional as all citizens have the right to seek employment regardless of residency. It should be noted that nothing in the record would preclude the applicant from hiring locally, nor is there anything to suggest that the existing workforce is not adequately skilled and trained for the type of construction proposed by this project. The comment does not describe any inadequacies in the CEQA analysis or conclusion in the Draft EIR, therefore no changes to the Draft EIR are necessary.

C-4 The commenter states that skilled and trained workforce requirements promote the development of skilled trades that yield sustainable development and are key to delivering emissions reductions and moving California closer to its climate targets. The commenter states that the South Coast AQMD found that the use of local state-certified apprenticeship programs can result in air pollutant reductions, and that cities are adopting

local skilled and trained workforce policies and requirements into general plans and municipal codes.

See response to Comment C-3. Air quality impacts from the project have already been mitigated to less than significant levels, therefore, additional mitigation is not required. The comment does not describe any inadequacies in the CEQA analysis or conclusion in the Draft EIR, therefore no changes to the Draft EIR are necessary.

C-5 The commenter states that locating jobs closer to residential areas can reduce vehicle miles traveled (VMT) and vehicle hours traveled. The commenter states that simply placing jobs near housing is insufficient to achieve VMT reductions since the skill requirements of available local jobs must be matched to those held by local residents.

The comment does not describe any inadequacies in the CEQA analysis or challenge any conclusions in the Draft EIR, therefore no changes to the Draft EIR are necessary.

C-6 The commenter states that the City should consider utilizing skilled and trained workforce policies and requirements to benefit the local area economically and mitigate greenhouse gas, air quality, and transportation impacts.

See response to Comments C-3 and C-4. Transportation impacts from the project have already been mitigated to less than significant levels, therefore, additional mitigation is not required.

C-7 The commenter states that the City should require the proposed project to be built to standards exceeding the current 2019 California Green Building Code to mitigate the proposed project's environmental impacts and to advance progress towards California's environmental goals.

There is no legal requirement to exceed the current 2019 California Green Building Code. The proposed mitigation measures in the DEIR sufficiently reduce impacts to a less-than-significant-level.

C-8 The commenter summarizes the work experiences of Matt Hagemann, P.G, C.Hg., and Paul Rosenfeld, Ph.D., whose comments and resumes are included in this comment letter.

The comment does not describe any inadequacies in the CEQA analysis or conclusion in the DEIR, therefore no changes to the DEIR are necessary.

C-9 The commenter states that CEQA has two basic purposes; the first is that CEQA is designed to inform decision makers and the public about potentially significant environmental impacts of a project and the second is that CEQA directs public agencies to avoid or reduce environmental damage when possible by requiring alternatives or mitigation measures. The commenter states that courts reviewing an EIR should not rely on every study presented by a project proponent, and states that the EIR's function is to

ensure that government officials who decide to build or approve a project do so with a full understanding of the environmental consequences.

The comment does not describe any inadequacies in the CEQA analysis or conclusion in the DEIR, therefore no changes to the DEIR are necessary.

C-10 The commenter states that the information and issues raised throughout the letter constitute significant new information which obligates the City to substantively revise and recirculate the DEIR for a new public notice and comment period.

Responses to the commenter's specific concerns are addressed throughout this FEIR.

C-11 The commenter states that the DEIR fails to adequately evaluate the proposed project's air quality, health risk, and greenhouse gas impacts, and as a result emissions and health risk impacts associated with the proposed project's construction and operation are underestimated and inadequately addressed, and that an updated EIR should assess and mitigate potential impacts.

The commenter suggests that a local hire requirement would reduce greenhouse gas emissions. Greenhouse Gas emissions are shown in Table 5.5-6 of the DEIR and indicate that construction emissions in combination with operational emissions would be significant and unavoidable. The physical location of construction employees and the distance they would travel to the construction site is unknown at this time; therefore the DEIR correctly utilizes the default worker trip length assumptions for purposes of evaluating the proposed project emissions.

The commentor suggests a discrepancy between the statement that the construction emissions were based on CalEEMod default values when compared to the values for equipment quantities and usage hours that are shown in the model output. The construction contractor had reviewed the CalEEMod estimates and provided adjustments to reflect the project specific construction activities for equipment, number of workers, and architectural coatings. It should be noted that some quantities were adjusted upward, while as the commenter noted, some were decreased from the CalEEMod defaults. As included in Section 3, *Revisions to the Draft EIR,* of this FEIR, page 5.2-24 of the DEIR will be revised as follows:

> Table 5.2-8 lists the estimated construction equipment that would be used during project construction as estimated by CalEEMod default values <u>as modified to reflect project specific activities</u>.

The commentor also asserts that pass-by trips were double counted. Default values for the pass-by trips were included in CalEEMod. This is not an undercounting of the vehicle trips because the trips were still included in the analysis. Total trips for the proposed

project were consistent with what were included in the traffic impact analysis as shown in the CalEEMod output sheets.

The commentor indicates that there was an unsubstantiated change to gas fireplace values in CalEEMod. The proposed project would not include any gas or wood burning fireplaces. This was reflected in the CalEEMod analysis. As included in Section 3, *Revisions to the Draft EIR,* of this FEIR, the project description on page 3-3 of the DEIR will be updated to clarify this as follows:

> The proposed townhomes/condominium would be 3-plexes to 6-plexes up to three stories tall, with a maximum height of 40 feet to the ridge of the roof. As shown in Figure 3-6a and Figure 3-6b, Residential Elevation, the exterior façades would vary in materials such as board and batten, trim, and metal, as well as in color/finishes such as light and dark brown, white, taupe, and gray. The interior of the units will not include woodburning or gas fireplaces.

The commenter also suggests that the use of Tier 4 Final equipment was incorrect in the analysis. Mitigation Measure AQ-1 would require this equipment. As included in the Section 3, *Revisions to the Draft EIR,* of this FEIR, the DEIR has been modified to reflect that this measure would apply to equipment of 50 HP or greater as follows:

> AQ-1 Construction Equipment. Prior to issuance of any grading permit, the applicant shall submit evidence to the City that all diesel-powered construction equipment greater than ~~90~~ 50 horsepower shall be compliant with the United States Environmental Protection Agency and California Air Resources Board Tier 4 Final emissions standards. Only Tier 4 Final diesel-powered construction equipment greater than ~~90~~ 50 horsepower shall be utilized throughout the construction of Phase 4 of the proposed project, if such equipment is readily available and cost effective at the time of construction of each phase of the proposed project. Additionally, the applicant shall provide evidence to the City at least once every two weeks that all construction equipment is tuned and maintained in accordance with the manufacturer's specifications. Equipment maintenance records and equipment design specification data sheets shall be kept on site during construction and subject to review by the City and the SCAQMD. This measure shall be implemented to the satisfaction of the City of Wildomar Planning Director of Planning Department. In the event that the City of Wildomar determines that Tier 4 Final construction equipment is infeasible pursuant to CEQA Guidelines Section 15364, the Project Applicant shall demonstrate through future study with written findings supported by substantial evidence that is reviewed and approved by the City of Wildomar before using other technologies/strategies. For purposes of this measure, "infeasible" means construction equipment is either not readily available or is not cost effective. Alternative applicable strategies may include, but would not be limited to, Tier 3 construction equipment, reduction in the number and/or horsepower rating of

construction equipment, and/or limiting the number of daily construction haul truck trips to and from the project site.

The commenter also suggests that the application of water-related operational mitigation measures was incorrect. As specified in the CalEEMod appendix files, it was assumed that future Title 24 Building Efficiency Standards would be adhered to. CalEEMod default efficiency rates are based on the 2016 Title 24 Building Code. The 2019 building code is 30 percent more efficient than the default rates built into CalEEMod (which is based on the 2016 Title 24 standards). The analysis assumed only a 10 percent reduction in use from the 2016 Standards. Therefore, the analysis is conservative and energy and water assumptions are actually over estimated. Therefore, the water-related measures were correctly applied.

SWAPE provides their own analysis of the proposed project and indicates that their analysis indicates potentially significant air quality impacts. However as described in the responses above, all model inputs are consistent with the project description and anticipated construction activities as indicated by the project contractor. Therefore, the SWAPE analysis is incorrect, and the findings of the DEIR are correct.

The commentor also claims there is substantial evidence that the project may have a significant health risk impact. The comment describes that SWAPE prepared a screening-level HRA to evaluate potential impacts from the construction and operation of the Project. SWAPE used AERSCREEN. As described on the EPA website (www.epa.gov/scram/air-quality-dispersion-modeling-screening-models)
"AERSCREEN is intended to produce concentration estimates that are equal to or greater than the estimates produced by AERMOD with a fully developed set of meteorological and terrain data, but the degree of conservatism will vary depending on the application."
The SWAPE screening-level HRA is overly simplistic and conservative, deliberately over-estimating the health risk levels. To determine the health risk associated with the project, consistent with SCAQMD guidance, an LST analysis was performed.

As seen on pages 5.2-28 and 5.2-29 of the Draft EIR, the construction-phase LST analysis considers the impact to sensitive receptors within 82 feet (25 meters) of the construction site, which is the closest receptor distance on the mass rate LST look-up tables. As stated in the South Coast AQMD Final Localized Significance Threshold Methodology, projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters. Therefore, no changes to the model methodology are required.

As shown in Table 5.2-11, the construction of the Modified Project would not generate construction-related on-site emissions that would exceed the screening-level LSTs. Therefore, no additional mitigation measures would be required.

The commenter also states that the GHG analysis is inadequate and additional mitigation is necessary. As described above, the CalEEMod analysis that was conduced for the project includes the appropriate model inputs to reflect the proposed project. As shown in Table 5.5-6 of the DEIR, mobile source emissions account for approximately 80 percent of the GHG emissions associated with the proposed project. Therefore, the focus of the mitigation strategy in Mitigation Measure GHG-1 is to reduce mobile source emissions with a Transportation Demand Management program. As shown in Table 5.5-8, the proposed project would implement the measures identified in the Western Riverside Council of Governments Climate Action Plan, including the non-transportation related measures. The project will comply with the latest building code standards to reduce emissions from energy, water, and area sources. Additional measures are not required.

C-12 The commenter states that the City fails to consider alternatives to impacting jurisdictional waters on the project site and defers full consideration of relevant regulatory programs and coordination with state and federal regulatory agencies responsible for permitting impacts to jurisdictional waters. The commenter states that the DEIR lacks critical information about the proposed project's impacts to jurisdictional waters since it fails to sufficiently integrate consideration of the Corps' Clean Water Act regulatory program into the DEIR and defers coordination with the Corps and other regulatory bodies until a later date. The commenter states that the DEIR's conclusion, that impacts to jurisdictional waters cannot be avoided and therefore must be mitigated, is premature and not supported by substantial evidence. The commenter states that the City should not certify the EIR until and unless the Corps and other regulatory agencies have been consulted and the EIR's alternatives analysis and mitigation requirements are deemed sufficient.

The Determination of Biologically Equivalent or Superior Preservation (DBESP) and the Multi-Species Habitat Conservation Plan (MSHCP) Consistency Reports were sent to the Riverside Regional Conservation Authority (RCA), United States Fish and Wildlife Service (USFWS), and California Department of Fish and Wildlife (CDFW) for review on April 28, 2021, for the agencies to provide comments. The RCA stated that because the project site is outside of criteria cells, the RCA will not perform a consistency review. Moreover, the DEIR analyzes a multitude of project alternatives that were ultimately rejected because they did not meet the project objectives. The jurisdictional water impacts were prepared by experts in the field that have prepared hundreds of jurisdictional impact analyses. The mitigation ratios were based on the professional judgment of the consultant in light of the mitigation requirements of recent and similar impacts mitigated within the region. Mitigation is not deferred because the impacts are specifically described, as well as the mitigation ratios, locations, and timing for mitigating impacts.

C-13 The commenter states that failure to provide sufficient information concerning the lead agency's consultation efforts could undermine the legal sufficiency of an EIR. The commenter states that Chapter 9, *Organizations Consulted and Qualifications of Preparers,* of the DEIR fails to provide details concerning the City's consultations with relevant state

and federal resource and permitting agencies pursuant to CEQA Guidelines Section 1519 and 15124(d)(1)(C).

Appendix 2.2, Distribution List, of the DEIR lists all the agencies and individuals the NOP and DEIR were mailed to. Agencies that provided comments on the NOP and DEIR are listed in Table 2-1, *NOP Comment Letters Received,* in Chapter 2 of the DEIR, and listed in the table above on page 2-1 of this FEIR, respectively. Additionally, the Determination of Biologically Equivalent or Superior Preservation (DBESP) and the Multi-Species Habitat Conservation Plan (MSHCP) Consistency Reports were sent to the Riverside Regional Conservation Authority (RCA), United States Fish and Wildlife Service (USFWS), and California Department of Fish and Wildlife (CDFW) for review on April 28, 2021, for the agencies to provide comments.

C-14 The commenter states SWRCC recommends that the Lead Agency adopt additional CEQA mitigation measures to mitigate public health risks related to COVID-19 during construction activities such as construction site design, testing procedures, and planning.

The state of California has lifted COVID-19 restrictions therefore no changes to the Draft EIR are necessary. See also response to comment C-16 as COVID-19 is part of the environment and CEQA is not required to evaluate the impact of the environment on a project.

C-15 The commenter states that State law requires that all subordinate land use decisions be consistent with the general plan, and states that the gas station component of the proposed project would be inconsistent with Policy AQ-2.1 and Policy AQ-2.2 of the General Plan.

Consistency with the General Plan is not a CEQA issue. See Stop Syar Expansion v. County of Napa (2021) 63 Cal.App.5th 444. The proposed project is consistent with Policy AQ-2.1 and Policy AQ-2.2 of the General Plan, which require separating and protecting sensitive land uses from air pollution; as indicated in Impact 5.2-2 of Chapter 5.2, *Air Quality,* of the DEIR, SCAQMD staff runs individual cancer risk assessments on all new service stations or projects where a school is located within 1,000 feet of the project site and there is an increase in emissions. There are no schools within 1,000 feet of the project site. The nearest sensitive receptor to the project site is a residential area approximately 130 feet to the southeast and 350 feet to the south. Compliance with the existing SCAQMD rules and regulations would ensure potential impacts associated with air toxics would be less than significant. Additionally, under existing SCAQMD regulations, a permit cannot be issued for a gas station project with an identified cancer risk between 1 and 10 unless Toxics Best Available Control Technology (TBACT) is made a part of the project. The ARB must certify all vapor recovery equipment that is used at service stations, which would satisfy the TBACT requirement.

C-16 The commenter states that the proposed project would result in destruction to native riparian habitat and jurisdictional waters without complete consideration of applicable regulatory programs during the development review process as demanded by Policy OS-5.5 and Policy OS-6.1 of the City's General Plan.

See response to Comment C-12 and Comment C-15.

C-17 The commenter requests that the City revise and recirculate the proposed project's EIR to address the aforementioned concerns.

The commenter's aforementioned comments have been responded to throughout this FEIR.

ATTACHMENTS

The comment letter includes the following Exhibits:

- Exhibit A – March 8, 2021, SWAPE Letter regarding Local Hire Requirements and Considerations for Greenhouse Gas Modeling
- Exhibit B – Paul Rosenfeld's Resume (included twice in the comment letter)
- Exhibit C – Matt Hagemann's Resume (included twice in the commenter letter)
- Exhibit D – June 21, 2021, SWAPE Letter regarding Wildomar Trail Town Center Project

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3. Revisions to the Draft EIR

3.1 INTRODUCTION

This section contains revisions to the Draft EIR based upon (1) additional or revised information required to prepare a response to a specific comment; (2) applicable updated information that was not available at the time of Draft EIR publication; and/or (3) typographical errors. This section also includes additional mitigation measures to fully respond to commenter concerns as well as provide additional clarification to mitigation requirements included in the Draft EIR. The provision of these additional mitigation measures does not alter any impact significance conclusions as disclosed in the Draft EIR. Changes made to the Draft EIR are identified here in ~~strikeout text~~ to indicate deletions and in <u>underlined text</u> to signify additions.

3.2 DRAFT EIR REVISIONS IN RESPONSE TO WRITTEN COMMENTS

The following text has been revised in response to comments received on the Draft EIR.

Based on responses to Comment C-11, page 3-3 of Chapter 3, *Project Description,* of the DEIR, is revised to make the following clarification:

The proposed townhomes/condominium would be 3-plexes to 6-plexes up to three stories tall, with a maximum height of 40 feet to the ridge of the roof. As shown in Figure 3-6a and Figure 3-6b, Residential Elevation, the exterior façades would vary in materials such as board and batten, trim, and metal, as well as in color/finishes such as light and dark brown, white, taupe, and gray. <u>The interior of the units will not include woodburning or gas fireplaces</u>.

Based on responses to Comment C-11, page 5.2-24 of Chapter 5.2, *Air Quality,* of the DEIR, is revised as follows:

Table 5.2-8 lists the estimated construction equipment that would be used during project construction as estimated by CalEEMod default values <u>as modified to reflect project specific activities</u>.

Based on responses to Comment C-11, Mitigation Measure AQ-1 has been modified to reflect that this measure would apply to equipment of 50 HP or greater as follows:

AQ-1 Construction Equipment**.** Prior to issuance of any grading permit, the applicant shall submit evidence to the City that all diesel-powered construction equipment greater than ~~90~~ <u>50</u> horsepower shall be compliant with the United States Environmental Protection Agency and

3. Revisions to the Draft EIR

California Air Resources Board Tier 4 Final emissions standards. Only Tier 4 Final diesel-powered construction equipment greater than ~~90~~ 50 horsepower shall be utilized throughout the construction of Phase 4 of the proposed project, if such equipment is readily available and cost effective at the time of construction of each phase of the proposed project. Additionally, the applicant shall provide evidence to the City at least once every two weeks that all construction equipment is tuned and maintained in accordance with the manufacturer's specifications. Equipment maintenance records and equipment design specification data sheets shall be kept on site during construction and subject to review by the City and the SCAQMD. This measure shall be implemented to the satisfaction of the City of Wildomar Planning Director of Planning Department. In the event that the City of Wildomar determines that Tier 4 Final construction equipment is infeasible pursuant to CEQA Guidelines Section 15364, the Project Applicant shall demonstrate through future study with written findings supported by substantial evidence that is reviewed and approved by the City of Wildomar before using other technologies/strategies. For purposes of this measure, "infeasible" means construction equipment is either not readily available or is not cost effective. Alternative applicable strategies may include, but would not be limited to, Tier 3 construction equipment, reduction in the number and/or horsepower rating of construction equipment, and/or limiting the number of daily construction haul truck trips to and from the project site.

3. Revisions to the Draft EIR

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August 2021 | Final Environmental Impact Report
State Clearinghouse No. 2020090408

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT FINAL ENVIRONMENTAL IMPACT REPORT (PA 20-0039)

CEQA FINDINGS OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS REGARDING THE FINAL ENVIRONMENTAL IMPACT REPORT (PA 20-0039)

City of Wildomar

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PLACEWORKS

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CEQA FINDINGS OF FACT
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REGARDING THE
FINAL ENVIRONMENTAL IMPACT REPORT
FOR THE
WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT (PA 20-0039)
STATE CLEARINGHOUSE NO. 2020090408

Exhibit A

I. INTRODUCTION

The California Environmental Quality Act (CEQA) requires that a number of written findings be made by the lead agency in connection with certification of an environmental impact report (EIR) prior to approval of the project pursuant to Sections 15091 and 15093 of the CEQA Guidelines and Section 21081 of the Public Resources Code. This document provides the findings required by CEQA. The potential environmental effects of the proposed Wildomar Trail Town Center Mixed-Use Project and the Prielipp-Yamas Property Rezone (proposed project) have been analyzed in a Draft Environmental Impact Report (Draft EIR) (State Clearinghouse [SCH] 2020090408) dated April 2021. A Final EIR has also been prepared that incorporates the Draft EIR and contains comments received on the Draft EIR, responses to the individual comments, revisions to the Draft EIR including any clarifications based on the comments and the responses to the comments, and the Mitigation Monitoring and Reporting Program for the proposed project (MMRP). This document provides the findings required by CEQA for approval of the proposed project.

A. Statutory Requirements for Findings

The CEQA (Pub. Res. Code §§ 21000, *et seq.*) and the State CEQA Guidelines (Guidelines) (14 Ca. Code Regs §§ 15000, *et seq.*) promulgated thereunder, require the environmental impacts of a project be examined before a project is approved. Specifically, regarding findings, Guidelines Section 15091 provides:

> (a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:
>
> 1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.
>
> 2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

3. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

(b) The findings required by subsection (a) shall be supported by substantial evidence in the record.

(c) The finding in subdivision (a)(2) shall not be made if the agency making the finding has concurrent jurisdiction with another agency to deal with identified feasible mitigation measures or alternatives. The finding in subsection (a)(3) shall describe the specific reasons for rejecting identified mitigation measures and project alternatives.

(d) When making the findings required in subdivision (a)(1), the agency shall also adopt a program for reporting on or monitoring the changes which it has either required in the project or made a condition of approval to avoid or substantially lessen significant environmental effects. These measures must be fully enforceable through permit conditions, agreements, or other measures.

(e) The public agency shall specify the location and custodian of the documents or other material which constitute the record of the proceedings upon which its decision is based.

(f) A statement made pursuant to Section 15093 does not substitute for the findings required by this section.

The "changes or alterations" referred to in Section 15091(a)(1) above, that are required in, or incorporated into, the project which mitigate or avoid the significant environmental effects of the project, may include a wide variety of measures or actions as set forth in Guidelines Section 15370, including:

(a) Avoiding the impact altogether by not taking a certain action or parts of an action.

(b) Minimizing impacts by limiting the degree or magnitude of the action and its implementation.

(c) Rectifying the impact by repairing, rehabilitating, or restoring the impacted environment.

(d) Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.

(e) Compensating for the impact by replacing or providing substitute resources or environments, including through permanent protection of such resources in the form of conservation easements.

Regarding a Statement of Overriding Considerations, Guidelines Section 15093 provides:

(a) CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable."

(b) When the lead agency approves a project which will result in the occurrence of significant effects which are identified in the final EIR but are not substantially lessened, the agency shall state in writing the specific reasons to support its action based on the final EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record.

(c) If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the notice of determination. This statement does not substitute for, and shall be in addition to, findings required pursuant to Section 15091.

B. Certification

Having received, reviewed, and considered the EIR for the Wildomar Trail Town Center Mixed-Use Project State Clearinghouse No. 2020090408, as well as other information in the record of proceedings on this matter, the City of Wildomar City Council adopts the following Findings and Statement of Overriding Considerations, in its capacity as the legislative body for the City of Wildomar (City), which is the CEQA Lead Agency. The Findings and Statements of Overriding Considerations (Findings) set forth the environmental and other bases for current and subsequent discretionary actions to be undertaken by the City and responsible agencies for the implementation of the proposed project.

In addition, the City of Wildomar City Council (City Council) hereby make findings pursuant to and in accordance with Section 21081 of the California Public Resources Code and State CEQA Guidelines Sections 15090 and 15091 and hereby certifies that:

(1) Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant environmental effect as identified in the final EIR.

(2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

(3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

C. Project Environmental Report and Discretionary Actions

The Final EIR addresses the direct, indirect, and cumulative environmental effects of construction and operation activities associated with the proposed project. The Final EIR provides the environmental information necessary for the City to make a final decision on the requested discretionary actions for all phases of this project. The Final EIR was also intended to support discretionary reviews and decisions by other responsible agencies. Discretionary actions to be considered by the City may include, but are not limited to, the following:

- Certify that the Final EIR for the proposed project has been completed in compliance with CEQA, and reflects the independent judgement and analysis of the City; find that the City Council has reviewed and considered the information contained in the Final EIR prior to approving the project; adopt the Mitigation Monitoring and Reporting Program, finding that the Mitigation Monitoring and Reporting Program is adequately designed to ensure compliance with the mitigation measures during project implementation; and determine that the significant adverse effects of the project either have been reduced to an acceptable level, or are outweighed by the specific overriding considerations of the project as outlined in the CEQA Findings of Fact and Statement of Overriding Considerations, as set forth herein.
- Approve the proposed project and related discretionary actions needed for project construction and operation.

II. PROCEDURAL COMPLIANCE WITH CALIFORNIA ENVIRONMENTAL QUALITY ACT

The City published a Draft EIR on May 12, 2021. A Final EIR was prepared in July 2021 in compliance with CEQA requirements. The Final EIR has been prepared in accordance with CEQA and the CEQA Guidelines, as amended. As authorized in State CEQA Guidelines Section 15084(d)(2), the City retained a consultant to assist with the preparation of the environmental documents. City staff from multiple departments, representing the Lead Agency, have directed, reviewed, and modified where appropriate all material prepared by the consultant. The Final EIR reflects the City's independent analysis and judgement. The key milestones associated with the preparation of the EIR are summarized below. As presented below, an extensive public involvement and agency notification effort was conducted to solicit input on the scope and content of the EIR and to solicit comments on the results of the environmental analysis presented in the Draft EIR.

A. Public Notification and Outreach

In conformance with CEQA, the State CEQA Guidelines, and the City of Wildomar CEQA Guidelines, the City of Wildomar conducted an extensive environmental review of the proposed project.

- Completion of a Notice of Preparation (NOP) on September 17, 2020. The public review period extended from September 17, 2020, to October 16, 2020. The NOP was published in the

Press Enterprise on September 17, 2020. The NOP was posted at the Riverside County Clerk's office on September 17, 2020. Copies of the NOP were mailed to interested persons and organizations.

- Preparation of a Draft EIR, which was made available for a 45-day public review period beginning May 12, 2021, and ending June 25, 2021. The scope of the Draft EIR was determined based on the CEQA Guidelines Appendix G Checklist, and comments received in response to the NOP. The Notice of Availability (NOA) for the Draft EIR was sent to interested persons and organizations, sent to the State Clearinghouse in Sacramento for distribution to public agencies, posted at the City of Wildomar's website, and published in the *Press Enterprise*. The NOA was posted at the Riverside County Clerk's office on May 12, 2021. The Notice of Availability of the Draft EIR was published in the *Press Enterprise* on May 12, 2021.
- Preparation of a Final EIR, including the responses to comments to the Draft EIR, was released for a 10-day agency review period prior to certification of the Final EIR.
- Public hearings on the proposed project, including a Planning Commission hearing and a City Council hearing.

In summary, the City conducted all required noticing and scoping for the proposed project in accordance with Section 15083 of the CEQA Guidelines, and conducted the public review for the EIR, which exceeded the requirements of Section 15087 of the CEQA Guidelines.

B. Final Environmental Impact Report and City Council Proceedings

The City prepared a Final EIR, including Responses to Comments to the Draft EIR. The Final EIR/Response to Comments contains comments on the Draft EIR, responses to those comments, revisions to the Draft EIR, and appended documents. A total of three comment letters were received..

None of the comment letters resulted in the need to modify the environmental analysis in the Draft EIR.

The Final EIR found that prior to mitigation, implementation of the proposed project will result in potentially significant impacts to Greenhouse Gas Emissions, as stated below. However, even with the implementation of mitigation measures (MMs) these impacts would be significant and unavoidable. The City prepared a Statement of Overriding Considerations (see Section V, below) for the following impacts which were found to be significant and unavoidable:

Greenhouse Gas Emissions

- **Impact 5.5-1:** Implementation of the project would generate a substantial increase in the magnitude of GHG emissions.

- **Impact 5.5-2**: Implementation of the project would conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

The public can view searchable agendas for scheduled City Council meetings and access agenda-related City information and services directly on the following website: http://www.cityofwildomar.org/government/city_council.

The Final EIR document will be posted for viewing and download with the previously posted Draft EIR prior to the City's consideration of the Final EIR and project recommendations on the City's website.

A date for consideration of the Final EIR and project recommendations at the City Council was set for the proposed project and notice of the meeting was provided consistent with the Brown Act (Government Code Sections 54950 et seq.). The City Council will take testimony on the proposed project and may continue on its calendar to a subsequent meeting date in its discretion.

C. Record of Proceedings

For purposes of CEQA and these Findings, the Record of Proceedings for the proposed project consists of the following documents and other evidence, at a minimum:

- The NOP, NOA, and all other public notices issued by the City in conjunction with the proposed project.
- The Draft EIR and Final EIR for the proposed project.
- All written comments submitted by agencies or members of the public during the public review comment period on the Draft EIR.
- All responses to written comments submitted by agencies or members of the public during the public review comment period on the Draft EIR.
- All written and verbal public testimony presented during a noticed public hearing for the proposed project.
- The Mitigation Monitoring and Reporting Program.
- The reports and technical memoranda included or referenced in the Final EIR.
- All documents, studies, EIRs, or other materials incorporated by reference in the Draft EIR and Final EIR.
- The Resolutions adopted by the City in connection with the proposed project, and all documents incorporated by reference therein, including comments received after the close of the comment period and responses thereto.
- Matters of common knowledge to the City, including but not limited to federal, state, and local laws and regulations.
- Any documents expressly cited in these Findings.
- Any other relevant materials required to be in the record of proceedings by Public Resources Code Section 21167.6(e).

D. Custodian and Location of Records

The documents and other materials that constitute the administrative record for the City's actions related to the proposed project are at the City of Wildomar – Planning Department, 23873 Clinton Keith Road, Suite 201, Wildomar, CA. The City Planning Department is the custodian of the administrative record for the proposed project. Copies of these documents, which constitute the record of proceedings, are and at all relevant times have been and will be available upon request of the Planning Department. Additionally, the documents are available online at: http://www.cityofwildomar.org/cms/One.aspx?portalId=9894827&pageId=10911316. This information is provided in compliance with Public Resources Code Section 21081.6(a)(2) and Guidelines Section 15091(e).

E. Project Location

Wildomar Trail Town Center Mixed-Use Project

The project site (Assessor Parcel Numbers [APNs]: 376-190-002 and 376-180-006) is within the City of Wildomar in western Riverside County. The project site is bound to the north by Wildomar Trail, a single-family residential neighborhood to the east and southeast, Cervera Road to the southwest, and Central Avenue to the west. Interstate 15 (I-15) is approximately 445 feet to the east of the site.

Prielipp-Yamas Property Rezone

The approximately 20-acre Prielipp-Yamas Property (APN 380-250-019) is located in the southeastern portion of the City, and is bound by Yamas Drive to the west and Prielipp Road to the south.

F. Project Objectives

The following objectives have been established for the proposed project and will aid decision makers in their review of the proposed project and associated environmental impacts:

1. Provide a freeway adjacent mixed-use project catering to both the residents of Wildomar and the travelling public.

2. Ensure that non-residential uses buffer the residential uses from the noise of I-15.

3. Add housing units to the City's housing stock.

4. Provide uses to serve the City's daytime population.

5. Provide additional office workspace in the City.

6. Increase employment opportunities by providing retail and professional office land uses.

7. Ensure that the City has vacant land designated and zoned for residential development sufficient to accommodate the City's remaining 2013-2021 Regional Housing Needs Assessment (RHNA) allocation.

G. Project Description

Wildomar Trail Town Center Mixed-Use Project

The proposed Wildomar Trail Town Center Mixed-Use project would allow for the development of a mixed-use project on an approximately 25.8-acre vacant site (APN 376-190-002 and 376-180-006) which would include 41,609 square feet of commercial retail, 72,000 square feet of professional office, and 152 townhome/condominium residential units, with full on-site/off-site improvements.

Prielipp-Yamas Property Rezone

The City Council has initiated a General Plan Amendment to change the existing land use designation from Business Park (BP) to Highest Density Residential (HHDR), and a Change of Zone from I-P (Industrial Park) to R-3 (General Residential), for approximately 10-acres of the 20-acre site on the northeast corner of Prielipp Road and Yamas Drive (APN 380-250-019).

In addition to the General Plan amendment, the City will rezone the Prielipp-Yamas property from I-P (Industrial Park) to R-3 (General Residential), for approximately 10-acres of the 20-acre site on the northeast corner of Prielipp Road and Yamas Drive (APN 380-250-019).

III. CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDINGS

A. Format

Section 15091 of the CEQA Guidelines requires that a Lead Agency make a finding for each significant effect for the project. This section summarizes the significant environmental impacts of the proposed project, describes how these impacts are to be mitigated, and discusses various alternatives to the proposed project, which were developed in an effort to reduce the remaining significant environmental impacts. All impacts are considered potentially significant prior to mitigation unless otherwise stated in the findings.

This remainder of this section is divided into the following subsections:

Section B, Issues Deemed "No Impact" or "Less Than Significant Impact," presents topical areas that would result in no impact or less than significant impacts, as detailed in Chapter 8 of the Draft EIR.

Section C, Findings on "No Impact" and "Less Than Significant Impacts," presents environmental issues, as identified in Chapter 5 of the Draft EIR, which would result in no impact or less than significant impacts.

Section D, Findings on Impacts Mitigated to Less Than Significant, presents significant impacts of the proposed project that were identified in Chapter 5 and Chapter 8 of the Draft EIR, the mitigation measures identified in the Mitigation Monitoring Program, and the rationales for the findings.

Section E, Significant and Unavoidable Impacts that Cannot be Mitigated to Below the Level of Significance, presents significant impacts of the proposed project that were identified in

the Draft EIR, the mitigation measures identified in the Mitigation Monitoring Program, the findings for significant impacts, and the rationales for the findings.

Section IV, Alternatives to the Proposed Project, presents alternatives to the proposed project and evaluates them in relation to the findings set forth in Section 15091(a)(3) of the State CEQA Guidelines, which allows a public agency to approve a project that would result in one or more significant environmental effects if the project alternatives are found to be infeasible because of specific economic, social, or other considerations.

Section V, Statement of Overriding Considerations, presents a description of the proposed project's significant and unavoidable adverse impacts and the justification for adopting a statement of overriding considerations.

Section VI, Findings on Responses to Comments on the Draft EIR and Revisions to the Final EIR, presents the City's findings on the response to comments and revisions to Final EIR, and decision on whether a recirculated Draft EIR is necessary or not.

B. Issues Deemed No Impact or Less Than Significant Impact

In accordance with Section 15128 of the CEQA Guidelines, as described in Chapter 8 of the Draft EIR, the City concluded that project impacts related to the following topical environmental issues would result in no impact or would be less than significant: Agriculture and Forestry Resources, Geology and Soils, Mineral Resources, Public Services, and Recreation. Since the following environmental issue areas were determined to have no impact or a less than significant impact, no findings under Section 15091 for these issues are required

1. Agricultural and Forestry Resources

The Wildomar Trail Town Center project site is classified as Farmland of Local Importance; however, the State Farmland Mapping and Monitoring Program does not designate the site as Prime, Unique, or Farmland of Statewide Importance. The Prielipp-Yamas Drive Property is not designated as Prime, Unique, or Farmland of Statewide Importance. Therefore, no conversion of Prime Farmland, Unique, Farmland, or Farmland of Statewide Importance to non-agricultural land uses would occur. There is no land zoned for Williamson Act contracts either on the Wildomar Trail Town Center Project site or the Prielipp-Yamas Drive Property. The sites are not designated as forestland or timberland, and there is no forestland or timberland adjacent to these sites. No impacts would occur.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to agricultural and forestry resources. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

2. Geology and Soils

The project sites are not within an Alquist-Priolo Earthquake Fault Zone, however, a Riverside County Fault Zone crosses the northeast corner of the Wildomar Trail Town Center site. Based on current site plans, no habitable structures are planned for this portion of the site. Active and inactive

faults do not cross the site, however, the risk for seismic activity consist of the potential for moderate to strong seismic shaking. The closest fault to the Prielipp-Yamas Drive Property is the Riverside County Fault approximately 2.7 miles northwest of the site. Compliance with seismic design criteria contained in the California Building Code (CBC) would minimize impacts to both sites to the extent feasible.

Due to the lack of a permanent, near-surface groundwater table and the dense to very dense nature of the Pauba Formation, liquefaction potential for the Wildomar Trail Town Center site is negligible and not a design consideration. However, seismically induced settlement may occur whether the potential for liquefaction exists or not. The geotechnical report for the future development on the Prielipp-Yamas Drive Property would identify the potential for liquefaction, and provide mitigation measures if needed. Nonetheless, compliance with the 2019 CBC would ensure potential impacts are reduced to less than significant. Due to the flat topography of both sites, these sites are not subject to landslides.

Construction of the Wildomar Trail Town Center project, as well as construction of future development on the Prielipp-Yamas Drive Property, may result in soil erosion because grading and construction can loosen surface soils and make soils susceptible to the effects of wind and water movement across the surface. The City routinely requires the submittal of detailed erosion control plans with any grading plans. Additionally, construction activities would be subject to compliance with the 2019 CBC and would include best management practices (BMPs).

Additionally, since the Wildomar Trail Town Center project and future development on the Prielipp-Property would be subject to the provisions of the National Pollutant Discharge Elimination System (NPDES), and an approved SWPPP. Additionally, the project applicant would 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 require new development or redevelopment projects to control stormwater runoff by implementing appropriate BMPs to prevent the deterioration of water quality.

As the potential for liquefaction is low, the likelihood of lateral spreading would also be low. Moreover, groundwater was not encountered during the field survey, therefore, the probability of subsidence or collapse are low. Soils on the site were classified as having a slight to moderate degree of collapse; potentially collapsible soils underlying the site are typically removed and recompacted during remedial site grading. Implementation of the CBC and other related construction standards apply seismic requirements and address certain grading activities. Compliance with CBC regulations and the geotechnical report would ensure adequate design and construction of building foundations to resist soil movement.

According to the geotechnical report for the Wildomar Trail Town Center site, the expansion potential for soils onsite are very low to low. Development on the project site and the Prielipp-Yamas Drive Property would be connected to existing wastewater facilities (sewer), and septic tanks would not be used.

There are no unique geological features on the Wildomar Trail Town Center project site or the Prielipp-Yamas Drive Property and both sites are undeveloped. There is some possibility that fossils could be present in the site soils and therefore could be damaged by project grading and/or

construction activities. In order to ensure impacts are reduced to less than significant, the implementation of PPP HAZ-5 (see Section 5.6, *Hazards and Hazardous Materials,* of the Draft EIR), which outlines recommendations if fossils are found onsite, would be required**.** Prior to future development on the Prilepp-Yamas Drive Property, a geotechnical report would be prepared to identify the potential geological hazards onsite.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to the geology and soils. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

3. Mineral Resources

The City of Wildomar is designated as MRS-3 which includes areas where the available geologic information indicates that while mineral deposits are likely to exist, the significance of the deposit is undetermined. The General Plan Open Space-Mineral Resources (OS-MIN) land use designation allows mineral extraction and processing facilities, based on the applicable Surface Mining and Reclamation Act (SMARA) classification. Those land areas held in reserve for future mining activities are also designated OS-MIN. No areas within the City boundaries are designated as OS-MIN. The proposed project would not impact mineral resources, and no impact would occur.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to mineral resources. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

4. Public Services

A standard condition of approval for the projects in the City includes compliance with the requirements of the Riverside County Fire Department and the payment of standard City development impact fees, which include a fee for fire and police service impacts. The proposed project would not result in activities that are expected to create unusual fire protection needs. Moreover, the City currently 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, LEUSD prepares and provides a certificate 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. The Wildomar Trail Town Center project would provide 1.9 acres of common open and private open space for residents onsite. Impacts to parkland would be analyzed at the time of development for the Prielipp-Yamas Drive Property. Project applicants are required to pay DIFs and therefore, with the payment of these fees and taxes, impacts would be less than significant. The proposed project would not have a negative impact on other public facilities; the project would not include population growth, but rather, accommodate the City's projected growth. Impacts would be less than significant.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to public services. Accordingly, no changes or alterations to the proposed project

were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

5. Recreation

The Wildomar Trail Town Center project would provide 1.9 acres of common open and private open space for residents which would reduce impacts to existing parks and recreational facilities. Impacts to recreational facilities as a result of development on the Prielipp-Yamas Drive property would be analyzed at the time development is proposed. Nonetheless, project applicants would be required to pay DIFs and therefore, payment of these fees and taxes would reduce impacts to less than significant. The construction of amenities associated with recreational facilities for the Wildomar Trail Town Center project are part of the project site's development, and the construction or expansion of such areas would not result in an adverse physical effect on the environment beyond those analyzed for the overall project in the Draft EIR. Impacts of future recreational facilities on the Prielipp-Yamas Drive Property would be included in the environmental analysis prepared for that site. Therefore, impacts would be less than significant.

C. Findings on "No Impact" and "Less Than Significant Impacts"

The City determined that the proposed project would have no impact or less than significant impacts, including direct, indirect, and cumulative impacts, for the environmental issues summarized below. The rationale for the conclusion that no significant impact would occur in each of the issue areas is based on the environmental evaluation in the listed topical EIR sections in Chapter 5 of the Draft EIR.

CEQA Guidelines Section 15901 states that an EIR may not be certified for a project that has one or more significant environmental effects unless one of three possible findings is made for each significance effect. Since the following environmental issue areas were determined to have no impact or a less than significant impact, no findings under Section 15091 for these issues are required.

1. Aesthetics

Impact 5.1-1: The proposed project would alter the visual appearance of the project site. [Thresholds AE-1 and AE-3]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The proposed project would result in the development of commercial retail up to 32 feet in height; professional office up to 49 feet 6 inches; and the townhome/condominium residential units would be three stories tall and 40 feet in height.

Scenic Vistas

The project site is vacant and located within an urbanized portion of the City that is generally flat. Due to the distance, varying topography, and development surrounding the site, views of scenic vistas would not be significantly impacted.

Visual Character

Figure 3-1, *Conceptual Site Plan,* of the Draft EIR, shows that the commercial and office uses would be located on the northern portion of the site, and the residential uses would be located on the southern portion of the site.

Gas Station, Retail, and Office Structures

As shown in Figure 3-3, *Gas Station/Mini-Mart Elevation,* and Figure 3-4a through Figure 3-4f, *Retail Elevation,* of the Draft EIR, the commercial components of the proposed project would be one-story. The proposed building would include tan stucco, metal canopies, and brownish-gray stone veneer. The side elevation would include a landscaped trellis on the exterior of the building.

The exterior façades of the retail structures would be cohesive and would consist of varying materials, such as metal canopies, landscaped trellises, fabric awnings, gray stone veneer, stucco, and brick, and would vary in paint color, such as tan, light and dark gray, and white.

Figure 3-5, *Office Elevation,* of the Draft EIR, shows that the proposed office buildings would be three-stories. The proposed office buildings would have tan, white, and dark gray stucco, light gray stone veneer, and metal paneling.

The C-P-S zone allows for structures up to 50 feet in height. The proposed gas station/mini-mart would be 24 feet at its highest point, the tallest proposed retail structure would be 32 feet at its highest point, and the office buildings would be 49 feet and 6 inches at their highest points. If developed, the structures would be comparable to the allowed maximum height restrictions of the surrounding uses. The maximum height in the R-1 zone (located to the east and south of the project site) is 40 feet; single-family homes in the R-R zone (located to the west of the project site) cannot exceed 40 feet, and no other structure can exceed 50 feet in height unless a variance is approved, which could allow buildings to be a maximum of 75 feet and structure to be 105 feet in height; and buildings in the M-SC Zone (located to the west of the project site) cannot exceed 50 feet unless a height of up to 75 feet is approved.

Residential Structures

The proposed townhomes/condominium would be 3-plexes to 6-plexes up to three stories tall, with a maximum height of 40 feet to the ridge of the roof. As shown in Figure 3-6a and Figure 3-6b, *Residential Elevation,* of the Draft EIR, the exterior façades would vary in materials such as board and batten, trim, and metal, as well as in color/finishes such as light and dark brown, white, taupe and gray. The interior of the units will not include woodburning or gas fireplaces.

Development in the R-3 zone can be up to 50 feet in height. The proposed residential development would be 40 feet to the ridge of the roof, and would be similar in height and design to the residential uses that surround the project site.

Conclusion

There are residential and proposed commercial uses in the project area. The height, density, intensity, and character of the new development planned for the project site is not a dramatic departure from what currently exists within the surrounding area. The proposed appearance and character would be

consistent with development in the area and would improve the vacant site. The proposed project would be required to comply with the City's development standards and design guidelines. Additionally, due to the distance, varying topography, and urbanized nature of the project area, scenic vistas would not be impacted.

Overall, aesthetic impacts would not be adverse, and impacts relating to scenic vistas and visual appearance and character would be less than significant.

PRIELIPP-YAMAS PROPERTY REZONE

The northern 10 acres of the 20-acre Prielipp-Yamas Property would be rezoned I-P (Industrial Park) to R-3 (General Residential) and the General Plan land use designation for this portion of the Property would be changed from BP (Business Park) to HHDR (Highest Density Residential).

Scenic Vistas

The Property is vacant and located within an urbanized portion of the City that is generally flat. Due to the distance, varying topography, and development surrounding the Property, views of scenic vistas would not be significantly impacted if future development were to occur on the Property.

Visual Character

The Property is currently vacant, and the proposed rezone and land use change would allow for the future development of residential units on the Property, in order to comply with Government Code Section 65863 (C)(1) (SB 166 No-Net Housing Loss). The Property is surrounded by residential uses to the west and south. Development to the west of the Property is zoned R-3, and as with the Property, structures would have a maximum height of 50 feet. Single-family homes in the R-R zone (located to the south of the Property) cannot exceed 40 feet, and no other structure can exceed 50 feet in height unless a variance is approved, which could allow buildings to be a maximum of 75 feet and structure to be 105 feet in height. Therefore, future development residential units on the Property would be similar in height and design to the residential uses that surround the Property.

Conclusion

There are residential uses surrounding the Property. The height, density, intensity, and character of future development on the Property would not be a dramatic departure from what currently exists within the surrounding area, as future development would be required to comply with the City's development standards and design guidelines. Moreover, due to the distance, varying topography, and urbanized nature of the project area, scenic vistas would not be impacted.

Overall, aesthetic impacts would not be adverse, and impacts relating to scenic vistas and visual appearance and character would be less than significant.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to aesthetics. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.1-2: The proposed project would not alter scenic resources within a state scenic highway. [Threshold AE-2]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

As indicated in Figure C-9, of the City of Wildomar General Plan, I-15 which is 425 feet east of the project site, is designated as a State Eligible Highway, but is not officially designated as a Scenic Highway. Development of the proposed project would occur within the project site boundaries, and project implementation would not damage scenic resources, including trees, rock outcroppings, and historic buildings, within a State Scenic Highway. Therefore, no impact would occur.

PRIELIPP-YAMAS PROPERTY REZONE

As indicated in Figure C-9, of the City of Wildomar General Plan, I-15 which is 0.4-mile west of the Property, is designated as a State Eligible Highway, but is not officially designated as a Scenic Highway. Future development on the Property would occur within the Property's boundaries, and future project implementation would not damage scenic resources, including trees, rock outcroppings, and historic buildings, within a State Scenic Highway. Therefore, no impact would occur.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to aesthetics. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.1-3: The proposed project would generate additional light and glare. [Threshold AE-4]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

Nighttime Light and Glare

As the project site is vacant, it does not contain existing sources of nighttime illumination. However, onsite light and glare is caused by the surrounding land uses and roadways including I-15. The proposed project would include residential and non-residential structures on the project site, as well as their related lighting sources (parking lot lights, vehicle lights, security lights, and exterior lighting). Additionally, the implementation of the proposed structures would likely also result in exterior glazing (e.g., windows and doors) that could result in new sources of glare. Despite new sources of nighttime illumination and glare, the proposed project is not expected to generate a substantial increase in light and glare. Lighting would be directed so as not to cause light to spill outside the project site. The proposed project would adhere to the development standards and design guidelines of the City of Wildomar Code (see PPP AES-2 of Chapter 5.1, *Aesthetics,* of the Draft EIR) and General Plan, which regulate lighting. Additionally, the proposed perimeter landscaping and proposed buildings would block glare from parked cars and traffic from surrounding roadways and land uses. Therefore, impacts would be less than significant.

Daytime Glare

The project includes building materials and architectural treatments that could cause daytime glare, but not to such an extent that they would result in a significant impact. The development of the proposed project would produce glare sources that are typical of residential, commercial, and office buildings, such as building material (glass and light-colored building materials), and vehicles parked and traveling along neighboring streets. However, glare from these sources is typical of the surrounding area and would not increase glare beyond what is expected for the proposed uses. Therefore, daytime glare impacts from the proposed project would be less than significant.

PRIELIPP-YAMAS PROPERTY REZONE

Nighttime Light and Glare

The Property is vacant and does not contain existing sources of nighttime illumination. However, onsite light and glare is caused by the surrounding land uses and roadways including I-15. Future development on the Property would include residential uses, as well as related lighting (parking lot lights, vehicle lights, security lights, and exterior lighting). Moreover, future implementation of structures would likely result in exterior glazing (e.g., windows and doors) that could result in new sources of glare. Although future uses would result in new sources of nighttime illumination and glare, future uses would not be expected to generate a substantial increase in light and glare. Future lighting would be directed so as not to cause light to spill outside the Property. Future development would adhere to the development standards and design guidelines of the City of Wildomar Code (see PPP AES-2 of Chapter 5.1, *Aesthetics,* of the Draft EIR) and General Plan, which regulate lighting. Therefore, impacts would be less than significant.

Daytime Glare

Future development on the Property could include building materials and architectural treatments that could cause daytime glare, but not to such an extent that they would result in a significant impact. Future development on the Property would produce glare sources that are typical of residential buildings, such as building material (glass and light-colored building materials), and vehicles parked and traveling along neighboring streets. However, glare from these sources is typical of the surrounding area and would not increase glare beyond what is expected for residential uses. Therefore, daytime glare impacts as a result of future development on the Property would be less than significant.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to aesthetics. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

2. Air Quality

Impact 5.2-1: Construction activities associated with the proposed project would not generate short-term emissions in exceedance of SCAQMD's threshold criteria. [Thresholds AQ-2 and AQ-3]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

Equipment Exhaust and Related Construction Activities

Construction activities would temporarily increase PM_{10}, $PM_{2.5}$, VOC, NO_X, SO_X, and CO regional emissions in the SoCAB. Construction activities associated with buildout of the proposed project are anticipated to occur over approximately 5 years, from 2021 to 2026.

Tables 5.2-9 through Tables 5.2-12, of the Draft EIR, show the construction emissions for Phases 1 through 4. Because no exceedances of any criteria pollutants are expected, no significant impacts would occur for project construction in Phases 1 through 4.

Fugitive Dust

Fugitive dust emissions are generally associated with land clearing and exposure of soils to the air and wind, as well as cut-and-fill grading operations. The proposed project will be required to comply with SCAQMD Rule 403 to control fugitive dust.

Architectural Coatings

Architectural coatings contain VOCs that are part of the O3 precursors. Based on the proposed project, it is estimated that application of the architectural coatings for the proposed peak construction day will result in a peak of 34.96 pounds per day (lbs/day) of VOCs during Phase 2. Therefore, VOC emissions from architectural coating application would not exceed the SCAQMD VOC threshold of 75 lbs/day.

Localized Impact Analysis

Table 5.2-13, *Maximum Daily Construction Localized Impact Analysis for Phases 1 through 4,* of the Draft EIR, shows that the construction emission rates would not exceed the LSTs for any of the sensitive receptors near the project site.

PRIELIPP-YAMAS PROPERTY REZONE

The zone change from I-P to R-3 would reduce the intensity of future development. According to Chapter 17.88, I-P Industrial Park Zone, and Chapter 17.44, R-3 General Residential Zone, of the Wildomar Municipal Code, the minimum lot sizes for sites designated I-P and R-3 must be 20,000 square feet and 7,200 square feet, respectively. Therefore, as the minimum lot size for sites designated R-3 is less than sites designated I-P, future potential air quality impacts would be less severe than evaluated in the General Plan EIR due to the change in land use.

The Horizons project amended the City of Wildomar General Plan by changing the land use designation of the site from Business Park (BP) to High Density Residential (HDR) on 10.68 net

acres, and found that potential traffic would be reduced as a result of the change from business park to residential land uses. Additionally, the Horizons project found that the additional homes proposed under the project were consistent with the City's projected population growth, and therefore do not exceed the population or job growth projections used by the SCAQMD to develop the AQMP.

Future residential development of this site would be similar to other multi-family residential development in the local area. As a result, air quality impacts resulting from this type of development would be similar in nature.

Air pollutant emissions as a result of future development would likely occur over the short term from construction activities (e.g., fugitive dust from site preparation and grading), and emissions from equipment exhaust. Because future air quality impacts are expected to be similar to the proposed Wildomar Trail Town Center Mixed-Use Project and no exceedances of any criteria pollutants are expected during the construction phase, no significant impacts would occur.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to air quality. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.2-3: The proposed project could expose sensitive receptors to substantial pollutant concentrations. [Threshold AQ-3]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

Sensitive receptors can include uses such as long-term health care facilities, rehabilitation centers, and retirement homes. Residences, schools, playgrounds, childcare centers, and athletic facilities can also be considered as sensitive receptors. As determined in Chapter 5.2, *Air Quality*, of the Draft EIR, the sensitive receptors nearest to the project site would not be subject to emissions exceeding SCAQMD LSTs. Furthermore, the project would create or result in localized CO hot spots. On this basis, the potential for the project to expose sensitive receptors to substantial pollutant concentrations is considered less than significant.

PRIELIPP-YAMAS PROPERTY REZONE

The zone change from I-P to R-3 would reduce the intensity of future development when compared to the General Plan. Therefore, future potential air quality impacts would be less severe than evaluated in the General Plan EIR due to the change in land use. Future residential development of this site would be similar to other multi-family residential development in the local area. As a result, air quality impacts resulting from this type of development would be similar in nature.

Air quality impacts associated with the future development of this site would be similar to the impacts analyzed for the Wildomar Trail Town Center Mixed-Use Project. As such, the sensitive receptors nearest to the Property would not be subject to emissions exceeding SCAQMD LSTs. Furthermore, the future residential development would not create or result in localized CO hot spots. On this basis, the potential for future residential development of this site to expose sensitive receptors to substantial pollutant concentrations is considered less than significant.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to air quality. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.2-5: The proposed project would not result in other emissions that would adversely affect a substantial number of people. [Threshold AQ-4]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

Odors from Construction Activities

Heavy-duty equipment in the project area during construction would emit odors, primarily from equipment exhaust. However, the construction activity would cease to occur after individual construction is completed. No other sources of objectionable odors have been identified for the proposed project. The proposed uses are not anticipated to emit any objectionable odors. Therefore, objectionable odors posing a health risk to potential on-site and existing off-site uses would not occur as a result of the proposed project.

Naturally Occurring Asbestos

The proposed project is located in Riverside County, which is among the counties found to have serpentine and ultramafic rock in their soils. However, according to the California Geological Survey, no such rock has been identified in the project vicinity. Therefore, the potential risk for naturally occurring asbestos during project construction is less than significant.

PRIELIPP-YAMAS PROPERTY REZONE

The zone change from I-P to R-3 would reduce the intensity by which development occurs. The zone change from I-P to R-3 would reduce the intensity of future development when compared to the General Plan. Therefore, future potential air quality impacts would be less severe than evaluated in the General Plan EIR due to the change in land use. Future residential development of this site would be similar to other multi-family residential development in the local area. As a result, air quality impacts resulting from this type of development would be similar in nature.

Heavy-duty equipment during future construction of the site would emit odors, primarily from equipment exhaust. Furthermore, future residential uses are not anticipated to emit any objectionable odors. While the project site is located in Riverside County, which is among the counties found to have serpentine and ultramafic rock in their soils, no such rock has been identified in the project vicinity.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to air quality. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

3. Biological Resources

Impact 5.3-4: The proposed project would not affect wildlife movement within the City. [Threshold B-4]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The project site is located in a relatively urbanized area and is not situated within an MSHCP-established core area or linkage. The surrounding area is comprised of residential and commercial development to the south, southeast, and west; Living Hope Lutheran Church and California Lutheran High School to the southwest; and open space to the north. Additionally, I-15 presents a substantial barrier for wildlife movement from one side of the Temecula Valley to the other. As such, the project site is poorly situated to serve as a movement or migratory corridor.

PRIELIPP-YAMAS PROPERTY REZONE

The property is vacant, and as it is surrounded by urbanized uses–residential to the east and south, and industrial uses to the southwest, the property is poorly situated to serve as a movement or migratory corridor. Additionally, I-15, which is 0.4 mile west of the property, presents a substantial barrier of wildlife movement from one side to the other. As such, impacts would be less than significant.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to biological resources. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

4. Energy

Impact 5.4-1: Project construction and operation would not result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources. [Threshold E-1]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

Short-Term Construction Impacts

Electrical Energy

The majority of construction equipment during grading would be gas- or diesel-powered, and the later construction phases would require electricity-powered equipment for interior construction and architectural coatings. Overall, the use of electricity would be temporary during construction and would fluctuate according to the phase of construction. Additionally, it is anticipated that electric-powered construction equipment would be hand tools (e.g., power drills, table saws, compressors) and lighting, which would result in minimal electricity usage during construction activities. Electrical equipment would draw energy from the grid that follows the state requirements for renewable energy. The equipment itself is commercially available and subject to energy requirements of the state and federal government.

Natural Gas Energy

It is not anticipated that construction equipment used for the proposed project would be powered by natural gas, and no natural gas demand is anticipated during construction. Therefore, there would be no impact on natural gas.

Transportation Energy

The use of energy resources by construction and delivery vehicles would fluctuate according to the phase of construction, would be temporary. and would not require expanded energy supplies or the construction of new infrastructure. To limit wasteful and unnecessary energy consumption, the contractors would minimize nonessential idling of construction equipment during construction, in accordance with Section 2449 of the California Code of Regulations, Title 13, Article 4.8, Chapter 9. Construction trips would not result in unnecessary use of energy since the project area is served by I-15 which would provide the most direct route from various areas of the region.

Long-Term Operational Impacts

Electrical Energy

Operation of the existing facility consumes electricity for various purposes, including heating, cooling, and ventilation of buildings; water heating; operation of electrical systems; security and control center functions; lighting; and use of onsite equipment and appliances. The proposed project would be consistent with the requirements of the current Building Energy Efficiency Standards and CALGreen and, therefore, would not result in wasteful or unnecessary electricity demands.

Natural Gas Energy

The proposed natural gas consumption for the proposed project would be increased compared to existing conditions. Because the proposed project would be built to meet the Building Energy Efficiency Standards, it would not result in wasteful or unnecessary natural gas demands.

Transportation Energy

Since the proposed project would involve development of commercial, office, and residential uses, its implementation would provide more opportunities for employment for residents in the City and opportunities to reside within an urbanized area with nearby amenities and public transit options. In addition, in compliance with CALGreen, the proposed project would include short- and long-term bicycle parking for employees of the office buildings. These features of the proposed project would contribute to minimizing per capita VMT and transportation-related fuel usage. Therefore, it is expected that operation-related fuel usage associated with the proposed project would not be any more inefficient, wasteful, or unnecessary than similar development projects.

PRIELIPP-YAMAS PROPERTY REZONE

Short-Term Construction Impacts

Construction of future development on the property would require the use of construction equipment for grading, hauling, and building activities. Electricity use during construction would vary during different phases of construction.

The surrounding area is already served by electricity and natural gas, and future development would connect to the existing lines. Adequate infrastructure capacity in the vicinity of the property would be available to accommodate the electricity and natural gas demand for construction activities and would not require additional or expanded infrastructure. Future construction contractors would minimize idling of construction equipment during construction as required by state law and reduce construction waste by recycling. These required practices would limit wasteful and unnecessary electrical energy consumption.

Transportation

Transportation energy use during construction would come from the transport and use of future construction equipment, delivery vehicles and haul trucks, and construction employee vehicles that would use diesel fuel and/or gasoline. The use of energy resources by these vehicles would fluctuate according to the phase of construction and would be temporary. Impacts related to transportation energy use during future construction would be temporary and would not require expanded energy supplies or the construction of new infrastructure.

Long-Term Operational Impacts

Electricity

Prior to final building plan submittal, the future project applicant would provide project plans to SCE to prepare a Method-of-Service Study to determine exact location of electrical connections at the property and establish estimated electricity demand. Additionally, because future development would be subject to the most recently adopted Green Buildings Standards Code and California Energy Code, the future project's electricity demand would not result in significant impacts.

Natural Gas

Future development would construct new facilities on the property that would result in an increase in gas demands to heat building. Because future development would be built to meet the Building Energy Efficiency Standards, it would not result in wasteful or unnecessary natural gas demands. Transportation Energy

The use of energy resources by these vehicles would be temporary and would fluctuate throughout the lifespan of the future development. Therefore, it is expected that operation-related fuel usage associated with the future development would not be any more inefficient, wasteful, or unnecessary than similar development projects.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to energy resources. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.4-2: The proposed project would not conflict with or obstruct a state or local plan for renewable energy efficiency. [Threshold E-2]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The City of Wildomar is within SCAG's 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals.

The City of Wildomar does not have its own renewable energy plan; however, the City does encourage the use of renewable energy via solar panels, recycling, etc. Future development would be subject to 2019 Title 24, Part 6, standards, which sets standards that improve energy efficiency of newly constructed buildings. Additionally, all contractors and waste haulers are required to comply with the Countywide Integrated Waste Management Plan, which requires minimum diversion of 50 percent of waste project materials from disposal.

PRIELIPP-YAMAS PROPERTY REZONE

Future development on the site would be subject to the latest energy and building standards. Additionally, future contractors and waste haulers would be required to comply with the Countywide Integrated Waste Management Plan, which requires a minimum diversion of 50 percent of waste project materials from disposal. Therefore, future development on the property would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to energy resources. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

5. Hazards and Hazardous Materials

Impact 5.6-1: Project construction and operations of the proposed project could involve the transport, use, and/or disposal of hazardous materials; however, compliance with existing local, state, and federal regulations would ensure impacts are minimized. [Thresholds H-1, H-2, and H-3]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

Project construction would require small amounts of hazardous materials, and would comply with existing regulations pertaining to hazardous materials (USEPA, Riverside County Environmental Health Division, etc.). The use of hazardous materials during construction would be temporary. No Recognized Environmental Concerns (RECs) were identified onsite. The retail, office, and residential uses would not use hazardous materials, however, the gas station could result in hazardous impacts due to the use of liquefied petroleum gas (LPG). All onsite activities would be required to adhere to federal, state, and local regulations, and construction activities would comply with SWPPP as part of the NPDES permit.

The California Lutheran High School is located 0.25-mile southwest of the project site. Although the proposed gas station would release gasoline and diesel vapors which would be hazardous, when used correctly, these would not result in a significant impact to residents, workers, or schools in the project vicinity.

PRIELIPP-YAMAS PROPERTY REZONE

Future development on the Property would include residential uses, and maintenance and operational activities may require the use of hazardous materials which would be used and stored in compliance with state and federal requirements. The use of hazardous materials during construction activities would be temporary and construction workers would be trained on the use of hazardous materials. Future construction activities would comply with the SWPPP of the NPDES permit.

There are no schools located within 0.25-mile of the Property, however, Ronald Reagan Elementary is approximately 1.05 miles northwest of the Property. Although future project operations would include the use of potentially hazardous materials, when used correctly, these would not result in a significant impact to residents, workers, or schools in the project vicinity.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to hazardous materials. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.6-2: The project site is not on a list of hazardous materials sites. [Threshold H-4]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

As identified in the AAI Report, there are no RECs on the project site and the site is not listed on a hazardous materials database. Although no environmental concerns were identified on the project site, the property located on 31705 Central Avenue, which is approximately 100 feet west of the project site, was listed on the several databases, however, no reports or RECs were listed for this site. Construction activities would occur within the boundaries of the project site, and would not impact properties within the project area that are listed as hazardous sites. Therefore, impacts would be less than significant.

PRIELIPP-YAMAS PROPERTY REZONE

The Property is vacant and contains ruderal vegetation. According to EnviroStor and GeoTracker, there are no hazardous sites located on the Property; the Inland Valley Regional Medical Center located 0.32-mile west of the Property is listed as a LUST Cleanup site, however, the case was closed as of October 13, 2006. Future construction activities would occur within the boundaries of the Property, and would not impact adjacent properties, including those on a hazardous materials list. Therefore, impacts would be less than significant.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to hazardous materials. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.6-3: The project site is not located in the vicinity of an airport or within the jurisdiction of an airport land use plan. [Threshold H-5]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The project site is not located within an airport land use plan area. The closest airport is the French Valley Airport, which is located approximately 8 miles southeast of the project site. Given the distance of the project site to the French Valley Airport, no impact would occur.

PRIELIPP-YAMAS PROPERTY REZONE

The Property is not located within an airport land use plan area. The closest airport is the French Valley Airport, which is located approximately 6 miles southeast of the Property. Given the distance of the Property to the French Valley Airport, no impact would occur.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to hazardous materials. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.6-4: Project development would not affect the implementation of an emergency responder or evacuation plan. [Threshold H-6]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The proposed project would not conflict with adopted emergency response or evacuation plans. As shown in Figure 5.6-1, *Emergency Vehicle Path,* of the Draft EIR, the curve of Wildomar Trail would be "flattened," and vehicle paths for emergency services would be provided via five driveways. A traffic control plan would be developed to ensure that the roadway as well as surrounding roadways would continue to provide emergency access to the project site and surrounding areas during construction. Although regular travelers may experience some delays during construction activities, access would remain for emergency vehicles. The proposed project would not result in inadequate emergency access. 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.

PRIELIPP-YAMAS PROPERTY REZONE

The surrounding roadways would continue to provide emergency access to the Property and surrounding properties during construction and operation. A traffic control plan would be required to ensure access to the Property and adjacent properties. The traffic control plan would need to ensure that access to the residential uses that bound the western boundary of the Property. Therefore, impacts to adopted emergency response and evacuation plans are less than significant.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to hazardous materials. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

6. Hydrology and Water Quality

Impact 5.7-1: The proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. [Threshold HYD-1]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

Construction Activities

Construction activities associated with the proposed project may impact water quality due to sheet erosion of exposed soils and subsequent deposition of particulates in local drainages. Improperly managed construction activities can lead to substantially accelerated rates of erosion that are considered detrimental to the environment.

The proposed project would be required to comply with the NPDES program and Wildomar Municipal Code Section 13.12.050 which requires development to comply with a Municipal Separate Storm Sewer System (MS4) Permit from the San Diego Regional Water Quality Control Board. The site is larger than one acre and would be subject to requirements of the SWRCB's Construction General Permit. The project would implement SWPPP.

Operational Activities

The proposed would be graded to closely mimic the direction of flow of the existing conditions, which would continue in the southern direction but would be directed to the proposed bioretention basin before existing the site. Onsite landscaping would assist in minimizing the amount of runoff from the site which would decrease runoff volume. The proposed project would implement BMPs, include a bioretention basin, have impermeable floors for the gas station to prevent ponding and run-on of stormwater to the maximum extent practicable, and cover the fueling areas with a canopy. In general, projects must control runoff volume from the project site by minimizing the impervious surface area and controlling runoff through infiltration, bioretention, or rainfall harvest and use. Projects must incorporate BMPs in accordance with the requirements of the municipal NPDES permit. The project would comply with water quality standards.

PRIELIPP-YAMAS PROPERTY REZONE

Construction Activities

Future construction activities would comply with the NPDES program, Wildomar Municipal Code Section 13.12.050 which requires development to comply with a Municipal Separate Storm Sewer System (MS4) Permit from the San Diego Regional Water Quality Control Board, the requirements of the SWRCB's Construction General Permit, and the SWPPP.

Operational Activities

The primary constituents of concern during a residential project's operational phase would be solids, oils, and greases from parking areas and driveways that could be carried offsite. Future project design features would be identified in the WQMP for future development on the property. Future

development on the site would implement BMPs and the requirements of the municipal NPDES permit, which would reduce impacts to less than significant.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to hydrology. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.7-2: The proposed project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the proposed project may impede sustainable groundwater management of the basin. [Threshold HYD-2]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

According to the WQMP, field work included 10 excavating deep geotechnical borings and seven percolation borings; groundwater was not encountered in the percolation test holes or in the borings during the geotechnical investigation. Groundwater was encountered at an elevation of 1,339 and 1,334 feet above mean sea level.

The project site, which is located in the Santa Margarita River Watershed, is adjudicated. Since adoption of the 2005 Elsinore Basin Groundwater Management Plan (GWMP), EVMWD has limited pumping (approximately 5,550 acre-ft/yr) to be consistent with the safe yield of the Elsinore Basin. Groundwater pumping to meet water demands accounts for essentially the entire outflow from the Basin. Active groundwater management and conjunctive use programs have been implemented by EVMWD to balance the Elsinore Basin inflows and outflows.

As shown in Department of Water Resources Bulletin 118, the Elsinore Basin, which is the major source of potable groundwater supply for EVMWD, has not been identified to be in a state of overdraft. Additionally, the filtration BMPs in the WMQP would treat and discharge stormwater into storm drain facilities which would be conveyed to channels within the Elsinore Basin. As stormwater quality would be assured the through LID Project features, and all stormwater would remain with the Elsinore Basin and available for groundwater recharge, the proposed project would not significantly affect groundwater recharge or the availability of groundwater and impacts would be less than significant.

PRIELIPP-YAMAS PROPERTY REZONE

The property, which is located in the Santa Margarita River Watershed, is adjudicated. The Elsinore Basin, which is the major source of potable groundwater supply for EVMWD, has not been identified to be in a state of overdraft. Additionally, the filtration BMPs from the WMQP which would be prepared for future development on the property, would treat and discharge stormwater into storm drain facilities which would be conveyed to channels within the Elsinore Basin. As stormwater quality would be assured the through future LID Project features, and all stormwater would remain with the Elsinore Basin and available for groundwater recharge, the future development on the property would not significantly affect groundwater recharge or the availability of groundwater and impacts would be less than significant.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to hydrology. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.7-3: The proposed project would not substantially alter the existing drainage pattern of the site or area which would result in substantial erosion or siltation, increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite, create or contribute to runoff which would exceed the capacity of existing or planned stormwater drainage systems, or impede flood flows. [Thresholds HYD-3i, ii, iii, iv]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

Development of the proposed project would result in an increase in impervious surfaces compared to existing conditions. Table 5.7-1 and Table 5.7-2, of the Draft EIR, show the existing hydrological conditions and the proposed project's hydrological conditions and on- and off-site flows. Onsite existing flows are 57.46 cfs and proposed onsite flows would be 71.98 cfs. The proposed project would increase onsite flows by 14.52 cfs.

Offsite runoff would no longer outlet to the site; it would be conveyed through a proposed storm drain system around the project and separate from the onsite project storm drain. All onsite runoff would be diverted to Basin 5 through a separate storm drain system, so as not to converge with offsite runoff (see Figure 5.7-1, *Proposed Hydrological Conditions,* of the Draft EIR*).*

Although there is an increase in flow for the 100-year storm event for the post-development conditions, there would be no negative impact anticipated downstream due to the proposed development and these flows do not exceed the pre-developed conditions.

Moreover, the proposed project is subject to NPDES requirements and the countywide MS4 permit, and the applicant must submit a SWPPP and erosion plan. The landscaped areas of the site, bioretention basin, and BMPs in the WQMP would treat runoff and prevent erosion.

The project site is designated by the Federal Emergency Management Agency (FEMA) as being Zone X, indicating minimal risk of flooding.

PRIELIPP-YAMAS PROPERTY REZONE

The property is currently vacant; future development on the property would increase impervious surfaces. Surface water drainage would be controlled by building regulations, with water directed toward existing streets, flood control channels, storm drains, catch basins, etc. as applicable. Future development on the property would be subject to NPDES requirements and the countywide MS4 permit, and the applicant would be required to submit a SWPPP, erosion control plan, and implement the BMPs from the future WQMP.

Moreover, future development would be required to comply with the Wildomar Municipal Code Section 13.12.050, which requires development to comply with a MS4 permit from the San Diego

Regional Water Quality Control Board. The property is designated by the FEMA as being within Zone X, indicating minimal risk of flooding.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to hydrology. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.7-4: The proposed project would not, in a flood hazard, tsunamic, or seiche zones, risk release of pollutants due to project inundation. [Threshold HYD-4]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The project site is not within a flood hazard zone, as indicated above. The project site is not in an area subject to seiches, mudflows, or tsunamis due to the absence of any nearby bodies of water and mud/debris channels. The County's dam inundation zones are identified in Figure S-10 of the Wildomar General Plan and shows that the project site is not in any dam inundation hazard zones. In addition, the project site is not in the vicinity of any levees or waterbody which could cause a tsunami. Therefore, the proposed project would not be exposed to seiches, mudflows, or tsunami hazards.

PRIELIPP-YAMAS PROPERTY REZONE

The property is not in an area subject to seiches, mudflows, or tsunamis due to the absence of any nearby bodies of water and mud/debris channels. As shown in Figure S-10 of the General Plan, the property is not in any dam inundation hazard zones. In addition, the property is not in the vicinity of any levees or waterbody which could cause a tsunami. Therefore, future development would not be exposed to seiches, mudflows, or tsunami hazards.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to hydrology. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.7-5: The proposed project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. [Threshold HYD-5]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

As indicated in Impact 5.7-1, the proposed project would implement BMPs to ensure that the proposed project has a less than significant impact on surface and ground water quality. These measures also ensure that the proposed project would not obstruct or conflict with implementation of the San Diego Basin Plan or the Santa Margarita Water Quality Improvement Plan. Additionally, the proposed project would not conflict with the EVMWD UWMP. The proposed project would comply with water quality requirements set forth in the Statewide General Construction Permit, the NPDES, and the City of Wildomar Municipal Code Section 13.12 (Stormwater/Urban Runoff

Management and Discharge Controls Ordinance). Additionally, active groundwater management and conjunctive use programs have been implemented by EVMWD to ensure the balance of inflows and outflows of the Elsinore Basin. Therefore, the proposed project would not impede sustainable groundwater management of the basin.

PRIELIPP-YAMAS PROPERTY REZONE

As indicated in Impact 5.7-1, future development on the property would implement BMPs to ensure that the future development has a less than significant impact on surface and ground water quality. These measures would also ensure that future development would not obstruct or conflict with implementation of the San Diego Basin Plan or the Santa Margarita Water Quality Improvement Plan. Additionally, future development would not conflict with the EVMWD UWMP as future development would comply with water quality requirements set forth in the Statewide General Construction Permit, the NPDES, and the City of Wildomar Municipal Code Section 13.12 (Stormwater/Urban Runoff Management and Discharge Controls Ordinance). Additionally, active groundwater management and conjunctive use programs have been implemented by EVMWD to ensure the balance of inflows and outflows of the Elsinore Basin. Therefore, future development would not impede sustainable groundwater management of the basin.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to hydrology. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

7. Land Use and Planning

Impact 5.8-1: Project implementation would not divide an established community. [Threshold LU-1]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The project site is vacant and is surrounded by vacant land to the north, residential uses to the east and south, and residential and industrial uses to the west of the site. The proposed project would not divide an established residential community. The introduction of a mix of uses, including residential uses, on the project site, which is surrounded by residential and non-residential uses, would not divide an established community.

PRIELIPP-YAMAS PROPERTY REZONE

The Property is vacant and is surrounded by vacant land to the north and east, and residential uses to the south and west. Future development on the site would include residential uses. Therefore, future residential development on the site would be similar to the adjacent residential development and would not divide an established community.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to land use and planning. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.8-2: Project implementation would not conflict with applicable plans adopted for the purpose of avoiding or mitigating an environmental effect. [Threshold LU-2]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

City of Wildomar General Plan

The proposed project would be consistent with the Wildomar General Plan policies pertaining to land use and mixed-use development. For example, Policies LU-2.1 and LU-3.1 call for development to include a range of uses, include employment, shopping, and housing, and to promote development of infill and underutilized parcels located in Community Development areas, such as the project site.

According to Table HNA-25 of the City's 2013-2021 Housing Element, the project site has the potential to accommodate approximately 227 dwelling units. However, the proposed project would include 152 dwelling units, which is a decrease of 75 dwelling units. In order to comply with Government Code, as well as Policy H-1 of the Housing Element, which calls for the sufficient supply of residential-zoned land to meet the housing needs identified in the Regional Housing Needs Allocation (RHNA), the Prielipp-Yamas Drive Property would rezone approximately 10 acres to R-3 (General Residential) from I-P (Industrial Park). Therefore, the proposed project would comply with the City of Wildomar General Plan.

City of Wildomar Zoning

The project site is zoned C-P-S (Scenic Highway Commercial) with a Mixed-Use Zone Overlay. The proposed project would remove the Mixed-Use Zone Overlay and would require a zone change for an approximately 6.07-acre portion of the site from C-P-S (Scenic Highway Commercial) to R-3 (General Residential).

The maximum height of buildings in the R-3 (General Residential) Zone and C-P-S (Scenic Highway Commercial) Zone is 50 feet. The maximum height of the proposed residential structures would be 39 feet and11 inches, and the tallest nonresidential structure would be 49 feet and 6 inches. Therefore, proposed uses on the site would be within the height restrictions of the R-3 (General Residential) Zone and C-P-S (Scenic Highway Commercial) Zone.

SCAG 2020-2045 RTP/SCS Consistency

The general plan amendment for the proposed project would be required to change 10-acres of the existing land use designation of the Prielipp-Yamas Drive Property from Business Park (BP) to Highest Density Residential (HHDR), in order to ensure no-net loss in residential units as a result of the reduction in dwelling units on the project site.[1] A consistency analysis with SCAG's 2020-2045 RTP/SCS goals is warranted by SCAG as the proposed project is of regionwide significance. As described in Table 5.8-1, *SCAG's 2020-2045 RTP/SCS Consistency Analysis,* of the Draft EIR, the proposed project is generally consistent with the overarching goals of the RTP/SCS. The proposed

[1] According to Table HNA-25 of the 2013-2021 Housing Element, the project site has the potential to accommodate 227 dwelling units, however, the proposed project would result in 152 dwelling units, which is a reduction of 75 units.

project would result in a mix of uses within a half mile of transit. Therefore, the proposed project is consistent with SCAG's RTP/SCS.

PRIELIPP-YAMAS PROPERTY REZONE

Because the Wildomar Trail Town Center Mixed-Use project would reduce the designated dwelling units for the project site by 75 dwelling units, as identified in Table HNA-25 of the 2013-2021 Housing Element, and to comply with Government Code Section 65863(C)(1) (SB 166 No-Net Housing Loss), the City has initiated the General Plan Amendment to change the existing land use designation from Business Park (BP) to Highest Density Residential (HHDR), and a Change of Zone from I-P (Industrial Park) to R-3 (General Residential), for approximately 10-acres of the 20-acre site on the northeast corner of Prielipp Road and Yamas Drive. Future residential development on the Property would be required to comply with the City's zoning standards, Municipal Code, and General Plan goals and policies.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to land use and planning. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

8. Noise

Impact 5.9-1: Construction activities would result in temporary noise increases in the vicinity of the proposed project. [Threshold N-1]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

Construction Noise

The first type of short-term construction noise is mobile-source noise which would result from the transport of construction equipment and materials to the project site and construction worker commute. These transportation activities would incrementally raise noise levels on access roads leading to the site. It is expected that larger trucks used in equipment delivery would generate higher noise impacts than trucks associated with worker commutes. The single-even noise from equipment trucks passing at a distance of 50 feet from a sensitive noise receptor would reach a maximum level of 84 dBA L_{max}. However, heavy equipment for grading and construction activities would be moved on site once, and would remain onsite for the duration of each construction phase. The total number of daily vehicle trips would be minimal when compared to existing traffic volumes on the affected streets and the long-term noise level change associated with these trips would not be perceptible. Therefore, noise associated with the transportation of equipment and construction-related worker commute impacts would be short-term and would not result in a significant off-site noise impact.

The second type of short-term noise impact is related to noise generated during site preparation, grading, building construction, architectural coating, and paving on the project site. The noise levels vary as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase.

Noise impacts associated with construction activities are regulated by the City's noise ordinance. The proposed project would be required to comply with the construction hours specified in the City's Noise Ordinance, which exempts construction activities located one-quarter of a mile from inhabited dwellings between the hours of 6:00 a.m. and 6:00 p.m. Monday through Friday during the months of June through September, and between the hours of 7:00 a.m. and 6:00 p.m. and Monday through Friday during the months of October through May, and from 8:30 a.m. to 4:30 p.m. on Saturdays; no construction is permitted outside of these hours or on Sundays and federal holidays. In addition, construction-related noise impacts would remain below the 90 dBA L_{eq} 1-hour construction noise level criteria as established by the FTA and therefore would be less than significant. The proposed project would also include best management practices (BMPs) to reduce noise during construction.

PRIELIPP-YAMAS PROPERTY REZONE

Future development on the Property would result in short-term construction noise from mobile-sources and stationary-sources. During construction, exterior noise levels could affect the residential uses near the Property. The nearest sensitive receptors to the Property are residences to the west and south of the Property. However, it is acknowledged that construction activities could occur throughout the project site and would not be concentrated at the point closest to the sensitive receptors. Future construction activities would include site preparation, grading, building construction, paving, and architectural coating. Grading activities typically represent one of the highest potential sources for noise impacts; the most effective method of controlling construction noise is through local control of construction hours and by limiting the hours of construction to normal weekday working hours. Future development on the Property would be required to comply with the City's noise ordinance.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to noise. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.9-3: The project would not create excessive short-term or long-term groundborne vibration. [Threshold N-2]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

Construction Vibration

Building Damage

Potential vibration impacts associated with development projects are usually related to the use of heavy construction equipment during the grading phases of construction. Construction can generate varying degrees of ground vibration depending on the construction procedures and equipment.

Groundborne noise and vibration from construction activity of the proposed project would be low to moderate. Table 5.9-7, *Vibration Source Amplitudes for Construction Equipment,* of the Draft EIR, shows the expected vibration levels for the proposed project and shows it would take a minimum of 90 VdB (or 0.12 in/sec PPV) to cause any potential building damage to structures extremely susceptible to vibration damage.

The closest structures to the project site are the residential uses surrounding the project site approximately 35 feet from construction activity. Given these structures are greater than 25 feet from the project construction area limits, the estimated vibration impacts are propagated for distance. A vibration level at 50 feet is 9 VdB lower than at 25 feet, a vibration level at 100 feet is 18 VdB lower than at 25 feet, and a vibration level at 400 feet is 36 VdB lower than at 25 feet. Using the information in Table 5.9-7, of the Draft EIR, the operation of typical construction equipment would generate groundborne vibration levels of up to 83 VdB, which would not exceed the 90 VdB guideline that is considered safe for fragile buildings.

Human Annoyance

As stated above, the existing single-family residences east of the project site are the nearest sensitive receptors, and would be located approximately 35 feet from construction activity, and therefore, would experience vibration levels approaching 83 VdB. Based on Table 5.9-4, of the Draft EIR, this level of groundborne vibration has the potential to exceed the level of distinctly perceptible, which is approximately 72 VdB for frequent events at uses where people sleep, when activities occur within 80 feet of the residential uses. However, construction activities would not occur during nighttime sensitive hours and therefore, would not exceed the FTA vibration threshold for human annoyance at the nearest sensitive use.

Operational Vibration

The streets surrounding the project area are paved, smooth, and unlikely to cause significant groundborne vibration. In addition, the rubber tires and suspension systems of buses and other on-road vehicles make it unusual for on-road vehicles to cause groundborne noise or vibration problems. Therefore, no vehicular vibration impacts would occur during project operations. Additionally, once constructed, the proposed project would not contain uses that would generate groundborne vibration.

PRIELIPP-YAMAS PROPERTY REZONE

Once future development on the Property is operational, the site would not be a source of groundborne vibration. Increases in groundborne vibration levels attributable to future development on the Property would be primarily associated with short-term construction-related activities. Vibration velocities from typical heavy construction equipment operations would be short-term and would not be of sufficient magnitude to cause building damage.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to noise. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.9-4: The proximity of the project site to an airport or airstrip would not result in exposure of future residents or workers to airport-related noise. [Threshold N-3]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The project site is approximately 2.2 miles southeast of the nearest public airport, Skylark Field Airport. Aircraft noise is rarely audible at the project site and no portion of the site lies within the 60 dBA CNEL noise contours of the Airport, nor does any portion lie within 2 miles of any private airfield or heliport.

PRIELIPP-YAMAS PROPERTY REZONE

The Property is approximately 4.65 miles southeast of the Skylark Field Airport and no private airstrips are within 2 miles of the site. Therefore, future residents would not be subject to excessive aircraft noise. No impact would occur.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to noise. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

9. Population and Housing

Impact 5.10-1: The proposed project would directly result in population growth of approximately 503 residents and 305 employees on the project site but would not induce substantial additional growth. [Threshold P-1]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

Construction

Construction of the proposed project would require contractors and laborers. Because of the size of the project, the City expects that the supply of general construction labor would be available from the local and regional labor pool. The proposed project would not result in a long-term increase in employment from short-term construction activities.

Population

Based on the California Department of Finance (DOF) Table E-5, the average household in Wildomar is 3.31 persons per household. Once the proposed project is complete, the 152 townhomes/condominiums would be expected to add 503 residents.[2] As shown in Table 5.10-6, of the Draft EIR, SCAG's estimated 2045 population for Wildomar is 55,200, which is an increase of 18,017 residents from the DOF 2020 estimated population of 37,183 residents. The SCAG projection estimated a 2020 population of 38,700 for the City, which is an increase of 1,517 residents from the DOF 2020 population estimate (37,183 residents). If the project population is added to the

[2] 152 units x 3.31 = 503.12 = 503 residents

existing DOF population estimate, the resulting population of 37,686 residents[3] remains below the SCAG 2020 projection of 38,700.

Employment

The proposed project would add 41,609 square feet of commercial space and 72,000 square feet of office space which would generate 305 employees. When compared to the Citywide 2020 estimated employment of 15,857 employees,[4] the proposed project would result in an approximately 1.92 percent increase in employees in the City.

As shown in Table 5.10-6, of the Draft EIR, SCAG's 2045 estimated employment for the City of Wildomar is 11,200, which is a decrease of 4,657 employees from the EDD's 2020 estimated employment of 15,857 employees. If the project employment is added to the existing employment estimate of 15,857, the resulting estimated employment of 16,162 employees exceeds SCAG's 2020 projection of 8,800. However, because the City is housing-rich, it would benefit from an increase in jobs in order to balance the jobs-housing ratio. Therefore, project implementation would result in beneficial impacts; impacts would be less than significant.

Housing

According to Table HNA-25 of the City's 2013-2021 Housing Element, the project site has the potential to accommodate approximately 227 dwelling units. However, the proposed project would include 152 dwelling units, which is a decrease of 75 dwelling units. In order to comply with Government Code, as well as Policy H-1 of the Housing Element, which calls for the sufficient supply of residential-zoned land to meet the housing needs identified in the Regional Housing Needs Allocation (RHNA), the Prielipp-Yamas Drive Property would rezone approximately 10 acres to R-3 (General Residential) from I-P (Industrial Park) in order to ensure no loss of housing occurs from project implementation.

As shown in Table 5.10-6, of the Draft EIR, the regional SCAG housing unit estimate for 2020 is 12,255 units which is above the current DOF estimate of 11,584 housing units. The new 152 units would increase housing in the City by 1.24 percent and would represent 2.43 percent of the City's forecast housing growth of 6,365 units from 2020 to 2045 (see Table 5.10-6 of the Draft EIR). The proposed project would be within SCAG's projected housing growth. Moreover, the state of California has a shortage of housing. In 2019, Governor Newsom signed several bills aimed to address the need for more housing including the Housing Crisis Act of 2019 (Senate Bill 330). The proposed project addresses the need for additional housing to accommodate population growth in the City.

Jobs-Housing Balance

The jobs-housing ratio for the City is housing-rich (0.72 jobs per dwelling unit; see Table 5.10-6 of the Draft EIR). Although the proposed project would decrease the jobs-housing ratio, by adding 305 additional jobs, the proposed jobs-housing ratio for the proposed project would be 2.01. However, adding the proposed jobs and housing units to the existing 2020 SCAG estimates results in a slightly

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[3] 37,183 (DOF 2020 Population) + 503 (proposed residents) = 37,686 residents

[4] Average number of employees from January 2020 to July 2020 (EDD 2020)

favorable result, 0.73, from a planning perspective because the proposed project would provide more jobs in a city with a high number of housing units.

PRIELIPP-YAMAS PROPERTY REZONE

Because the proposed project would reduce the designated housing units for the project site as identified in Table HNA-25 of the 2013-2021 *City of Wildomar Housing Element*, and to comply with Government Code Section 65863(C)(1) (SB 166 No-Net Housing Loss), the Property would be rezoned from I-P (Industrial Park) to R-3 (General Residential) to accommodate the deficiency in housing units. In order to accommodate for the reduction[5] of residential units on the project site, the Property would rezone 10 acres to R-3 (General Residential) to ensure no net loss in housing occurs from the implementation of the proposed project. The 10 acres would allow for up to 200 dwelling units. Future development on the project site would not induce substantial population growth.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to population and housing. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.10-2: Project implementation would not result in displacing people and/or housing. [Threshold P-2]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

As the project site is currently vacant, the proposed project would not displace people and/or housing, but would help the City meet its regional housing needs goal by increasing the supply of housing units in the City compared to existing conditions.

PRIELIPP-YAMAS PROPERTY REZONE

The project site is currently vacant, and therefore, future construction would not displace people and/or housing.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to population and housing. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

[5] According to Table HNA-25 of the 2013-2021 Housing Element, the project site has the potential to accommodate 227 dwelling units, however, the proposed project would result in 152 dwelling units, which is a reduction of 75 units.

10. Transportation

Impact 5.11-1: The project could potentially conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. [Threshold T-1]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

Existing Plus Project

Existing Conditions and Existing Plus Project peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies. No network improvements are assumed under Existing Conditions, however, the following improvements are considered to be in place at the opening date of the project; therefore, these improvements are included in the analysis of the Existing Plus Project scenario:

- Central Avenue and Wildomar Trail along the property frontage will be improved to provide for a raised median, two eastbound travel lanes and exclusive eastbound and westbound left turn pockets at the intersection of Central Avenue and Wildomar Trail. The two through lanes east of this intersection will transition to an eastbound through lane and exclusive right turn at the intersection of Wildomar Trail and I-15 southbound ramps.

According to Table 5.11-12, *Existing Plus Project Intersection Operation Analysis,* of the Draft EIR, under Existing Plus Project Conditions, Intersection #3, Intersection #4, and Intersection #6 (AM Peak Hour only) would worsen to LOS of E or F. Intersection #7, which operates at an unacceptable LOS under Existing Conditions would worsen under Existing Plus Project Conditions.

The City requires payment of the TUMF and DIF to mitigate cumulative transportation impacts. For impacts that are not funded by either of these programs, the City requires that the improvement be constructed, or that the project pay its proportionate share of the cost of the improvement. The improvements recommended to address traffic impacts of the proposed project are shown in Table 5.11-13, *Summary of Conditions of Approval for Traffic Impacts,* of the Draft EIR.

In order to address the proposed project's traffic impacts, the City will impose conditions of approval to implement the improvements shown in Table 5.11-13. All the improvements in Table 5.11-13 will occur in the public right of way adjacent to existing streets. Therefore, construction and operation of the proposed roadway widening and signalization would occur in areas disturbed by previous roadways.

The proposed project would implement the conditions of approval from Table 5.11-13 which would create signalized intersections, widen roadways, and require the payment of the project's fair share contribution to Intersections #3, #4, #6, and #7. The signalization of Intersection #3 is a project design feature that would be constructed at the implementation of Project Phase 1. Table 5.11-14, *Intersection Operation Post-Improvement Analysis – Existing Conditions,* of the Draft EIR, shows that the impacts at all study locations would be at an acceptable LOS with the implementation of the improvements. However, both the DIF and TUMF require that all the funding be available before a roadway improvement can be programmed for construction. There is no certainty regarding when the improvements will be constructed as this is dependent upon payment of DIF by new projects.

The TUMF program is regional and administered by the Western Riverside Council of Governments (WRCOG), and each improvement is determined based on regional need at the time of programming.

As shown in Table 5.11-15, of the Draft EIR, there would be no excess queue demand under the Existing Plus Project Conditions as the anticipated queues do not exceed the stacking area available at any of the analyzed locations.

Buildout Conditions (Post-2035)

According to Table 5.11-16, *Buildout Conditions (Post-2035) Intersection Operation Analysis,* of the Draft EIR, only one study intersection would operate at an acceptable LOS under Buildout Conditions.

With the implementation of improvements in Table 5.11-17, of the Draft EIR, the study area intersections would operate at an acceptable LOS.

As shown in Table 5.11-18, *Buildout Conditions (Post-2035) Freeway Ramp Queue Summary,* of the Draft EIR, there would be no excess queue demand as the anticipated vehicular queues do not exceed the stacking area available at any of the analyzed locations.

Table 5.11-19, *Buildout Conditions (Post-235) Queue at Project Main Access Point Summary,* of the Draft EIR, shows that there would be no excess queue demand as the anticipated vehicular queues do not exceed the stacking area available at any of the analyzed locations.

Conclusion

Although the improvements shown in Table 5.11-13 would ensure that the study area intersections would operate at an acceptable LOS, there is no certainty that the improvement funding will be available, or that the improvements will be installed prior to occupancy or buildout conditions.

Public Transit and Bicycle Plans

RTA bus routes 8 and 23 service the City, and the closest RTA bus stop is approximately half a mile southwest of the project site. Additionally, the project site is bounded by the Wildomar Trail, which is an east-west trail. The proposed project would provide bicycle parking at the office component of the site and a total of 13 clean air/vanpool/electric vehicle (EV) parking spaces, and a total of 35 EV charging stations. Additionally, the proposed project is proposing to provide a half-width right-of-way improvement along the property frontage including vehicular travel lane, multi-use trail, curb, gutter, and sidewalk. Therefore, the proposed project would not conflict with any policies, plans, or programs related to public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities as improvements would occur within the project boundaries.

PRIELIPP-YAMAS PROPERTY REZONE

Future development on the vacant site would construct residential uses, which would result in an increase in daily trips. Future development on the Property would be required to prepare a Traffic Impact Analysis to analyze the future development's impact on surrounding roadways and public transit. Additionally, future development would be required to pay impact fees and mitigate significant traffic impacts. Therefore, impacts are less than significant.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to transportation. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.11-2: The project would not conflict with or be inconsistent with CEQA Guidelines § 15064.3 subdivision (b), regarding policies to reduce vehicle miles travelled (VMT). [Threshold T-2]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The baseline VMT for the project site and the City are shown in Table 5.11-20, *Project Site Baseline VMT,* of the Draft EIR, and Table 5.11-21, *Citywide Baseline VMT*, of the Draft EIR, respectively. A threshold of 3 percent below the Citywide average for VMT metrics is used for impact analysis; the proposed project should be at 97 percent or less than the Citywide average.

Table 5.11-22, *Estimated VMT Reduction for Wildomar with Plausible Mitigation,* shows VMT reduction strategies that could result in an average of approximately 2 to 7 percent reduction in VMT in Wildomar.

"Expected" Market Capture

The nearest gas stations and car washes are located approximately 2 miles in either northwest and southeast direction of the site. The proposed gas station and car wash would provide onsite convenience to the future residents, employees, and visitors to the area, including the newly approved Baxter Village project across from the proposed project. Additionally, it would also provide a closer option to the surrounding uses. The closest shopping centers to the site are to the east and west less than a mile of the site. In addition to being able to conveniently serve the future complementary uses of residential and employment, the introduction of additional shopping center may bring other retail options not available in the nearby shopping centers and shorten trips for the residential and other uses in the north.

The project's proposed retail falls under the 50,000 square foot threshold recommended by OPR and zoning allows for a variety of retail uses. Additionally, the central location of the project, the existing residential surrounding the site and the combination of the proposed uses on-site has the potential to shorten trips by providing convenient closer options. The project's retail component does qualify for the Local Retail screening.

VMT Analysis

The project retail component would qualify for screening for being locally serving, and for this reason, the project's retail component would be presumed to be less than significant.

VMT Reductions

Although the proposed project would be presumed to be less than significant, the innate project design and features could potentially reduce VMT. Additionally, the proposed project could implement Transportation Demand Measures (TDM) to further reduce the project's VMT.

Mixed-Use VMT Reductions

The potential VMT reducing effects of mixed uses range from 9 percent to 30 percent. In the suburban context, projects three of the following onsite and/or offsite within ¼ mile: Residential Development, Retail Development, Park, Open Space, or Office. The proposed project would provide a mix residential, retail, and office. As a minimum, the mixed-use nature of the site has the potential to reduce the project's VMT by 9 percent.

Pedestrian Network

Providing pedestrian access network to link areas of a project site encourages people to walk instead of drive. This strategy could potentially reduce VMT from 0 percent to 2 percent. The proposed project would provide an internal pedestrian circulation network that would allow and encourage the pedestrian mode for all users of the site. The project would additionally connect to the existing street network via sidewalks, however, the project does not provide direct connections to the existing surrounding uses. For this reason, the project's pedestrian network could potentially reduce VMT up to 1 percent.

Parking

The project proposes parking for electric vehicles and bicycles. Therefore, by providing these spaces, the proposed project supports its ability to reduce VMT through its other features.

Project Features Overall VMT Reduction Potential

The project's mixed-use nature and pedestrian network could potentially reduce VMT by 9 percent and 1 percent, respectively, which is a total VMT reduction of 9.9 percent.[6]

Additional TDM

The project could additionally provide other strategies related to TDM. However, since TDM generally relies on reducing the need of automobile trips through alternative modes, the project site would need to rely on the available alternative modes of transportation in the area. Transit availability greatly increases the effectiveness TDM, but the nearest bus stop is over ½ mile away on Palomar Street. Due to the distance of the nearest transit the most effective TDM measures may not apply.

Despite not being in close proximity to transit, the following TDM Strategies could be applied:

- Provide Ride-Sharing Programs
  - 1 percent to 5 percent reduction for low-density suburbs

- Encourage Telecommuting and Alternative Work Schedules
  - 0.07 percent to 5.5 percent reduction, telecommuting would provide the greatest reductions vs. alternative work schedules.

These strategies are aimed at reducing VMT based on commute trips, and therefore, would only be applicable to the proposed office use. Additionally, since the project does not need to mitigate VMT

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[6] Calculation based on the following formula: 1- (1-9) x (1-1)

impacts, these TDM programs would need to be voluntarily offered at the discretion of the future tenants/employers of the site. Therefore, impacts would be less than significant.

PRIELIPP-YAMAS PROPERTY REZONE

According to CEQA Guidelines Section 15064.3 subdivision (b), vehicle miles traveled (VMT) exceeding an applicable threshold of significance may indicate a significant impact. Generally, project that would decrease vehicle miles traveled compared to existing conditions should be considered to have a less than significant transportation impact. Future development would result in the construction of residential uses which would serve the region. Future development on the Property would be required to prepare a VMT analysis and would be required to comply with the City's VMT thresholds. Therefore, impacts would be less than significant.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to transportation. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.11-3: Project circulation improvements have been incorporated to adequately address potentially hazardous conditions (sharp curves, etc.), potential conflicting uses, and emergency access. [Thresholds T-3 and T-4]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

Main access to the project site would be provided via a newly constructed intersection at Central Avenue and Wildomar Trail, as well as five driveways along Wildomar Trail, Central Avenue, and Cervera Road. In conjunction with the Baxter Village project (SCH# 2014121047), the proposed project will realign Wildomar Trail to soften the curve as shown in Figure 3-1, of the Draft EIR. All driveways would allow right-in/right-out access only controlled by the installation of a raised median along the property frontage. All access point locations along Central Avenue and Wildomar Trail would be designed to provide sufficient sight distance that meets the minimum sight distance requirement defined in the County of Riverside Roadway Standard guidelines. As shown in Figure 5.6-1, *Emergency Vehicle Path,* of the Draft EIR, Wildomar Trail would be realigned to "flatten" the curve, and vehicle paths for emergency services would be provided via five driveways. A traffic control plan would be developed to ensure that the roadway as well as surrounding roadways would continue to provide emergency access to the project site and surrounding areas during construction. Although regular travelers may experience some delays during construction activities, access would remain for emergency vehicles. The proposed project would not result in inadequate emergency access.

Moreover, the proposed project would be checked for compliance with these standards as part of the City's review process, and access to the project site would be reviewed by the City and CALFIRE/Riverside County Fire Department to ensure there is sufficient emergency access provided as required by the City of Wildomar Municipal Code 8.28, Fire Code, for compliance with the California Fire Code.

PRIELIPP-YAMAS PROPERTY REZONE

Future development on the Property would be checked for compliance with the City of Wildomar development standards designed to ensure standard engineering practices are used for all improvements, as part of the City's review process. Additionally, access to the Property would be reviewed by the City and CALFIRE/Riverside County Fire department to ensure there is sufficient emergency access provided at the Property as required by the City of Wildomar Municipal Code 8.28, Fire Code, for compliance with the California Fire Code.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to transportation. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

11. Utilities and Service Systems

Impact 5.11-1: Project-generated wastewater could be adequately treated by the wastewater service providers for the project. [Thresholds U-1 (part), and U-3]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

Future development as a result of the proposed project would require the installation of new or expanded sewer laterals and mains in order to accommodate the additional future development onsite.

As shown in Table 5.13-1, *Wildomar Trail Town Center Mixed-Use Project Estimated Wastewater Generation,* of the Draft EIR, under the proposed conditions, the project would generate approximately 59,226 gallons of wastewater per day. The sewer flows from the project site connect to an 8-inch EVMWD gravity sewer line, along Cervera Road.

As of 2010, the Regional WWTP had an existing average daily wastewater flow into the treatment plant of 6.0 mgd. The capacity of the treatment plant is 8 mgd and the remaining capacity is about 2 mgd. As shown in Table 5.13-1, the project would result in the generation of 59,226 gpd which represents approximately 0.06 million gallons per day.

Proposed sewer infrastructure would continue to tie into the existing 8-inch EVMWD gravity sewer line. EVMWD utilizes development fees for new connections and proposed flow increases to improve existing low capacity sewer lines and upsize existing lines. The increases in sewer flows from the proposed project would cause no regional sewer capacity issues. Although EVMWD has no deficient lines serving the project site, it utilizes development fees to cover associated costs with providing any incremental expansions in service or infrastructure as a result of new development that increases the quantity or flow rate of wastewater discharge.

PRIELIPP-YAMAS PROPERTY REZONE

The zone change from I-P to R-3 would reduce the intensity of future development when compared to the General Plan. Therefore, future wastewater impacts would be less severe than evaluated in the General Plan EIR due to the change in land use.

Future development of the site would require the installation of new or expanded sewer laterals and mains in order to accommodate residential development. Sewer infrastructure would tie into the existing 8-inch EVMWD gravity sewer line. EVMWD utilizes development fees for new connections and proposed flow increases to improve existing low capacity sewer lines and upsize existing lines. The increases in sewer flows from future would cause no regional sewer capacity issues. Although EVMWD has no deficient lines serving the site, it utilizes development fees to cover associated costs with providing any incremental expansions in service or infrastructure as a result of new development that increases the quantity or flow rate of wastewater discharge.

The proposed project would not induce substantial additional population growth. Because the anticipated population growth resulting from development of this site is less than the land use assumptions outlined in the General Plan, sufficient wastewater infrastructure are available to the site and impacts are less than significant.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to utilities and service systems. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.13-2: Water supply and delivery systems are adequate to meet project requirements. [Thresholds U-1 (part) and U-2]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The proposed project would connect to the EVMWD water main for domestic water use. As shown in Table 5.13-7, *Wildomar Trail Town Center Mixed-Use Project Estimated Water Demand,* of the Draft EIR, under the proposed conditions, the demand for the project is estimated to be approximately 36,737 gallons of water per day.

These results are conservative because they do not account for the 20 percent reduction in water use with new construction, as per CALGreen Building Code Standards as specified in Municipal Code Chapter 17.310. Furthermore, pursuant to Section 17.276.070 of the Wildomar Municipal Code, the proposed project would be subject to the requirements of the EVMWD's Ordinance 185, which prohibits the waste or unreasonable use of water and encourages water conservation practices. Compliance with this ordinance is expected to result in a reduced water demand.

Water supplies include surface water from Canyon Lake, groundwater pumping and imported water from MWD. As documented in Tables 5.13-3 through 5.13-5, of the Draft EIR, EVMWD is able to meet all customers' demands during normal year, single dry year, and multiple dry year conditions with significant reserves held by MWD, local groundwater and surface water supplies, and conservation measures in multiple dry year conditions. EVMWD and its retail agencies work together to improve the water reliability within the service area by developing additional local supplies and by implementing water use efficiency programs.

As previously identified in Table 5.13-3, of the Draft EIR, the EVMWD's UWMP projects a 2040 water demand of 61,476 AFY, with a projected supply of 53,605 AFY for a normal year. The project's anticipated water demand represents approximately 0.5, 0.9, and 0.8 percent of the

projected 2040 water surplus in normal, single year dry, and multiple year dry conditions, respectively. As such, this would only incrementally increase demand and not require the construction of new water treatment facilities or expansion of existing facilities, which could cause significant environmental effects. Per the EVMWD's development review process, the project applicant will be required to submit plans to for review and approval. EVMWD will have sufficient water supplies available during normal, single dry, and multiple dry years through the year 2040 to meet all projected water demands associated with its existing and future customers, including the proposed project.

PRIELIPP-YAMAS PROPERTY REZONE

The zone change from I-P to R-3 would reduce the intensity of future development when compared to the General Plan. Therefore, future water supply impacts would be less severe than evaluated in the General Plan EIR due to the change in land use.

Future development of the site would connect to the City's water main for domestic water use. Development would be required to comply with CALGreen Building Code Standards as specified in Municipal Code Chapter 17.310 which require a 20 percent reduction in water use with new construction. Furthermore, pursuant to Section 17.276.070 of the Wildomar Municipal Code, future development would be subject to the requirements of the EVMWD's Ordinance 185, which prohibits the waste or unreasonable use of water and encourages water conservation practices. Compliance with this ordinance is expected to result in a reduced water demand. Per the EVMWD's development review process, the project applicant will be required to submit plans to for review and approval. Because the anticipated population growth resulting from development of this site is less than the land use assumptions outlined in the General Plan, sufficient water supplies are available to the project and impacts are less than significant.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to utilities and service systems. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.13-3: Existing and/or proposed storm drainage systems are adequate to serve the drainage requirements of the proposed project. [Threshold U-1 (part)]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The project site is currently undeveloped. Under the proposed conditions, impervious surfaces would increase because the proposed project would allow for the development of a mixed-use master plan on an approximately 25.8-acre vacant site which would include 41,609 square feet of commercial retail, 72,000 square feet of professional office, and 152 townhome/condominium residential units with full on-site/off-site improvements. Collectively, the proposed project would result in 22.33 acres of development.

Under existing conditions, the site is entirely pervious, and under the proposed project, the amount of impervious area would increase to 20.77 acres, or approximately 80.5 percent of the site. The construction of a detention basin would cover approximately 1.57 acres, or 6.05 percent of the site.

Therefore, under the proposed project, the amount of pervious area would cover approximately 5.03 acres, or approximately 19.5 percent of the site.

The proposed project would be graded to closely mimic the direction of flow of the existing conditions, and these flows would continue in the southern direction but would be directed to the proposed detention basin before existing the site. This basin would treat the runoff of pollutants. Offsite runoff, entering the site from the north, would be intercepted by a 48-inch storm drainpipe and would only conjoin with cleaned runoff from onsite. Additionally, onsite landscaping would assist in minimizing the amount of runoff from the site by providing permeable areas for water infiltration and decreasing runoff volume. Infiltration through landscaped areas would serve as a water treatment function. The proposed project would also include BMPs to properly manage stormwater flow and prevent stormwater pollution by reducing the potential for contamination at the source. The proposed bioretention basin would treat the required water quality volume for the project site. Therefore, no substantial additional sources of pollutants or significant increases in runoff for the 85th percentile storm event are anticipated.

Storm drain infrastructure is to be developed as part of project-specific buildout. Offsite runoff would no longer outlet to the site; it would be conveyed through a proposed storm drain system, separate from the onsite storm drain. The new storm drain system would be appropriately located and sized to convey flows respective to their tributary areas for the design storm required by City and County requirements. Infrastructure would connect to a 60-inch City of Wildomar line on Cervera Road and discharge to modified channel to the south of the site as under existing conditions.

PRIELIPP-YAMAS PROPERTY REZONE

The zone change from I-P to R-3 would reduce the intensity of future development when compared to the General Plan. Therefore, future storm drainage impacts would be less severe than evaluated in the General Plan EIR due to the change in land use.

Future development of the site would increase the amount of impervious surfaces and therefore, may increase flow rates and volumes of runoff entering storm drains. Future development would include BMPs to properly manage stormwater flow and prevent stormwater pollution by reducing the potential for contamination at the source. Moreover, development on the site would be required by MS4 permits to be sized and designed to ensure onsite retention of the volume of runoff produced from a 24-hour, 85th percentile storm event, which is similar to a 2-year storm. Any new storm drain system would be appropriately located and sized to convey flows respective to their tributary areas for the design storm required by City and County requirements. Because the anticipated population growth resulting from development of this site is less than the land use assumptions outlined in the General Plan, sufficient storm drainage systems are available to the site.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to utilities and service systems. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.13-4: Existing and/or proposed facilities would be able to accommodate project-generated solid waste. [Thresholds U-4 and U-5]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The proposed project would generate an increase in solid waste disposal during both construction and operation. Table 5.10-8, *Wildomar Trail Town Center Mixed-Use Project Estimated Solid Waste Disposal*, of the Draft EIR, provides an estimate of the solid waste generated by the proposed project.

The proposed project would generate an increase 6,855.8 pounds per day (1,248.4 tons per year). The Lamb Canyon Sanitary Landfill would accept waste from the proposed project; the Lamb Canyon Sanitary Landfill has maximum daily throughput of 5,000 tons per day (19,242,950 pounds per day). The increase in solid waste generated from the proposed project would represent approximately 0.07[7] percent of the maximum daily throughput. The increase in solid waste disposal would be accommodated by the landfill's remaining capacity.

Additionally, the proposed project would comply with solid waste disposal requirements, including requirements to divert solid waste to landfills through recycling. During construction, the proposed project would comply with CALGreen, which requires recycling and/or salvaging for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste generated during most "new construction" projects (CALGreen Sections 4.408 and 5.408). During operation, the proposed project would comply Chapter 8.104 of the Wildomar Municipal Code, which outlines requirements for the management and proper disposal of solid waste. Consequently, impacts would be less than significant.

PRIELIPP-YAMAS PROPERTY REZONE

The zone change from I-P to R-3 would reduce the intensity of future development when compared to the General Plan. Therefore, future solid waste impacts would be less severe than evaluated in the General Plan EIR due to the change in land use.

Future development would be required to comply with solid waste disposal requirements, including requirements to divert solid waste to landfills through recycling. During construction, future development would comply with CALGreen Sections 4.408 and 5.408. During operation, future development would be required to comply Chapter 8.104 of the Wildomar Municipal Code, which outlines requirements for the management and proper disposal of solid waste. Because the anticipated population growth resulting from development of this site is less than the land use assumptions outlined in the General Plan, sufficient solid waste facilities are available to the site.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to utilities and service systems. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

[7] 6,855.8 lbs/day = 3.4279 tons/day
3.4279 tons/day / 5,000 tons/day =0.00068 or 0.068 percent.

12. Wildfire

Impact 5.14-1: The proposed project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. [Threshold W-4]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The project site is relatively flat. The project site is not located within a landslide hazard area or a flood plain. Construction activities related to the proposed project would be subject to compliance with the CBC and would include best management practices. Best management practices may include but are not limited to covering of the soil, use of a dust-inhibiting material, landscaping, use of straw and jute, hydroseeding, and grading in a pattern that slows stormwater flow and reduces the potential for erosion, landslides, and downstream flooding. Operationally, drainage at the site would be improved with a water detention basin. Therefore, with the implementation of BMPs, impacts would be less than significant.

PRIELIPP-YAMAS PROPERTY REZONE

The property is relatively flat. The property is not located within a landslide hazard area or a flood plain. Future construction activities on the property would be subject to compliance with the CBC and would include best management practices. Best management practices may include but are not limited to covering of the soil, use of a dust-inhibiting material, landscaping, use of straw and jute, hydroseeding, and grading in a pattern that slows stormwater flow and reduces the potential for erosion, landslides, and downstream flooding. Therefore, with the implementation of BMPs, impacts would be less than significant.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to wildfires. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

D. Findings on Significant Environmental Impacts that can be reduced to a Less Than Significant Level

The following summary describes impacts of the proposed project that, without mitigation, would result in significant adverse impacts. Upon implementation of the mitigation measures provided in the Draft EIR, these impacts, from Chapter 5 and Chapter 8, would be considered less than significant.

CHAPTER 5

1. Air Quality

Impact 5.2-2: Long-term operation of the project would generate additional vehicle trips and associated emissions in exceedance of SCAQMD's threshold criteria. [Thresholds AQ-2 and AQ-3]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The proposed project would result in net increases in both stationary and mobile-source emissions. Based on the Traffic Impact Study for the proposed project, the project would generate approximately 6,663 trips per day.

Table 5.2.-19, of the Draft EIR, shows that the project-related construction plus operational emissions of criteria pollutants would exceed the corresponding SCAQMD daily emission thresholds for NOx emission. Therefore, project-related regional air quality impacts would be significant and mitigation measures would be required.

Table 5.2-20, of the Draft EIR, shows that the project-related regional operational emissions of criteria pollutants would not exceed the corresponding SCAQMD daily emission thresholds. Therefore, project-related regional operational air quality impacts would be less than significant.

Localized Impact Analysis

Table 5.2-21, of the Draft EIR, shows that the on-site operational emission rates would not exceed the LSTs. Therefore, the proposed operational activity would not result in a locally significant air quality impact.

Long-Term Microscale (*Carbon Monoxide Hot Spot*) Analysis

An assessment of project-related impacts on localized ambient air quality requires that future ambient air quality levels be projected. Ambient CO levels monitored at the Lake Elsinore Monitoring Station, the closest station with complete monitored CO data, showed a highest recorded 1-hour concentration of 1.2 ppm (the State standard is 20 ppm) and a highest 8-hour concentration of 0.8 ppm (the State standard is 9 ppm) during the past 3 years. The highest CO concentrations would normally occur during peak traffic hours; hence, CO impacts calculated under peak traffic conditions represent a worst-case analysis.

As described in the Traffic Impact Study prepared for the proposed project, with the addition of the proposed project in the existing setting and all future scenarios, vehicle speeds and vehicular congestion at all intersections surrounding the project site would increase to an extent; however, all analyzed intersections are operating at an acceptable level of service (LOS) of D or better under Opening Year Conditions and Buildout Conditions except for the following intersections, which are rated as LOS F:

- Central Avenue and Wildomar Trail;
- I-15 Southbound Ramps and Wildomar Trail;

- I-15 Northbound Ramps and Wildomar Trail;
- Monte Vista Drive and Wildomar Trail; and
- Monte Vista Drive and Bundy Canyon Road.

Conditions at these intersections would be mitigated by the proposed transportation improvements as outlined in the Traffic Impact Study. Therefore, the project is not expected to worsen hot-spot conditions within the vicinity of the project site.

Buildout of the proposed project would not produce the volume of traffic required to generate a CO hot spot. Therefore, the project could be implemented in an existing setting with no significant peak-hour intersection impacts. Given the extremely low level of CO concentrations in the project area and the lack of traffic impacts at any surrounding intersections, project-related vehicles are not expected to contribute significantly to CO concentrations exceeding the State or federal CO standards.

Toxic Air Contaminants Qualitative Analysis

Dispensing gasoline products has the potential to introduce air toxics (primarily benzene emissions) into the local environment. At present, SCAQMD staff runs individual cancer risk assessments on all new service stations or projects where a school is located within 1,000 feet of the project site and there is an increase in emissions. There are no schools within 1,000 feet of the project. The nearest sensitive receptor to the project site is a residential area approximately 130 feet to the southeast and 350 feet to the south. Compliance with existing SCAQMD rules and regulations would ensure potential impacts associated with air toxics would be less than significant.

This would further limit doses and exposures, reducing potential health risks related to gasoline vapors to a level that is not significant. Overall, project impacts related to the exposure of sensitive receptors to emissions are considered less than significant.

Health Risk Assessment

As part of Phase 4 of the project, the applicant proposes to construct multifamily midrise apartments adjacent to the I-15 freeway. According to the Health Risk Assessment, the I-15 freeway serves 132,000 vehicles on an average day.

The SCAQMD CEQA Air Quality Handbook (1993) states that emissions of TACs are considered significant if a Health Risk Assessment shows an increased risk of greater than ten in one million. The Health Risk Assessment determined that for carcinogenic exposures resulting from exposure to toxics from the freeway, the summation of risk for the maximum exposed residential receptor totaled 8.47 in one million and will not exceed the SCAQMD significance threshold of 10 in one million.

For chronic noncarcinogenic effects, the hazard index identified for each toxicological endpoint totaled less than the threshold of 1.0 for all exposure scenarios. For acute exposures, the hazard indices for the identified averaging times did not exceed the threshold of 1.0. Therefore, acute and chronic non-carcinogenic hazards were predicted to be within acceptable limits and a less than significant impact would occur.

For the maximum exposed residential receptor, results of the analysis predicted freeway emissions will produce PM_{10} concentrations of 1.18 μg/m^3 and 0.82 μg/ m^3 for the 24-hour and annual averaging times. The Health Risk Assessment determined that these values will not exceed the SCAQMD significance thresholds of 2.5 μg/ m^3 and μg/ m^3, respectively. For $PM_{2.5}$, a maximum 24-hour average concentration of 0.52 μg/ m^3 was predicted. The Health Risk Assessment determined that this value also will not exceed the identified significance threshold of 2.5 μg/ m^3.

The maximum modeled 1-hour average concentration for CO of 0.01 ppm, when added to an existing background concentration of 1.2 ppm, would equal a total Project concentration of 1.21 ppm. This would not cause an exceedance of the CAAQS of 20 ppm. For the 8-hour averaging time, the maximum predicted concentration of 0.01 ppm, when added to an existing background level of 0.8 ppm, would equal a total Project concentration of 0.81 ppm. This would not cause an exceedance of the CAAQS of 9 ppm.

For NO_2, a maximum one-hour concentration of 0.001 ppm was predicted. This concentration, when added to a background concentration of 0.0513 ppm, would equal a total Project concentration of 0.0523 ppm. The Health Risk Assessment determined that this would not cause an exceedance of the CAAQS of 0.18 ppm. Consequently, less than significant impacts are anticipated to residents who would access and utilize outdoor amenities.

PRIELIPP-YAMAS PROPERTY REZONE

The zone change from I-P to R-3 would reduce the intensity of future development when compared to the General Plan. Therefore, future potential air quality impacts would be less severe than evaluated in the General Plan EIR due to the change in land use.

Air quality impacts associated with the future development of this site would be similar to the impacts analyzed for the Wildomar Trail Town Center Mixed-Use Project. As such, future development would result in net increases in both stationary and mobile-source emissions. Long-term regional emissions would be associated with project-related vehicular trips and due to energy consumption (e.g., electricity usage) from future development. The area-wide source emission categories would include both stationary and off-road mobile sources. Stationary source emissions would come from many sources, including the use of consumer products, landscaping equipment, general energy, and solid waste. Future development on the property would be required to prepare an Air Quality and Greenhouse Gas Analysis to analyze the future impact from emissions associated with long-term operation. If applicable, future development would also implement mitigation measures to ensure potentially significant impacts are reduced to less than significant.

Mitigation Measure:

The following mitigation measure was included in the Draft EIR and the Final EIR, and is applicable to the proposed project.

AQ-1 **Construction Equipment.** Prior to issuance of any grading permit, the applicant shall submit evidence to the City that all diesel-powered construction equipment greater than 50 horsepower shall be compliant with the United States Environmental Protection Agency and California Air Resources Board Tier 4 Final emissions standards. Only Tier

4 Final diesel-powered construction equipment greater than 50 horsepower shall be utilized throughout the construction of Phase 4 of the proposed project, if such equipment is readily available and cost effective at the time of construction of each phase of the proposed project. Additionally, the applicant shall provide evidence to the City at least once every two weeks that all construction equipment is tuned and maintained in accordance with the manufacturer's specifications. Equipment maintenance records and equipment design specification data sheets shall be kept on site during construction and subject to review by the City and the SCAQMD. This measure shall be implemented to the satisfaction of the City of Wildomar Planning Director of Planning Department. In the event that the City of Wildomar determines that Tier 4 Final construction equipment is infeasible pursuant to CEQA Guidelines Section 15364, the Project Applicant shall demonstrate through future study with written findings supported by substantial evidence that is reviewed and approved by the City of Wildomar before using other technologies/strategies. For purposes of this measure, "infeasible" means construction equipment is either not readily available or is not cost effective. Alternative applicable strategies may include, but would not be limited to, Tier 3 construction equipment, reduction in the number and/or horsepower rating of construction equipment, and/or limiting the number of daily construction haul truck trips to and from the project site.

Finding:

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measure above. The City of Wildomar hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

Rationale for Finding

Mitigation Measure AQ-1 would require the use Tier 4 diesel-powered construction equipment greater than 50 horsepower to be utilized throughout the construction of Phase 4 of the proposed project to reduce impacts to air quality. Mitigation Measure AQ-1 would reduce potential impacts to air quality to a level that is less than significant.

Impact 5.2-4 The proposed project is not consistent with the applicable air quality management plan. [Threshold AQ-1]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

A consistency determination plays an essential role in local agency project review by linking local planning and unique individual projects to the air quality plans. The SCAQMD has the following consistency criteria:

- **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 year of project build-out phase.

Consistency Criterion 1

Consistency Criterion No. 1 refers to violations of the CAAQS and NAAQS. CAAQS and NAAQS violations would occur if regional or localized significance thresholds were exceeded.

The violations that Criterion No. 1 refers to are the CAAQS and the NAAQS and the SCAQMD has determined that these standards would be violated if their Local Significance Thresholds (LSTs) were exceeded. As described in section 5.2.-1, of the Draft EIR, daily regional construction emissions would not exceed the daily thresholds or the air quality standards of the CO, NO_2, PM_{10}, and $PM_{2.5}$ pollutant emission thresholds established by SCAQMD. Therefore, potential impacts from localized construction-source emissions and applicable LSTs would be less than significant. As described in section 5.2.-2, of the Draft EIR, project-related emissions of criteria pollutants would exceed the corresponding SCAQMD daily emission thresholds for NO_X emission. Therefore, project-related regional air quality impacts would be significant. Compliance with mitigation measure AQ-1 would reduce emissions below applicable LSTs and the project would be consistent with Criterion No. 1.

Consistency Criterion 2

Development consistent with the growth projections in the City's General Plan is considered to be consistent with the AQMP. The General Plan is consistent with the Southern California Association of Governments' (SCAG) Regional Comprehensive Plan Guidelines and the SCAQMD AQMP. Since development of the proposed project would be no more intensive than would be allowed under existing General Plan and zoning designations, the proposed project at buildout would not exceed the assumptions of the AQMP and would be consistent with Criterion No. 2. Therefore, the proposed project is consistent with the General Plan and the regional AQMP. Consequently, impacts would be less than significant.

PRIELIPP-YAMAS PROPERTY REZONE

The zone change from I-P to R-3 would reduce the intensity of future development when compared to the General Plan. Therefore, future potential air quality impacts would be less severe than evaluated in the General Plan EIR due to the change in land use.

Air quality impacts associated with the future development of this site would be similar to the impacts analyzed for the Wildomar Trail Town Center Mixed-Use Project. As such, potential impacts from localized construction-source emissions and applicable LSTs would be less than significant. Furthermore, emissions of criteria pollutants from future residential development could exceed the corresponding SCAQMD daily emission thresholds for NO_X emission. Moreover, future residential development of the site would be no more intensive than what would be allowed under existing General Plan and zoning designations. Therefore, future development at buildout would not exceed the assumptions of the AQMP. For these reasons, future development of the Prielipp-Yamas Property would be consistent with Criterion No. 1 and Criterion No. 2. Therefore, the future development would be consistent with the General Plans and the regional AQMP. If applicable, future development would also implement mitigation measures to ensure potentially significant impacts are reduced to less than significant.

Mitigation Measure:

The following mitigation measure was included in the Draft EIR and the Final EIR, and is applicable to the proposed project.

AQ-1 **Construction Equipment.** Prior to issuance of any grading permit, the applicant shall submit evidence to the City that all diesel-powered construction equipment greater than 50 horsepower shall be compliant with the United States Environmental Protection Agency and California Air Resources Board Tier 4 Final emissions standards. Only Tier 4 Final diesel-powered construction equipment greater than 50 horsepower shall be utilized throughout the construction of Phase 4 of the proposed project, if such equipment is readily available and cost effective at the time of construction of each phase of the proposed project. Additionally, the applicant shall provide evidence to the City at least once every two weeks that all construction equipment is tuned and maintained in accordance with the manufacturer's specifications. Equipment maintenance records and equipment design specification data sheets shall be kept on site during construction and subject to review by the City and the SCAQMD. This measure shall be implemented to the satisfaction of the City of Wildomar Planning Director of Planning Department. In the event that the City of Wildomar determines that Tier 4 Final construction equipment is infeasible pursuant to CEQA Guidelines Section 15364, the Project Applicant shall demonstrate through future study with written findings supported by substantial evidence that is reviewed and approved by the City of Wildomar before using other technologies/strategies. For purposes of this measure, "infeasible" means construction equipment is either not readily available or is not cost effective. Alternative applicable strategies may include, but would not be limited to, Tier 3 construction equipment, reduction in the number and/or horsepower rating of construction equipment, and/or limiting the number of daily construction haul truck trips to and from the project site.

Finding:

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measure above. The City of Wildomar hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

Rationale for Finding

Mitigation Measure AQ-1 would require the use Tier 4 diesel-powered construction equipment greater than 50 horsepower to be utilized throughout the construction of Phase 4 of the proposed project to reduce impacts to air quality. Mitigation Measure AQ-1 would reduce potential impacts to air quality to a level that is less than significant.

2. Biological Resources

Impact 5.3-1 Development of the proposed project could impact. [Threshold B-1]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The project site is located within the boundaries of the MSHCP Elsinore Area Plan. The project site is not located within or adjacent to a conservation criteria cell, and is not located within a Special Linkage Area. The project site is therefore not targeted for conservation under the MSHCP. The nearest criteria cell is Cell No. 5248 which is approximately 1-mile northeast of the project site and I-15.

According to Appendix 5.3-1, of the Draft EIR, there are no MSCHP-covered plant, reptiles, birds, or mammals onsite.

The proposed project would not result in direct impacts to any MSHCP-covered plant and animal species which are dependent on the habitat types present in riparian/riverine areas onsite, but incidental use of the riparian/riverine area is possible by animals such as Stephen's kangaroo rat, coyote, and several bird species. These impacts, however, are what the MSHCP anticipated in areas not situated in Criteria Area Cells. Impacts are to be offset through MSHCP fee payment, Stephen's kangaroo rat fee payment, and via Wildlife Agency-approved purchase of In-Lieu Fee Programs or off-site Mitigation Bank credits for impacts to riparian/riverine resources. Additionally, development of the project site requires adherence to BMPs to avoid impacts to other natural areas which could otherwise occur through contamination of atmospheric and water resources. Adherence to standard mitigation measures would avoid direct impacts to nesting birds. Lastly, invasive plants that could potentially be used in landscape plans for the proposed project would not be allowed, therefore avoiding accidental introduction of exotic invasive species into the local environment from the project site.

Riparian/riverine and vernal pool areas have the potential for 23 plant and 11 animal species to occur; however, as shown in Table 5.3-2, in Section 5.3, *Biological Resources,* of the DEIR, these organisms are not present onsite.

The entirety of the subject property would be developed with the proposed project; no areas onsite would be conserved, and conservation is not required. Furthermore, the proposed project's conditions of approval to improvement surrounding intersections (see Table 5.11-13 in Section 5.11, *Transportation,* of the Draft EIR) would not result in significant impacts to MSHCP-covered species as the proposed improvements would occur in areas previously disturbed.

Other MSHCP-covered species do not yet have assurance of adequate conservation. These species are referenced to as MSHCP Table 9 Species (Covered Species Not Adequately Conserved. Table 5.3-3, *Covered Species Not Adequately Conserved (MSHCP Table 9-3),* demonstrates that these 28 species do not occur on-site.

PRIELIPP-YAMAS PROPERTY REZONE

The property is current vacant and covered in ruderal vegetation. Prior to future development on the site, a biological resources analysis would be conducted to identify potential impact to species onsite.

The future project applicant would be required to pay the Stephens' kangaroo rat fee and the MSHCP mitigation fee pursuant to the City's Municipal Code. If applicable, future development would also implement mitigation measures to ensure potentially significant impacts are reduced to less than significant.

Mitigation Measure:

The following mitigation measures were included in the Draft EIR and the Final EIR, and are applicable to the proposed project.

BIO-1 Prior to vegetation clearance and grading, the Project applicant shall retain a qualified biologist to conduct a pre-construction nesting bird survey in accordance with the following:

- The survey shall be conducted no more than three days prior to the initiation of clearance/construction work;
- If pre-construction surveys indicate that bird nests are not present or are inactive, or if potential habitat is unoccupied, no further mitigation is required;
- If active nests of birds are found during the surveys, a species-specific no disturbance buffer zone shall be established by a qualified biologist around active nests until a qualified biologist determines that all young have fledged (no longer reliant upon the nest).

BIO-2 The project applicant shall retain a qualified biologist to conduct a 30-day pre-construction survey for burrowing owl. The results of the survey would be submitted to the City prior to obtaining a grading permit. If burrowing owls are not detected during the pre-construction survey, no further mitigation is required. If burrowing owls are detected during the pre-construction survey, the project applicant shall implement relocation to safely relocate burrowing owl out of harm's way, in consultation with the CDFW. Notification to the CDFW shall occur if burrowing owls are found to be present onsite and the development of a conservation strategy in cooperation with the U.S. Fish and Service, the CDFW, and the Western Riverside County Regional Conservation Authority (RCA) shall be conducted.

BIO-3 In accordance with MSHCP provisions limiting the use of exotic and invasive plant species, the project's landscape plan shall exclude invasive species such as crimson fountain grass (*Pennisetum setaceaum),* pampas grass (*Cortaderia selloana),* giant reed (*Arundo donax)*, tree of heaven (*Ailanthus altissima)*, Eucalyptus, acacia groundcovers (*Acacia* sp.), and other ornamental landscape elements in accordance with the *Invasive Plants List* referenced by the MSHCP.

BIO-4 The project applicant shall implement dust control and all other project-specific Storm Water Pollution Prevention Plan (SWPPP) measures during grading and construction.

Finding:

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measures above. The City of Wildomar hereby finds that implementation of the mitigation measures is feasible, and the measures are therefore adopted.

Rationale for Finding

Mitigation Measures BIO-1 and BIO-2 require a qualified biologist to conduct a pre-construction nesting bird survey and a 30-day pre-construction survey for burrowing owls, Mitigation Measure BIO-3 requires limiting the use of exotic and invasive plant species, and Mitigation Measure BIO-4 requires the implementation of dust control and SWPPP which would reduce potential impacts to biological resources to less than significant.

Impact 5.3-2 Development of the proposed project would result in the loss of riparian/riverine areas. [Threshold B-2]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The project site is comprised of 0.72 acre of MSHCP Section 6.1.2 defined riparian/riverine areas, and all riparian/riverine areas onsite are anticipated to be impacted with project implementation. Impacts to the existing riparian/riverine area are unavoidable because the drainage segments to be affected transect the site in a manner that makes avoidance infeasible. As the proposed development stands, the drainage segments and basin onsite would be removed, therefore, minimization of direct or indirect effects to the existing riparian/riverine area would not occur.

Impacts to this area would be mitigated with the purchase of 1.44 acres of restoration credits for an offsite riparian mitigation area through an approved in-lieu fee program or mitigation bank. While this represents a mitigation to impact ratio of 2:1, the actual mitigation ratio will be set through discussions with the resource agencies prior to ground disturbance as required by the MSHCP.

The functions and values of the restored offsite riparian mitigation area subsequent to habitat restoration would meet or exceed the existing habitat values and functions presently found within the onsite riparian/riverine area. Riparian habitat would be permanently preserved within the mitigation area. The existing condition onsite, however, is subject to ongoing disturbances associated with disking and weed abatement. Overall, a superior quality habitat for insects, birds, herpetofauna, and some mammals would be provided offsite subsequent to mitigation activities relative to the existing condition onsite.

Additionally, during project construction, a number of best management practices (BMPs) would be implemented to protect offsite resources. Post-construction BMPs would be in place to control erosion and sediment and improve water quality from runoff generated by the site.

PRIELIPP-YAMAS PROPERTY REZONE

There are no riparian areas located on the property. Future development would be required to implement BMPs to ensure impacts to offsite resources would be reduced to less than significant.

Mitigation Measure:

The following mitigation measure was included in the Draft EIR and the Final EIR, and is applicable to the proposed project.

BIO-5 The developer shall compensate impacts to riparian/riverine areas by providing a 2:1 ratio of offsite land within the Santa Margarita Watershed or an adjacent watershed to be acquired for the purpose of In-Perpetuity Preservation, or through the purchase of mitigation credits at an established off-site Mitigation Bank or In-lieu Fee Program. Purchase of mitigation credits shall occur prior to any impacts. Mitigation proposed on land acquired for the purpose of in-perpetuity mitigation that is not part of an agency-approved mitigation bank or in-lieu fee program shall include the preservation, creation, restoration, and/or enhancement of similar habitat within the Santa Margarita Watershed or an adjacent watershed pursuant to a Habitat Mitigation and Monitoring Plan (HMMP) to be approved by the Lead and Responsible agencies. The HMMP shall be prepared prior to any impacts and it shall provide details as to the implementation of mitigation, maintenance, future monitoring, and management. The goal of the mitigation shall be to preserve, create, restore, and/or enhance similar habitat with equal or greater function and value than the affected habitat.

Finding:

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measure above. The City of Wildomar hereby finds that implementation of the mitigation measure is feasible, and the measures are therefore adopted.

Rationale for Finding

Mitigation Measure BIO-5 requires purchasing restoration credits to reduce impacts to biological resources to less than significant.

Impact 5.3-3 The proposed project would impact approximately 0.72 acre of jurisdictional waters as a result of project implementation. [Threshold B-3]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

There are four drainage segments (Drainage Segments A, B, D, and E), one jurisdictional basin (Basin 1), and one non-riverine drainage segment (Drainage Segment C) onsite. Drainage Segment C appears to have been abandoned by stormwater flow that was picked up in Drainage B in 2005 (TERACOR 2021a).

Drainage A

The total CDFW jurisdictional "streambeds" and MSHCP 6.1.2 riparian/riverine area associated with Drainage Segment A is 14,146 square feet (0.32 acre).

The total potential Army Corps/RWQCB non-wetland "waters" associated Drainage A is 5,894 square feet (0.14 acre).

Drainage Segment B

The total CDFW jurisdictional "streambeds" and MSHCP 6.1.2 riparian/riverine area associated with Drainage Segment B is 7,266 square feet (0.17 acre).

The total potential Army Corps/RWQCB non-wetland "waters" associated Drainage B is 5,000 square feet (0.11 acre).

Drainage D

The total CDFW jurisdictional "streambeds" and MSHCP 6.1.2 riparian/riverine area associated with Segment D is 5,720 square feet (0.13 acre).

The total potential Army Corps/RWQCB non-wetland "waters" associated Drainage D is 1,430 square feet (0.03 acre).

The total potential Army Corps/RWQCB non-wetland "waters" associated Drainage D_1 is 354 square feet (0.01 acre).

Drainage Segment E

Drainage Segment E is 42 linear feet. The CDFW jurisdictional area associated with Segment E is 182 square feet (0.004 acre).

The total potential Army Corps/RWQCB non-wetland "waters" associated Drainage E is 65 square feet (0.001 acre).

Basin 1

TERACOR determined Basin 1 to be a wetland. The length associated with Basin 1 is 126 linear feet, while the total area is 3,888 square feet (0.09 acre).

Drainage Segments A, B, D, and E, and Basin 1 meet the definitional parameters of Riparian/Riverine resources. The total Riparian/Riverine area onsite is 31,202 square feet (0.72 acre).

The total potential Army Corps/RWQCB non-wetland "waters" associated Basin 1 is 2,200 square feet (0.05 acre).

The total Potential Army Corps/RWQCB jurisdictional area is 0.34 acre.

Drainage Segment C

It was determined that Drainage Segment C is not a MHSCP 6.1.2 riparian/riverine feature.

The drainage segments onsite are riverine with two small riparian cells associated with those drainages. The basin, which supports riparian vegetation, is human-constructed. Avoidance does not appear warranted since the property would continue to shed stormwater in the post-development condition, and that runoff must be treated and cleansed. There are no MSHCP-designated riparian

species associated with the project site which would suggest avoidance is necessary. As all site resources would be removed and graded to construct the proposed project, 0.72-acre of riparian/riverine area would be permanently impacted.

Mitigation for impacts to wetlands and 0.72 acre of "streambeds"/riparian/riverine area will consist of offsite enhancement or restoration (rehabilitation) at a 2:1 mitigation ratio through purchase of fee credits through an approved mitigation fee payment program. A total of 1.44 acres of mitigation "streambeds"/riparian/riverine area is therefore, proposed. Therefore, impacts would be potentially significant without mitigation.

PRIELIPP-YAMAS PROPERTY REZONE

There are no wetland areas located on the property. Future development would be required to implement BMPs to ensure impacts to offsite resources would be reduced to less than significant.

Mitigation Measure:

The following mitigation measure was included in the Draft EIR and the Final EIR, and is applicable to the proposed project.

BIO-5 The developer shall compensate impacts to riparian/riverine areas by providing a 2:1 ratio of offsite land within the Santa Margarita Watershed or an adjacent watershed to be acquired for the purpose of In-Perpetuity Preservation, or through the purchase of mitigation credits at an established off-site Mitigation Bank or In-lieu Fee Program. Purchase of mitigation credits shall occur prior to any impacts. Mitigation proposed on land acquired for the purpose of in-perpetuity mitigation that is not part of an agency-approved mitigation bank or in-lieu fee program shall include the preservation, creation, restoration, and/or enhancement of similar habitat within the Santa Margarita Watershed or an adjacent watershed pursuant to a Habitat Mitigation and Monitoring Plan (HMMP) to be approved by the Lead and Responsible agencies. The HMMP shall be prepared prior to any impacts and it shall provide details as to the implementation of mitigation, maintenance, future monitoring, and management. The goal of the mitigation shall be to preserve, create, restore, and/or enhance similar habitat with equal or greater function and value than the affected habitat.

Finding:

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measure above. The City of Wildomar hereby finds that implementation of the mitigation measure is feasible, and the measures are therefore adopted.

Rationale for Finding

Mitigation Measure BIO-5 requires purchasing restoration credits to reduce impacts to biological resources to less than significant.

Impact 5.3-5: The proposed project would require compliance with the MSHCP. [Thresholds B-5 and B-6]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

Conservation Cells

The project site is generally located within the MSHCP Elsinore Area Plan. The project site is not located within or adjacent to a conservation criteria cell.

MSHCP Section 6.1.2 Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools

The project site is comprised of 0.72 acre of MSHCP Section 6.1.2 defined riparian/riverine areas. All riparian/riverine areas onsite are anticipated to be impacted with project implementation. The Determination of Biologically Equivalent or Superior Preservation (DBESP) provided mitigation (see Mitigation Measure BIO-5) to reduce impacts to a level of less than significant by requiring the purchase of offsite mitigation credits. Therefore, the proposed project would be consistent once the DBESP is approved by the City of Wildomar.

MSHCP Section 6.1.3 Protection of Narrow Endemic Plant Species

The project site is not within a Narrow Endemic Plant Species Survey Area, and therefore, a habitat assessment/survey for narrow endemic plant species is not required. The proposed project is therefore consistent with Section 6.1.3 of the MSHCP.

MSCHP Section 6.1.4 Guidelines Pertaining to the Urban/Wildlands Interface

The project site is not located within or near a conservation criteria cell. The project site is therefore not in proximity to the MSHCP Conservation Area. The guidelines established in Section 6.1.4 of the MSHCP therefore do not apply to the proposed project.

MSHCP Section 6.3.1 Vegetation Mapping

Vegetation mapping has been provided in the Consistency Analysis (Appendix 5.3-1) in conformance with Section 6.3.1 parameters in order to assist the City and resource agencies in review of this Consistency Analysis.

MSHCP Section 6.3.2 Additional Survey Needs and Procedures

Mammal Surveys

The project site does not require surveys for any mammal species. Ground squirrel is present in moderate densities due to high vegetative density. There are no mammal survey requirements for the property and none of the MSHCP-listed species have been detected.

Riparian Birds

There are no riparian vegetative communities on the project site that would justify focused surveys for least Bell's vireo, southwestern willow flycatcher, or wester yellow-billed cuckoo. Focused riparian bird surveys were not warranted and were not conducted.

Amphibians/Reptiles

The project site does not support suitable habitat for the Section 6.1.2 listed amphibians which included arroyo toad, red-legged frog, and mountain yellow-legged frog. There are no natural pools, cienegas, or tenejas which would provide breeding habitat for western pond turtle. Spadefoot toad would not be expected to utilize the site for breeding due to disturbance factors, area development, and absence of adjacent surface water resources.

Burrowing Owl

The project site is located within a burrowing owl survey area. No burrowing owls were detected onsite. No impacts associated with the proposed project to burrowing owls are therefore anticipated. Because suitable burrowing owl habitat is present onsite, Mitigation Measure BIO-2 would be implemented. If no burrowing owls are detected during the 30-day pre-construction survey, then no burrowing owls would be impacted by the proposed project. The project site is not located within a Criteria Area Plan Species Survey Area, an Amphibian Species Survey Area or Mammalian Species Survey Area. No habitat assessments or surveys for these species are therefore required for the proposed project.

PRIELIPP-YAMAS PROPERTY REZONE

Prior to future development, a MSHCP consistency analysis will be conducted for the property to ensure that future development would be consistent. No physical changes to the property can occur until compliance with the MSHCP is documented. It is likely that pre-construction mitigation such as BIO-2 will be required, however until the biological analysis is completed the level of mitigation is too speculative.

Mitigation Measure:

The following mitigation measure was included in the Draft EIR and the Final EIR, and are applicable to the proposed project.

BIO-2 The project applicant shall retain a qualified biologist to conduct a 30-day pre-construction survey for burrowing owl. The results of the survey would be submitted to the City prior to obtaining a grading permit. If burrowing owls are not detected during the pre-construction survey, no further mitigation is required. If burrowing owls are detected during the pre-construction survey, the project applicant shall implement relocation to safely relocate burrowing owl out of harm's way, in consultation with the CDFW. Notification to the CDFW shall occur if burrowing owls are found to be present onsite and the development of a conservation strategy in cooperation with the U.S. Fish and Service, the CDFW, and the Western Riverside County Regional Conservation Authority (RCA) shall be conducted.

Finding:

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measure above. The City of Wildomar hereby finds that implementation of the mitigation measure is feasible, and the measures are therefore adopted.

Rationale for Finding

Mitigation Measure BIO-2 requires a qualified biologist to conduct a 30-day pre-construction survey for burrowing owls which would reduce potential impacts to biological resources to less than significant.

3. Hazards and Hazardous Materials

Impact 5.6-5: The project site is in a designated Very High Fire Hazard Severity Zone and could expose structures and/or residences to fire danger. [Threshold H-7]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

In 2008, the California Building Standards Commission adopted California Building Code Chapter 7A requiring new buildings in Very High Fire Hazard Severity Zones (VHFHSZ) to use ignition-resistant construction methods and materials.

The project site is in a VHFHSZ in the Local Responsibility Area (LRA). Development on the project site would be subject to compliance with the 2019 California Building Code (or the most current version) and the 2019 edition of the California Fire Code (or the most current version). Wildomar is covered under the Riverside County Operational Area Emergency Operations Plan (2006) and the Riverside County Operation 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.

PRIELIPP-YAMAS PROPERTY REZONE

The Property is not in a VHFHSZ in the LRA. Future development on the Property would be subject to compliance with the 2019 California Building Code (or the most current version) and the 2019 edition of the California Fire Code (or the most current version). Wildomar is covered under the Riverside County Operational Area Emergency Operations Plan (2006) and the Riverside County Operation 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.

Mitigation Measure:

The following mitigation measures were included in the Draft EIR and the Final EIR, and are applicable to the proposed project.

HAZ-1 Prior to the issuance of building permits, the project applicant shall demonstrate, to the satisfaction of the City Building Official and the Riverside County Fire Chief, compliance with the 2019 California Building Code (or the most recent edition) (Part 2 of Title 24 of the California Code of Regulations) and the 2019 California Fire Code (or the most recent edition) (Part 9 of Title 24 of the California Code of Regulations), including those regulations pertaining to materials and construction methods intended to mitigate wildfire exposure as described in the 2019 California Building Code and California Residential Code (or most recent edition); specifically California Building Code Chapter 7A; California Residential Code Section R327; California Residential Code Section R337; California Referenced Standards Code Chapter 12-7A; and California Fire Code Chapter 49.

HAZ-2 Prior to the issuance of a certificate of occupancy, the applicant shall demonstrate, to the satisfaction of the City Building Official and the County Fire Chief, compliance with the vegetation management requirements prescribed in California Fire Code Section 4906, including California Government Code Section 51182.

Finding:

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measures above. The City of Wildomar hereby finds that implementation of the mitigation measures is feasible, and the measures are therefore adopted.

Rationale for Finding

Mitigation Measures HAZ-1 and HAZ-2 require the applicant to demonstrate compliance with the most recent edition of the California Building Code and California Fire Code, as well as compliance with the vegetation management requirements of the California Fire Code, which would reduce impacts to wildfires to less than significant.

4. Noise

Impact 5.9-2: Project implementation would result in long-term operation-related noise that would exceed local standards. [Threshold N-1]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

Mobile Sources

Table 5.9-6, *Existing, Opening Year, and Buildout Traffic Noise Levels Without and With Project*, of the Draft EIR, shows the modeled 24-hour CNEL levels for traffic noise during Existing, Opening Year, and Buildout Conditions, both without and with the proposed project. As shown in Table 5.9-6, the project-related traffic would have less than perceptible (1.0 dBA or less) noise level increases along roadway segments in the project vicinity during Opening Year and Buildout Conditions.

Stationary Sources

Noise impacts associated with the long-term operation of the proposed project must comply with the hourly daytime and nighttime noise standards of 55 dBA L_{eq} during daytime hours (7:00 a.m. to 10:00 p.m.) and 45 dBA L_{eq} during the nighttime hours (10:00 p.m. to 7:00 a.m.) per the City's Municipal Code. Noise associated with the proposed project includes HVAC equipment, loading activities, car wash operations, parking lot activities, and drive-through speaker during normal operations.

The noise levels at the proposed residential site south of the carwash would experience noise level impacts that would exceed both the daytime and nighttime hourly noise level standards of 55 dBA L_{eq} and 45 dBA L_{eq}, respectively. In order to reduce noise impacts at the proposed residences, a 10-foot high wall extending from the exit of the carwash along the driveway to the parking lot is proposed (Mitigation Measures NOI-1), which would result in noise levels of up to 53 dBA L_{eq} at the nearest residence. However, the results of the analysis show that noise levels would continue to exceed the nighttime standard of 45 dBA L_{eq}. In order to achieve noise levels of less than 45dBA L_{eq}, carwash operations would be restricted from 10:00 p.m. to 7:00 a.m. (Mitigation NOI-2). Moreover, the final residential site design would be prepared to include noise reduction measures to ensure that exterior noise levels would comply with the City's standard of 65 CNEL.

PRIELIPP-YAMAS PROPERTY REZONE

Implementation of future residential uses on the Property would create new sources of noise at the Property. The major noise source associated with future development that would potentially impact existing and future nearby residences include off-site traffic noise, on-site mobile noise, mechanical equipment, and parking area noise. Future development would be required to comply with the City's noise ordinance, which would ensure that long-term operational noise impacts would be less than significant.

Mitigation Measure:

The following mitigation measures were included in the Draft EIR and the Final EIR, and are applicable to the proposed project.

NOI-1 A 10-foot high wall extending from the exit of the carwash to the commercial driveway shall be constructed in order to reduce daytime noise levels.

NOI-2 In order to reduce nighttime noise levels, carwash operations shall be restricted to the hours of 7:00 a.m. to 10 p.m.

Finding:

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measures above. The City of Wildomar hereby finds that implementation of the mitigation measures is feasible, and the measures are therefore adopted.

Rationale for Finding

Mitigation Measures NOI-1 and NOI-2 require the construction of a 10-foot high wall from the carwash exist to the commercial driveway and restriction of carwash operations to the hours of 7:00 a.m. to 10 p.m. which would reduce impacts to noise to less than significant.

5. Tribal Cultural Resources

Impact 5.12-1: The proposed project would cause a substantial adverse change in the significance of a tribal cultural resource 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). [Threshold TCR-1]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

In accordance with AB 52, the City notified local tribes about the proposed project on June 26, 2020, to determine the potential for tribal cultural resources onsite and to determine if local knowledge of TCRs is available about the project site and surrounding area. The Pechanga Band of Mission Indians, Rincon Band of Luiseno Indians, and the Soboba Band of Mission Indians responded and requested consultation. The City consulted with the Pechanga Band of Mission Indians, Rincon Band of Luiseno Indians, and the Soboba Band of Mission Indians on July 30, 2020, July 21, 2020, and August 26, 2020, respectively. The City informed the tribes that the City's standard mitigation measures (TRI-1 through TRI-8) would be implemented to ensure impacts are reduced, should the discovery of subsurface TCRs occur during ground disturbing activities.

PRIELIPP-YAMAS PROPERTY REZONE

The Property is currently vacant and future development on the site would require ground-disturbing activities which could potentially uncover TCRs. As a result, Mitigation Measures TRI-1 through TRI-8, would be required to reduce potential impacts to less than significant. Additionally, after engaging in SB 18 consultation with the Pechanga Band of Luiseno Indians on December 3, 2020, the Tribe requested to be part of the entitlement process for future development on the Property.

Mitigation Measure:

The following mitigation measures were included in the Draft EIR and the Final EIR, and are applicable to the proposed project.

TRI-1 **Inadvertent Archeological Find.** If during ground disturbance activities, 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. Cultural resources are defined, as being multiple artifacts in close association with each other, but also include fewer artifacts if the area of the find is determined to be of significance due to its sacred or cultural importance as determined in consultation with the Native American Tribe(s).

a. 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 tribal representative(s) and the Planning Director to discuss the significance of the find.

b. 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.

c. 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. Work shall be allowed to continue outside of the buffer area and will be monitored by additional Tribal monitors if needed.

d. Treatment and avoidance of the newly discovered resources shall be consistent with the Cultural Resources Management Plan and Monitoring Agreements entered into with the appropriate tribes. This may include avoidance of the cultural resources through project design, in-place preservation of cultural resources located in native soils and/or re-burial on the Project property so they are not subject to further disturbance in perpetuity as identified in Non-Disclosure of Reburial Locations Condition.

e. If the find is determined to be significant and avoidance of the site has not been achieved, a Phase III data recovery plan shall be prepared by the project archeologist, in consultation with the Tribe, and shall be submitted to the City for their review and approval prior to implementation of the said plan.

f. Pursuant to Calif. Pub. Res. Code § 21083.2(b) avoidance is the preferred method of preservation for archaeological resources and tribal cultural resources. If the landowner and the Tribe(s) cannot agree on the significance or the mitigation for the archaeological or tribal cultural resources, these issues will be presented to the Planning Director for decision. The City's Planning Director shall make the determination based on the provisions of the California Environmental Quality Act with respect to archaeological and tribal cultural resources, recommendations of the project archeologist, and shall take into account the cultural and religious principles and practices of the Tribe. Notwithstanding any other rights available under the law, the decision of the City Planning Director shall be appealable to the City Planning Commission and/or City Council.

TRI-2 **Cultural Resources Disposition.** In the event that Native American cultural resources are discovered during the course of grading (inadvertent discoveries), the following procedures shall be carried out for final disposition of the discoveries:

a. One or more of the following treatments, in order of preference, shall be employed with the tribes. Evidence of such shall be provided to the City of Wildomar Planning Department:

i. Preservation-In-Place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in the place where they were found with no development affecting the integrity of the resources.

ii. Reburial of the resources on the Project property. The measures for reburial shall include, at least, the following: Measures and provisions to protect the future reburial area from any future impacts in perpetuity. Reburial shall not occur until all legally required cataloging and basic recordation have been completed, with an exception that sacred items, burial goods and Native American human remains are excluded. Any reburial process shall be culturally appropriate. Listing of contents and location of the reburial shall be included in the confidential Phase IV report. The Phase IV Report shall be filed with the City under a confidential cover and not subject to Public Records Request.

iii. If preservation in place or reburial is not feasible then the resources shall be curated in a culturally appropriate manner at a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines. The collection and associated records shall be transferred, including title, and are to be accompanied by payment of the fees by the Applicant necessary for permanent curation. Evidence of curation in the form of a letter from the curation facility stating that subject archaeological materials have been received and that all fees have been paid, shall be provided by the landowner to the City. There shall be no destructive or invasive testing on sacred items, burial goods, and Native American human remains, as defined by the cultural and religious practices of the Most Likely Descendant. Results concerning finds of any inadvertent discoveries shall be included in the Phase IV monitoring report.

TRI-3 **Archaeologist Retained.** Prior to issuance of a grading permit the project applicant shall retain a Riverside County qualified Registered Professional Archaeologist (RPA), to monitor all ground disturbing activities in an effort to identify any unknown archaeological resources.

The Registered Professional Archaeologist and the Tribal monitor(s) shall manage and oversee monitoring for all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, mass or rough grading, trenching, stockpiling of materials, rock crushing, structure demolition and etc. The Registered Professional Archaeologist and the Tribal monitor(s), shall independently have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources in coordination with any required special interest or tribal monitors.

The developer/permit holder shall submit a fully executed copy of the contract to the Planning Department to ensure compliance with this condition of approval. Upon verification, the Planning Department shall clear this condition.

In addition, the Registered Professional Archaeologist, in consultation with the Consulting Tribe(s), the contractor, and the City, shall develop a Cultural Resources Management Plan (CRMP) in consultation pursuant to the definition in AB 52 to address the details, timing and responsibility of all archaeological and cultural activities that will occur on the project site. A consulting tribe is defined as a tribe that initiated the AB 52 tribal consultation process for the Project, has not opted out of the AB 52 consultation process, and has completed AB 52 consultation with the City as provided for in Cal Pub Res Code Section 21080.3.2(b)(1) of AB52. Details in the Plan shall include:

a. Project grading and development scheduling;

b. The Project archaeologist and the Consulting Tribes(s) shall attend the pre-grading meeting with the City, the construction manager and any contractors and will conduct a mandatory Cultural Resources Worker Sensitivity Training to those in attendance. The Training will include a brief review of the cultural sensitivity of the Project and the surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event inadvertent discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. All new construction personnel that will conduct earthwork or grading activities that begin work on the Project following the initial Training must take the Cultural Sensitivity Training prior to beginning work and the Project archaeologist and Consulting Tribe(s) shall make themselves available to provide the training on an as-needed basis;

c. The protocols and stipulations that the contractor, City, Consulting Tribe(s) and Project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.

TRI-4 **Native American Monitoring (Pechanga).** Tribal monitor(s) shall be required on-site during all ground-disturbing activities, including grading, stockpiling of materials, engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified tribal monitor(s) from the Pechanga Band of Luiseno Indians. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the above-mentioned Tribe and the land divider/permit holder for the monitoring of the project to the Planning Department and to the Engineering Department. The Tribal Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground-disturbance activities to allow recovery of cultural resources, in coordination with the Project Archaeologist.

TRI-5 **Native American Monitoring (Soboba).** Tribal monitor(s) shall be required on-site during all ground-disturbing activities, including grading, stockpiling of materials, engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified tribal monitor(s) from the Soboba Band of Luiseno Indians. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the above-mentioned Tribe and the land divider/permit holder for the monitoring of the project to the Planning Department and to the Engineering Department. The Tribal Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground-disturbance activities to allow recovery of cultural resources, in coordination with the Project Archaeologist.

TRI-6 **Archeology Report - Phase III and IV.** Prior to final inspection, the developer/permit holder shall prompt the Project Archeologist to submit two (2) copies of the Phase III Data Recovery report (if required for the Project) and the Phase IV Cultural Resources Monitoring Report that complies with the Community Development Department's requirements for such reports. The Phase IV report shall include evidence of the required cultural/historical sensitivity training for the construction staff held during the pre-grade meeting. The Planning Department shall review the reports to determine adequate mitigation compliance. Provided the reports are adequate, the Community Development Department shall clear this condition. Once the report(s) are determined to be adequate, two (2) copies shall be submitted to the Eastern Information Center (EIC) at the University of California Riverside (UCR) and one (1) copy shall be submitted to the Consulting Tribe(s) Cultural Resources Department(s).

TRI-7 **Human Remains.** If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resource 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 the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "most likely descendant." The most likely descendant shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.

TRI-8 **Non-Disclosure of Reburial Locations.** It is understood by all parties that unless otherwise required by law, the site of any reburial of Native American human remains or associated grave goods shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, pursuant to the specific exemption set forth in California Government Code 6254 (r)., parties, and Lead Agencies, will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code 6254 (r).

Finding:

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measures above. The City of Wildomar hereby finds that implementation of the mitigation measures is feasible, and the measures are therefore adopted.

Rationale for Finding

Mitigation Measure TRI-1 requires ground-disturbing activities to be halted and consultation with the tribal representatives in the event of inadvertent archaeological finds, Mitigation Measure TRI-2 outlines the steps to be taken for the disposition of cultural resources such as preservation-in-place, Mitigation Measure TRI-3 requires the applicant to retain a Riverside County qualified Registered Professional Archaeologist to monitor all ground disturbing activities, Mitigation Measures TRI-4 and TRI-5 require tribal monitors from the Pechanga and Soboba tribes to be onsite during all ground-disturbing activities, Mitigation Measure TRI-6 requires that the Phase III Data Recovery Report and Phase IV Report be submitted to the Planning Department for review, Mitigation Measure TRI-7 requires compliance with State Health and Safety Code Section 7050.5 and Public Resource Code Section 5097.98(b) if human remains are encountered, and Mitigation Measure TRI-8 requires non-disclosure of reburial locations which would reduce impacts to tribal cultural resources to less than significant.

6. Wildfire

Impact 5.14-1: Implementation of the proposed project would not substantially impair an adopted emergency response plan or emergency evacuation plan. [Threshold W-1]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

According to the City's GIS database, the project site is located within a VHFHSZ in the LRA. Development on the project site would be subject to compliance with the 2019 California Building Code (or the most current version) and the 2019 edition of the California Fire Code (or the most current version). Wildomar is covered under the Riverside County Operational Area Emergency Operations Plan (2006) and the Riverside County Operation 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.

Furthermore, the proposed project would not conflict with adopted emergency response or evacuation plans. The surrounding roadways would continue to provide emergency access to the project site and surroundings during construction and postconstruction.

PRIELIPP-YAMAS PROPERTY REZONE

According to the City's GIS database, the property is not located within a VHFHSZ in the LRA. Future development on the property would be subject to compliance with the 2019 California Building Code (or the most current version) and the 2019 edition of the California Fire Code (or the most current version). Wildomar is covered under the Riverside County Operational Area Emergency Operations Plan (2006) and the Riverside County Operation 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.

Furthermore, future development on the property would not conflict with adopted emergency response or evacuation plans. The surrounding roadways would continue to provide emergency access to the project site and surroundings during construction and postconstruction.

Mitigation Measure:

The following mitigation measures were included in the Draft EIR and the Final EIR, and are applicable to the proposed project.

HAZ-1 Prior to the issuance of building permits, the project applicant shall demonstrate, to the satisfaction of the City Building Official and the Riverside County Fire Chief, compliance with the 2019 California Building Code (or the most recent edition) (Part 2 of Title 24 of the California Code of Regulations) and the 2019 California Fire Code (or the most recent edition) (Part 9 of Title 24 of the California Code of Regulations), including those regulations pertaining to materials and construction methods intended to mitigate wildfire exposure as described in the 2019 California Building Code and California Residential Code (or most recent edition); specifically California Building Code Chapter 7A; California Residential Code Section R327; California Residential Code Section R337; California Referenced Standards Code Chapter 12-7A; and California Fire Code Chapter 49.

HAZ-2 Prior to the issuance of a certificate of occupancy, the applicant shall demonstrate, to the satisfaction of the City Building Official and the County Fire Chief, compliance with the vegetation management requirements prescribed in California Fire Code Section 4906, including California Government Code Section 51182.

Finding:

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measures above. The City of Wildomar hereby finds that implementation of the mitigation measures is feasible, and the measures are therefore adopted.

Rationale for Finding

Mitigation Measures HAZ-1 and HAZ-2 require the applicant to demonstrate compliance with the most recent edition of the California Building Code and California Fire Code, as well as compliance with the vegetation management requirements of the California Fire Code, which would reduce impacts to wildfires to less than significant.

Impact 5.14-2: The proposed project would not exacerbate wildfire risks due to slope, prevailing winds, and other factors, thereby exposing project occupants to elevated particulate concentrations from a wildfire. [Threshold W-2]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The project site is undeveloped and vacant. The entire site's topography is generally flat. The City does not have high-speed prevailing winds, and average wind speeds are approximately 6 miles per hour during the windier part of the year, from November to June.

Development of the site with the proposed improvements would reduce the amount of exposed vegetation that could be used as fuel on the site. Therefore, the project site conditions would not contribute to an increase in exposure to wildfire risk. Additionally, development on the project site would be subject to compliance with the California Building Code. Moreover, the City of Wildomar is under the Riverside County Operational Area Multi-Jurisdictional Local Hazard Mitigation Plan, which provides guidance to effectively respond to and mitigate emergencies, including wildfires.

PRIELIPP-YAMAS PROPERTY REZONE

The property is undeveloped and vacant. The entire property's topography is generally flat. Future development of the property would reduce the amount of exposed vegetation that could be used as fuel on the site. Therefore, the property's conditions would not contribute to an increase in exposure to wildfire risk. Additionally, development on the property would be subject to compliance with the California Building Code. Moreover, the City of Wildomar is under the Riverside County Operational Area Multi-Jurisdictional Local Hazard Mitigation Plan, which provides guidance to effectively respond to and mitigate emergencies, including wildfires. Although the property is not within a VHFHSZ, impacts would be potentially significant without the implementation of mitigation measures.

Mitigation Measure:

The following mitigation measures were included in the Draft EIR and the Final EIR, and are applicable to the proposed project.

HAZ-1 Prior to the issuance of building permits, the project applicant shall demonstrate, to the satisfaction of the City Building Official and the Riverside County Fire Chief, compliance with the 2019 California Building Code (or the most recent edition) (Part 2 of Title 24 of the California Code of Regulations) and the 2019 California Fire Code (or the most recent edition) (Part 9 of Title 24 of the California Code of Regulations), including those regulations pertaining to materials and construction methods intended to mitigate wildfire exposure as described in the 2019 California Building Code and California Residential Code (or most recent edition); specifically California Building Code Chapter 7A; California Residential Code Section R327; California Residential Code Section R337; California Referenced Standards Code Chapter 12-7A; and California Fire Code Chapter 49.

HAZ-2 Prior to the issuance of a certificate of occupancy, the applicant shall demonstrate, to the satisfaction of the City Building Official and the County Fire Chief, compliance with the

vegetation management requirements prescribed in California Fire Code Section 4906, including California Government Code Section 51182.

Finding:

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measures above. The City of Wildomar hereby finds that implementation of the mitigation measures is feasible, and the measures are therefore adopted.

Rationale for Finding

Mitigation Measures HAZ-1 and HAZ-2 require the applicant to demonstrate compliance with the most recent edition of the California Building Code and California Fire Code, as well as compliance with the vegetation management requirements of the California Fire Code, which would reduce impacts to wildfires to less than significant.

Impact 5.14-3: The proposed project would require the installation and maintenance of associated infrastructure but would not exacerbate fire risk or result in temporary or ongoing impacts to the environment. [Threshold W-3]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

As the project site is currently vacant, the proposed project would require the expansion of connection to utilities such as electricity, water, and sewer. The project applicant is required to pay for connections and maintenance of onsite utility infrastructure. The utilities would be installed to meet service requirements.

PRIELIPP-YAMAS PROPERTY REZONE

As the property is currently vacant, the future development would require the expansion of connection to utilities such as electricity, water, and sewer. The future project applicant would be required to pay for connections and maintenance of onsite utility infrastructure. The utilities would be installed to meet service requirements.

Mitigation Measure:

The following mitigation measures were included in the Draft EIR and the Final EIR, and are applicable to the proposed project.

HAZ-1 Prior to the issuance of building permits, the project applicant shall demonstrate, to the satisfaction of the City Building Official and the Riverside County Fire Chief, compliance with the 2019 California Building Code (or the most recent edition) (Part 2 of Title 24 of the California Code of Regulations) and the 2019 California Fire Code (or the most recent edition) (Part 9 of Title 24 of the California Code of Regulations), including those regulations pertaining to materials and construction methods intended to mitigate wildfire exposure as described in the 2019 California Building Code and California Residential Code (or most recent edition); specifically California Building

Code Chapter 7A; California Residential Code Section R327; California Residential Code Section R337; California Referenced Standards Code Chapter 12-7A; and California Fire Code Chapter 49.

HAZ-2 Prior to the issuance of a certificate of occupancy, the applicant shall demonstrate, to the satisfaction of the City Building Official and the County Fire Chief, compliance with the vegetation management requirements prescribed in California Fire Code Section 4906, including California Government Code Section 51182.

Finding:

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measures above. The City of Wildomar hereby finds that implementation of the mitigation measures is feasible, and the measures are therefore adopted.

Rationale for Finding

Mitigation Measures HAZ-1 and HAZ-2 require the applicant to demonstrate compliance with the most recent edition of the California Building Code and California Fire Code, as well as compliance with the vegetation management requirements of the California Fire Code, which would reduce impacts to wildfires to less than significant.

CHAPTER 8

1. Cultural Resources

8.2(b)	**Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?**

According to Cultural Resources Report, a previously undocumented prehistoric artifact was identified on the Wildomar Trail Town Center site. The artifact is considered an isolate, and therefore, the site is not considered an archaeological site and does not meet the CEQA threshold potential for historical resources. However, despite site disturbance of at least four decades, these findings indicate that the project site is sensitive for undocumented subsurface resources. The proposed project's conditions of approval to improve the surrounding intersections would have a less than significant impact as these roadways have been previously disturbed. Moreover, future development on the Prielipp-Yamas Drive Property could potentially uncover archaeological resources during ground-disturbing activities.

Mitigation Measure:

The following mitigation measure was included in the Draft EIR and the Final EIR, and is applicable to the proposed project.

TRI-1 **Inadvertent Archeological Find.** If during ground disturbance activities, 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. Cultural resources are defined, as being multiple artifacts in close association with each other, but also include fewer artifacts if the area of the find is determined to be of significance due to its sacred or cultural importance as determined in consultation with the Native American Tribe(s).

a. 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 tribal representative(s) and the Planning Director to discuss the significance of the find.

b. 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.

c. 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. Work shall be allowed to continue outside of the buffer area and will be monitored by additional Tribal monitors if needed.

d. Treatment and avoidance of the newly discovered resources shall be consistent with the Cultural Resources Management Plan and Monitoring Agreements entered into with the appropriate tribes. This may include avoidance of the cultural resources through project design, in-place preservation of cultural resources located in native soils and/or re-burial on the Project property so they are not subject to further disturbance in perpetuity as identified in Non-Disclosure of Reburial Locations Condition.

e. If the find is determined to be significant and avoidance of the site has not been achieved, a Phase III data recovery plan shall be prepared by the project archeologist, in consultation with the Tribe, and shall be submitted to the City for their review and approval prior to implementation of the said plan.

f. Pursuant to Calif. Pub. Res. Code § 21083.2(b) avoidance is the preferred method of preservation for archaeological resources and tribal cultural resources. If the landowner and the Tribe(s) cannot agree on the significance or the mitigation for the archaeological or tribal cultural resources, these issues will be presented to the Planning Director for decision. The City's Planning Director shall make the determination based on the provisions of the California Environmental Quality Act with respect to archaeological and tribal cultural resources, recommendations of the project archeologist, and shall take into account the cultural and religious principles and practices of the Tribe. Notwithstanding any other rights available under the law, the decision of the City Planning Director shall be appealable to the City Planning Commission and/or City Council.

Finding:

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measure above. The City of Wildomar hereby finds that implementation of the mitigation measure is feasible, and the measures are therefore adopted.

Rationale for Finding

Mitigation Measure TRI-1 requires ground-disturbing activities to be halted and consultation with the tribal representatives in the event of inadvertent archaeological finds which would reduce impacts to cultural resources to less than significant.

8.2(c) Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

The project site and the Prielipp-Yamas Drive Property are currently undeveloped and there is no evidence to suggest that these sites have been utilized in the past for human burials. In the unlikely event that human remains are discovered during grading or construction activities within these sites, compliance with State law (Health and Safety Code § 7050.5) (HSC § 7050.5) would be required.

Mitigation Measure:

The following mitigation measures were included in the Draft EIR and the Final EIR, and are applicable to the proposed project.

TRI-7 **Human Remains.** If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resource 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 the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "most likely descendant." The most likely descendant shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.

TRI-8 **Non-Disclosure of Reburial Locations.** It is understood by all parties that unless otherwise required by law, the site of any reburial of Native American human remains or associated grave goods shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, pursuant to the specific exemption set forth in California Government Code 6254 (r)., parties, and Lead Agencies, will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code 6254 (r).

Finding:

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measures above. The City of Wildomar hereby finds that implementation of the mitigation measures is feasible, and the measures are therefore adopted.

Rationale for Finding

Mitigation Measure TRI-7 requires compliance with State Health and Safety Code Section 7050.5 and Public Resource Code Section 5097.98(b) if human remains are encountered and Mitigation Measure TRI-8 requires non-disclosure of reburial locations which would reduce impacts to cultural resources to less than significant.

E. Significant and Unavoidable Significant Impacts that Cannot Be Mitigated to Below the Level of Significance

The following summary describes the unavoidable adverse impacts of the proposed project where either mitigation measures were found to be infeasible, or the mitigation measures are under the control of another lead agency. The following impacts would remain significant and unavoidable:

1. Greenhouse Gas Emissions

Impact 5.5-1: Implementation of the project would generate a substantial increase in the magnitude of GHG emissions. [Threshold GHG-1]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

Construction Phase

Table 5.5-5 of the Draft EIR lists the annual CO_2e emissions for each of the planned construction phases based on the results from CalEEMod; the total construction emissions amortized over 30 years would be 53.70 MT/CO_2e.

Operational Phase

As shown in Table 5.5-6, of the Draft EIR, the project would result in GHG emissions of 6,208.80 MT CO_2e/year, which is 0.00621 MMT CO_2e per year (MMT CO_2e/year), and would exceed the corresponding SCAQMD yearly emission thresholds for CO_2 emissions.

As shown in Table 5.5-7, of the Draft EIR, the proposed project would surpass the SCAQMD efficiency-based significance thresholds. Therefore, the proposed project's impacts related to GHG emissions would be considered significant, and mitigation measures are required.

PRIELIPP-YAMAS PROPERTY REZONE

Future development of residential uses on the property would produce GHG emissions during construction. Long-term operation of the residential uses would generate GHG emissions from area

and mobile sources and indirect emissions from stationary sources associated with energy consumption. Future development of the site would be evaluated pursuant to SCAQMD efficiency-based significance thresholds. As indicated in Section 5.2, *Air Quality,* of this Draft EIR, development under the existing I-P zoning designation for the site would result in a higher development intensity than the proposed R-3 zoning designation, due to the larger minimum lot size allowed under the I-P zoning designation. Additionally, the Horizons project amended the City of Wildomar General Plan by changing the land use designation of the site from Business Park (BP) to High Density Residential (HDR) on 10.68 net acres, and found that potential traffic would be reduced as a result of the change from business park to residential land uses. Therefore, future GHG emissions as a result of the Prielipp-Yamas Property Rezone would be less than the existing zoning designation of the site.

Mitigation Measures

The following mitigation measures were included in the Draft EIR and the Final EIR, and are applicable to the proposed project.

AQ-1 **Construction Equipment.** Prior to issuance of any grading permit, the applicant shall submit evidence to the City that all diesel-powered construction equipment greater than 50 horsepower shall be compliant with the United States Environmental Protection Agency and California Air Resources Board Tier 4 Final emissions standards. Only Tier 4 Final diesel-powered construction equipment greater than 50 horsepower shall be utilized throughout the construction of Phase 4 of the proposed project, if such equipment is readily available and cost effective at the time of construction of each phase of the proposed project. Additionally, the applicant shall provide evidence to the City at least once every two weeks that all construction equipment is tuned and maintained in accordance with the manufacturer's specifications. Equipment maintenance records and equipment design specification data sheets shall be kept on site during construction and subject to review by the City and the SCAQMD. This measure shall be implemented to the satisfaction of the City of Wildomar Planning Director of Planning Department. In the event that the City of Wildomar determines that Tier 4 Final construction equipment is infeasible pursuant to CEQA Guidelines Section 15364, the Project Applicant shall demonstrate through future study with written findings supported by substantial evidence that is reviewed and approved by the City of Wildomar before using other technologies/strategies. For purposes of this measure, "infeasible" means construction equipment is either not readily available or is not cost effective. Alternative applicable strategies may include, but would not be limited to, Tier 3 construction equipment, reduction in the number and/or horsepower rating of construction equipment, and/or limiting the number of daily construction haul truck trips to and from the project site.

GHG-1 **Transportation Demand Management (TDM) Program.** The Applicant/Developer shall develop a TDM Program for on-site residents and workers with the goal of reducing project-related vehicle miles traveled (VMT). The TDM Program must be submitted to the City for approval, prior to implementation. As the TDM strategies are occupant-dependent, the following strategies could be implemented:

i. Prior to the issuance of a building permit for any of the project's buildings, the Applicant/Developer shall provide evidence to the satisfaction of the Director of the City of Wildomar Planning Department, or designee, that a bicycle rack or a secured bicycle storage area shall be installed within 50 feet of each proposed building.

ii. Prior to the issuance of a certificate of occupancy for the apartment building, the Apartment Building Manager shall provide evidence to the Director of the City of Wildomar Planning Department, or designee, that bike route maps, local transit route maps and schedules, and other transportation information, such as the existing carpooling program sponsored by the Riverside County Transportation Commission (RCTC), are displayed in a prominent area accessible to residents and employees.

iii. Prior to the issuance of a building permit, the Applicant/Developer shall provide evidence of creating a pedestrian network that connects the uses on the project site to Wildomar Trail and to nearby destinations.

Mitigation Measures Considered and Determined to be Infeasible

The proposed project would generate GHG emissions that would be considered to cumulatively contribute to statewide GHG emissions. Even with the implementation of Mitigation Measures AQ-1 and GHG-1, impacts would be significant and unavoidable.

Finding:

Changes or alterations have been required in, or incorporated into, the project that lessen the significant environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measures above. The City hereby finds that implementation of the mitigation measures is feasible, and the measures are therefore adopted.

Specific economic, legal, social, technological, or other considerations, including provision of employment and residential opportunities, make infeasible the following mitigation measures:

AQ-1 **Construction Equipment.** Prior to issuance of any grading permit, the applicant shall submit evidence to the City that all diesel-powered construction equipment greater than 50 horsepower shall be compliant with the United States Environmental Protection Agency and California Air Resources Board Tier 4 Final emissions standards. Only Tier 4 Final diesel-powered construction equipment greater than 50 horsepower shall be utilized throughout the construction of Phase 4 of the proposed project, if such equipment is readily available and cost effective at the time of construction of each phase of the proposed project. Additionally, the applicant shall provide evidence to the City at least once every two weeks that all construction equipment is tuned and maintained in accordance with the manufacturer's specifications. Equipment maintenance records and equipment design specification data sheets shall be kept on site during construction and subject to review by the City and the SCAQMD. This measure shall be implemented to the satisfaction of the City of Wildomar Planning Director of

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i. Prior to the issuance of a building permit for any of the project's buildings, the Applicant/Developer shall provide evidence to the satisfaction of the Director of the City of Wildomar Planning Department, or designee, that a bicycle rack or a secured bicycle storage area shall be installed within 50 feet of each proposed building.

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iii. Prior to the issuance of a building permit, the Applicant/Developer shall provide evidence of creating a pedestrian network that connects the uses on the project site to Wildomar Trail and to nearby destinations.

The City finds that there are no other mitigation measures that are feasible, taking into consideration specific economic, legal, social, technological or other factors, that would substantially lessen or mitigate this impact to a less-than-significant level, and further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment and residential opportunities, make infeasible the alternatives identified in the EIR (Public Resources Code §§ 21081(a)(1), (3); Guidelines §§ 15091(a)(1), (3)). Mobile source emissions are the predominant source of GHG emissions, and the City lacks jurisdiction to regulate such emissions. As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment.

Impact 5.5-2: Implementation of the project would conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. [Threshold GHG-2])

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

As shown in Table 5.5-7, of the Draft EIR, the proposed project's 9.9 MT CO_2e/SP/year is greater than the SCAQMD SP threshold of 3.4 MT CO_2e/SP/year for Buildout year 2026.

The proposed project incorporates certain measures as design features. Table 5.5-8, of the Draft EIR, details the project design features that are necessary to ensure consistency with applicable local reduction measures of the WRCOG CAP. With implementation of these project design features, the project would be consistent with the WRCOG CAP.

Although the proposed project would comply with most of the applicable provisions of the WRCOG CAP, which was prepared to achieve the AB 32 GHG reduction target to achieve 1990 emission levels by 2020, in the absence of mitigation it cannot be ensured that the project would implement certain applicable measures from the WRCOG CAP that are not already a requirement of the City's Municipal Code and/or the 2019 Green Building Standards Code. The City did not adopt the WRCOG regional CAP but does consider the measures in the CAP when reviewing development projects. However, the CAP does not adequately address the GHG reduction target established by SB 32 to reduce emission levels to 40 percent below 1990 levels by 2030. As such, prior to mitigation, the project would result in a cumulatively considerable impact due to GHG emissions that may have a significant impact on the environment.

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

PRIELIPP-YAMAS PROPERTY REZONE

Future development of residential uses on the property would produce GHG emissions during construction and long-term operation via area and mobile sources and indirect emissions from stationary sources. Future development of the site would be evaluated pursuant to SCAQMD efficiency-based significance thresholds and the City of Wildomar's exceedance threshold of 3,000 MT CO_2e for consistency with the WRCOG CAP. If applicable, future development would implement mitigation measures to reduce impacts to the extent feasible. While impacts from future residential development would be similar to other multi-family residential development in the local area, it would be speculative to determine whether future development exceeds the City's threshold of 3,000 MT CO_2e. Therefore, future development of the Prielipp-Yamas property is considered to be less than significant.

Mitigation Measures

The following mitigation measures were included in the Draft EIR and the Final EIR, and are applicable to the proposed project.

AQ-1 **Construction Equipment.** Prior to issuance of any grading permit, the applicant shall submit evidence to the City that all diesel-powered construction equipment greater than 50 horsepower shall be compliant with the United States Environmental Protection Agency and California Air Resources Board Tier 4 Final emissions standards. Only Tier 4 Final diesel-powered construction equipment greater than 50 horsepower shall be utilized throughout the construction of Phase 4 of the proposed project, if such equipment is readily available and cost effective at the time of construction of each phase of the proposed project. Additionally, the applicant shall provide evidence to the City at least once every two weeks that all construction equipment is tuned and maintained in accordance with the manufacturer's specifications. Equipment maintenance records and equipment design specification data sheets shall be kept on site during construction and subject to review by the City and the SCAQMD. This measure shall be implemented to the satisfaction of the City of Wildomar Planning Director of Planning Department. In the event that the City of Wildomar determines that Tier 4 Final construction equipment is infeasible pursuant to CEQA Guidelines Section 15364, the Project Applicant shall demonstrate through future study with written findings supported by substantial evidence that is reviewed and approved by the City of Wildomar before using other technologies/strategies. For purposes of this measure, "infeasible" means construction equipment is either not readily available or is not cost effective. Alternative applicable strategies may include, but would not be limited to, Tier 3 construction equipment, reduction in the number and/or horsepower rating of construction equipment, and/or limiting the number of daily construction haul truck trips to and from the project site.

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i. Prior to the issuance of a building permit for any of the project's buildings, the Applicant/Developer shall provide evidence to the satisfaction of the Director of the City of Wildomar Planning Department, or designee, that a bicycle rack or a secured bicycle storage area shall be installed within 50 feet of each proposed building.

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iii. Prior to the issuance of a building permit, the Applicant/Developer shall provide evidence of creating a pedestrian network that connects the uses on the project site to Wildomar Trail and to nearby destinations.

Mitigation Measures Considered and Determined to be Infeasible

The proposed project would generate GHG emissions that would be considered to cumulatively contribute to statewide GHG emissions. Even with the implementation of Mitigation Measures AQ-1 and GHG-1, impacts would be significant and unavoidable.

Finding:

Changes or alterations have been required in, or incorporated into, the project that lessen the significant environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measures above. The City hereby finds that implementation of the mitigation measures is feasible, and the measures are therefore adopted.

Specific economic, legal, social, technological, or other considerations, including provision of employment and residential opportunities, make infeasible the following mitigation measures:

AQ-1 **Construction Equipment.** Prior to issuance of any grading permit, the applicant shall submit evidence to the City that all diesel-powered construction equipment greater than 50 horsepower shall be compliant with the United States Environmental Protection Agency and California Air Resources Board Tier 4 Final emissions standards. Only Tier 4 Final diesel-powered construction equipment greater than 50 horsepower shall be utilized throughout the construction of Phase 4 of the proposed project, if such equipment is readily available and cost effective at the time of construction of each phase of the proposed project. Additionally, the applicant shall provide evidence to the City at least once every two weeks that all construction equipment is tuned and maintained in accordance with the manufacturer's specifications. Equipment maintenance records and equipment design specification data sheets shall be kept on site during construction and subject to review by the City and the SCAQMD. This measure shall be implemented to the satisfaction of the City of Wildomar Planning Director of Planning Department. In the event that the City of Wildomar determines that Tier 4 Final construction equipment is infeasible pursuant to CEQA Guidelines Section 15364, the Project Applicant shall demonstrate through future study with written findings supported by substantial evidence that is reviewed and approved by the City of Wildomar before using other technologies/strategies. For purposes of this measure, "infeasible" means construction equipment is either not readily available or is not cost effective. Alternative applicable strategies may include, but would not be limited to, Tier 3 construction equipment, reduction in the number and/or horsepower rating of construction equipment, and/or limiting the number of daily construction haul truck trips to and from the project site.

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submitted to the City for approval, prior to implementation. As the TDM strategies are occupant-dependent, the following strategies could be implemented:

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iii. Prior to the issuance of a building permit, the Applicant/Developer shall provide evidence of creating a pedestrian network that connects the uses on the project site to Wildomar Trail and to nearby destinations.

The City finds that there are no other mitigation measures that are feasible, taking into consideration specific economic, legal, social, technological or other factors, that would substantially lessen or mitigate this impact to a less-than-significant level, and further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment and residential opportunities, make infeasible the alternatives identified in the EIR (Public Resources Code §§ 21081(a)(1), (3); Guidelines §§ 15091(a)(1), (3)). Mobile source emissions are the predominant source of GHG emissions, and the City lacks jurisdiction to regulate such emissions. As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment.

IV. ALTERNATIVES TO THE PROPOSED PROJECT

An EIR must briefly describe the rational for selection and rejection of alternatives. The lead agency may make an initial determination as to which alternatives are feasible, and therefore, merit in-depth consideration, and which ones are infeasible.

A. Alternatives Considered and Rejected During the Scoping/Project Planning Process

The following is a discussion of the alternatives considered during the scoping and planning process and the reasons why they were not selected for detailed analysis in the Draft EIR.

1. No Project/No Development Alternative

Under the City's General Plan and zoning ordinance, the project site is designated for mixed-use development. Therefore, it is unreasonable to consider an alternative that would result in no development on the project site. As the No Project/No Development alternative would not meet any of the project objectives, the consideration of no-development on the project site was rejected from consideration in this EIR.

2. Alternative Location Alternative

CEQA requires that the discussion of alternatives focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project. The key question and first step in the analysis is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only alternatives that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR (CEQA Guidelines § 15126[5][B][1]).

In general, any development of the size and type proposed by the project would have substantially the same impacts on air quality, greenhouse gas emissions, land use and planning, noise, population/housing, public services, recreation, transportation, and utilities and service systems. Without a site-specific analysis, impacts as a result of the proposed project cannot be evaluated. The proposed project is on a site that has been designated for urban development since before the City incorporated. A portion of the site is shown in the Housing Element for housing development at 30 units to the acre, and across Wildomar Trail, the Baxter Village project includes single- and multiple-family residential, medical office, and hotel uses.

The only site that has the potential to accommodate the proposed project would be on the southeast corner of I-15 and Bundy Canyon Road. However, this property is entitled for a Walmart shopping center. There are no other sites in the City that have the combination of freeway visibility, major roadway access, and the combination of land use designation and zoning needed to complete the proposed project. As there are no other sites that meet the project objectives, the consideration of alternative development sites was rejected from consideration in this EIR.

3. Reduced Residential Intensity Alternative

The Reduced Residential Intensity Alternative would assume a reduction in housing units. Reducing the number of housing units on the project site would result in accounting for more housing elsewhere in the City. Therefore, this reduction in housing would not meet the goals of the City's Housing Element. According to Section 21159.26 of the Public Resources Code, a public agency may not reduce the proposed number of housing units as a mitigation measure or project alternative for a particular significant effect on the environment if it determines that there is another feasible specific mitigation measure or project alternative that would provide a comparable level of mitigation. Furthermore, the Reduced Residential Intensity Alternative would result in a cumulative need to rezone and develop more land to meet the same future population growth.

B. ALTERNATIVES SELECTED FOR FURTHER ANALYSIS

The following alternatives were determined to represent a reasonable range of alternatives with the potential to feasibly attain most of the basic objectives of the project but avoid or substantially lessen any of the significant effects of the project.

1. No Project/Existing General Plan Alternative

The No Project Alternative is required to discuss the existing conditions at the time the notice of preparation is published and evaluate what would reasonably be expected to occur in the foreseeable future if the proposed project is not approved (CEQA Guidelines, Section 15126.6(e)). Pursuant to CEQA, this Alternative is also based on current plans consistent with available infrastructure and community services.

Therefore, the No Project/Existing General Plan Alternative assumes that the proposed Wildomar Trail Town Center project would not be adopted, and the development intensity assumed in the General Plan would be adopted. According to the Housing Element, the project site, which is currently vacant and undeveloped, would be developed with 227 dwelling units.[8] Under this Alternative, a similar mix of residential and non-residential uses would occur as the site's existing General Plan Land Use Designation is MUPA. Moreover, under this Alternative, the Prielipp-Yamas Property would not need to be rezoned nor would a General Plan Amendment be required for the Prielipp-Yamas Property.

The No Project/Existing General Plan Alternative would lessen land use and planning impacts. This Alternative would result in similar impacts to aesthetics, agriculture and forestry resources, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, mineral resources, recreation, tribal cultural resources, utilities and service systems, and wildfire. This Alternative would result in greater impacts to air quality, energy, greenhouse gas emissions, noise, population and housing, public services, and transportation. The No Project/Existing General Plan Alternative would meet all of the project objectives, except for Objective 7 which would not be applicable to this Alternative.

Finding:

This Alternative is rejected because it would increase impacts to air quality, energy, greenhouse gas emissions, noise, population and housing, public services, and transportation compared to the proposed project.

2. Reduced Non-Residential Intensity Alternative

The Reduced Non-Residential Intensity Alternative would result in a 50 percent reduction of commercial and office square footage from the proposed Wildomar Trail Town Center project. No changes to the residential component would occur under this Alternative; the proposed 152 dwelling units would be developed, and therefore, the Prielipp-Yamas Property would continue to require a rezone and General Plan Amendment.

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[8] The City of Wildomar Housing Element assumes 30 percent of a Mixed-Use site's capacity for residential uses and 70 percent for non-residential uses.

The Reduced Non-Residential Intensity Alternative would lessen impacts to air quality, energy, greenhouse gas emissions, noise, population and housing, public services, transportation, and utilities and service systems. This Alternative would result in similar impacts to aesthetics, agriculture and forestry resources, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, recreation, tribal cultural resources, and wildfire. The Reduced Non-Residential Intensity Alternative would meet all of the project objectives but to a lesser extent than the proposed project.

Finding:

This Alternative would develop 56,805 square feet of non-residential uses instead of 113,609 square feet. The project objectives would be achieved under this Alternative; however, this Alternative would not achieve the project benefits to the extent the proposed project does since a reduction in density would not provide as many employment opportunities or daytime uses compared to the proposed project.

V. STATEMENT OF OVERRIDING CONSIDERATIONS

CEQA requires decision makers to balance the benefits of the proposed project against its unavoidable environmental risks when determining whether to approve the project. If the benefits of the project outweigh the unavoidable adverse effects, those effects may be considered "acceptable" (State CEQA Guidelines § 15093[a]). CEQA requires the agency to support, in writing, the specific reasons for considering a project acceptable when significant impacts are infeasible to mitigate. Such reasons must be based on substantial evidence in the Final EIR or elsewhere in the administrative record (State CEQA Guidelines § 15093 [b]). The agency's statement is referred to as a Statement of Overriding Considerations.

The following provides a description of the project's significant and unavoidable adverse impacts and the justification for adopting a statement of overriding considerations.

A. Significant and Unavoidable Impacts

Although most potential project impacts have been substantially avoided or mitigated, as described above, there remains two project impacts for which complete mitigation is not feasible. The Draft EIR identified the following significant and unavoidable impacts of the proposed project, which would continue to be applicable upon implementation of the proposed project:

Greenhouse Gas Emissions

- **Impact 5.5-1:** Implementation of the project would generate a substantial increase in the magnitude of GHG emissions.
- **Impact 5.5-2:** Implementation of the project would conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

B. Project Benefits in Support of the Statement of Overriding Considerations

The following section describes the benefits of the proposed project that outweigh the project's unavoidable adverse effects and provides specific reasons for considering the project acceptable even though the Final EIR has indicated that there will two significant project impacts even with the implementation of the mitigation measures for Impact 5.5-1 and Impact 5.5-2. Accordingly, this Statement of Overriding Considerations regarding potentially significant adverse environmental impacts resulting from the proposed project, as set forth below, has been prepared. Pursuant to CEQA Guidelines §15093(c), the Statement of Overriding Considerations will be included in the record of the project approval and will also be included in the record of the project approval and will also be noted in the Notice of Determination. Each of the benefits identified below provides a separate and independent basis for overriding the significant environmental effects of the proposed project.

Having reduced the potential effects of the proposed project through all feasible mitigation measures as described previously herein, and balancing the benefits of the proposed project against its potential unavoidable adverse impacts on greenhouse gas emissions even after the implementation of mitigation measures for Impact 5.5-1 and Impact 5.5-2, the City finds that the following legal requirements and benefits of the proposed project individually and collectively outweigh the potentially significant unavoidable adverse impacts for the following reasons:

1. Implements the Objectives Established for the Proposed Project

The project objectives include providing a mixed-use project adjacent to the freeway to serve residents in the region; ensuring non-residential uses buffer noise of I-15 from residential uses; providing additional housing units, daytime uses, office workspace, and employment opportunities in the City; and ensuring the City has sufficient land to accommodate the City's remaining RHNA.

2. Provides Residential and Employment Opportunities

The proposed project would provide 152 dwelling units, 41,609 square feet of commercial retail, and 72,000 square feet of professional office. The proposed project would generate 305 employees and 503 residents, which would increase the City's jobs-housing ratio from 0.72 to 0.73.

3. Improves the Project Site

The project site is currently undeveloped and is surrounded by commercial and residential uses. The proposed project would provide residential, commercial, and office uses onsite in a portion of the City that is transitioning from rural to an urban/suburban area.

4. Consistency with the Regional Goals in the RTP/SCS

SCAG's 2020-2045 RTP/SCS was adopted on September 3, 2020. The RTP/SCS encompasses four principles—mobility, economy, healthy/complete communities, and environment—that are important to the region's future. The 2020 RTP/SCS explicitly lays out goals related to housing, transportation technologies, equity, and resilience in order to adequately reflect the increasing importance of these topics in the region.

The proposed project would provide a mix of uses on the project site, which is within a half mile of transit stops, and is approximately 425 feet east of I-15. As the proposed project is a mixed-use development, it would encourage limited vehicle trips by emphasizing the integration of a variety of uses onsite. Consequently, the project is consistent with the overall objectives of SCAG's RTP/SCS, which include improving mobility, reducing greenhouse gas emissions and improve air quality, and supporting healthy and equitable communities.

C. Conclusion

The City Council of Wildomar has balanced the project's benefits against the significant unavoidable impacts. The City Council finds that the proposed project's benefits, which aim to meet the goals and policies of the City of Wildomar General Plan, outweigh project's significant unavoidable impacts, and these impacts, therefore, are considered acceptable in the light of the project's benefits. The City Council finds that each of the benefits described above is an overriding consideration, independent of the other benefits, that warrants approval of the project notwithstanding the project's significant unavoidable impact.

VI. FINDINGS ON RESPONSES TO COMMENTS ON THE DRAFT EIR AND REVISIONS TO THE FINAL EIR

The Final EIR contains response to comments, revisions, clarifications, and corrections to the Draft EIR. The focus of the response to comments is on the disposition of significant environmental issues as raised in the comments, as specified by State CEQA Guidelines Section 15088(b). The City provided written responses to each comment made by a public agency, as set forth in Section 2 of the Final EIR, pursuant to State CEQA Guidelines Section 15088(b).

City staff has reviewed this material and determined that none of this material constitutes the type of significant new information that requires recirculation of the Draft EIR for further public comment under CEQA Guidelines Section 15088.5. None of this new material indicates that the project will result in a significant new environmental impact not previously disclosed in the Draft EIR. Additionally, none of this material indicates that there would be a substantial increase in the severity of a previously identified environmental impact that will not be mitigated, or that there would be any of the other circumstances requiring recirculation described in Section 15088.5 of the CEQA Guidelines.

August 2021 | Mitigation Monitoring and Reporting Program
State Clearinghouse No. 2020090408

Wildomar Trail Town Center Mixed-Use Project (PA 20-0039)

City of Wildomar

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PLACEWORKS

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1. Introduction

1.1 PURPOSE OF MITIGATION MONITORING PROGRAM

This Mitigation Monitoring Program has been developed to provide a vehicle by which to monitor mitigation measures and conditions of approval outlined in the Draft Environmental Impact Report (DEIR), State Clearinghouse No. 2020090408. The Mitigation Monitoring Program has been prepared in conformance with Section 21081.6 of the Public Resources Code and the City of Wildomar Monitoring Requirements. Section 21081.6 states:

> (a) When making findings required by paragraph (1) of subdivision (a) of Section 21081 or when adopting a mitigated negative declaration pursuant to paragraph (2) of subdivision (c) of Section 21080, the following requirements shall apply:
>
> (1) The public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation. For those changes which have been required or incorporated into the project at the request of a responsible agency or a public agency having jurisdiction by law over natural resources affected by the project, that agency shall, if so requested by the lead or responsible agency, prepare and submit a proposed reporting or monitoring program.
>
> (2) The lead agency shall specify the location and custodian of the documents or other material which constitute the record of proceedings upon which its decision is based.

1.2 EIR SUMMARY

1.2.1 PROJECT LOCATION

Wildomar Trail Town Center Mixed-Use Project

The project site (Assessor Parcel Numbers [APNs]: 376-190-002 and 376-180-006) is within the City of Wildomar in western Riverside County. The project site is bound to the north and west by Wildomar Trail, a single-family residential neighborhood to the east and southeast, and Cervera Road to the southwest. Interstate 15 (I-15) is approximately 445 feet to the east of the site.

Prielipp-Yamas Property GPA/Rezone

The approximately 20-acre Prielipp-Yamas Property (APN 380-250-019) is located in the southeastern portion of the City, and is bound by Yamas Drive to the west and Prielipp Road to the south.

1.2.2 PROJECT SUMMARY

In conjunction with the Wildomar Trail Town Center Mixed-Use Project, the City will initiate a General Plan Amendment (GPA) and Change of Zone of approximately 10 acres of the Prielipp-Yamas Property ("Prielipp-Yamas Property Rezone") to comply with the no-net-housing loss provisions of the Government Code (SB 166). Collectively, the Wildomar Trail Town Center Mixed-Use Project and the Prielipp-Yamas Property Rezone are referred to herein as the "project" unless the context clearly indicates otherwise.

Wildomar Trail Town Center Mixed-Use Project

The proposed project would allow development of a mixed-use master plan on an approximately 25.8-acre site which would include 41,609 square feet of commercial retail, 72,000 square feet of professional office, and 152 townhome/condominium residential units, with full on-site/off-site improvements. The proposed retail area would include a market, restaurant, shops, gas station/mini-mart, and car wash.

Prielipp-Yamas Property Rezone

Because the proposed Wildomar Trail Town Center Mixed-Use Project would reduce the designated housing units for the project site as identified in Table HNA-25 of the 2013-2021 *City of Wildomar Housing Element*, and to comply with Government Code Section 65863(C)(1) (SB 166 No-Net-Housing Loss), the City has initiated a General Plan Amendment to change the existing land use designation of the Prielipp-Yamas Property from Business Park (BP) to Highest Density Residential (HHDR), and a Change of Zone from I-P (Industrial Park) to R-3 (General Residential), for approximately 10 acres of the 20-acre site on the northern portion of the property.

1.3 ENVIRONMENTAL IMPACTS

1.3.1 Impacts Considered Less Than Significant

The DEIR identified various thresholds from the CEQA Guidelines among a number of environmental categories that would not be significantly impacted by the proposed project. Impacts to the following were found to be less than significant:

- Aesthetics
- Agriculture and Forestry Resources
- Energy
- Geology and Soils
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Population and Housing
- Public Services
- Recreation
- Transportation
- Utilities and Service Systems

1.3.2 Potentially Significant Adverse Impacts That Can Be Mitigated, Avoided, or Substantially Lessened

The DEIR identified various thresholds from the CEQA Guidelines among a number of environmental categories that could be reduced, avoided, or substantially lessened through the implementation of mitigation measures, as shown in this DEIR.

- Air Quality
- Biological Resources
- Cultural Resources
- Hazards and Hazardous Materials
- Noise
- Tribal Cultural Resources
- Wildfire

1.3.3 Unavoidable Significant Adverse Impacts

The following topical area would remain significant and unavoidable after implementation of required mitigation, as identified in the DEIR:

- Greenhouse Gas Emissions

1. Introduction

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2. Mitigation Monitoring Process

2.1 MITIGATION MONITORING PROGRAM ORGANIZATION

Overall MMRP management is the responsibility of the City of Wildomar. The City's technical consultants (CEQA consultant, etc.) may perform related monitoring tasks under the direction of the environmental monitor if they are contracted by the City.

2.2 CITY OF WILDOMAR

As the lead agency, the City is responsible for the review of all monitoring reports, enforcement actions and document disposition. The City will rely on information provided by individual monitors (e.g., CEQA consultant, etc.) as accurate and up to date, and will field check mitigation measure status, as required.

2.3 MITIGATION MONITORING TEAM

The mitigation monitoring team, consisting of the designated Project Manager (City Planning Director) and Technical Consultants (CEQA consultant, etc.) are responsible for monitoring implementation and compliance with all adopted mitigation measures and conditions of approval. A major portion of the team's work is in-field monitoring and compliance report preparation. Implementation disputes are brought to the Project Manager, and any appeals would go to the City Manager and ultimately the Planning Commission and City Council.

2.3.1 Monitoring Team

The following summarizes key positions in the MMRP and their respective functions:

- **Project Manager:** Responsible for coordination of mitigation monitoring team, technical consultants, report preparation, and overall program administration and document/report clearinghouse.
- **Construction Contractor:** Responsible for coordination of mitigation monitoring team; technical consultants; report preparation; and implementation the monitoring program, including overall program administration, document/report clearinghouse, and first phase of dispute resolution.
- **Technical Consultants:** Responsible for monitoring in respective areas of expertise (CEQA consultant, project engineer, noise analyst/specialist). Report directly to the Project Manager.

2.3.2 Recognized Experts

The use of recognized experts on the monitoring team is required to ensure compliance with scientific and engineering mitigation measures. The mitigation monitoring team's recognized experts assess compliance with required mitigation measures, and recognized experts from responsible agencies consult with the Project Manager regarding disputes.

2.4 DISPUTE RESOLUTION

If the mitigation monitor determines that a mitigation measure, in the opinion of the monitor, has not been implemented or has not been implemented correctly, the problem will be brought before the Project Manager for resolution. The decision of the Project Manager is final unless appealed to the City Manager. The Project Manager will have the authority to issue stop-work order until the dispute is resolved.

2.5 ENFORCEMENT

Public agencies may enforce conditions of approval through their existing police power, using stop-work orders, fines, infraction citations, or in some cases, notice of violation for tax purposes.

3. Mitigation Monitoring Requirements

3.1 PRE-MITIGATION MEETING

A pre-monitoring meeting will be scheduled to review mitigation measures, implementation requirements, schedule conformance, and mitigation monitoring committee responsibilities. Committee rules are established, the entire mitigation monitoring program is presented, and any misunderstandings are resolved.

3.2 CATEGORIZED MITIGATION MEASURES/MATRIX

Project-specific mitigation measures have been categorized in matrix format, as shown in Table 3-1, *Mitigation Monitoring Requirements for Wildomar Trail Town Center Mixed-Use Project,* and Table 3-2, *Mitigation Monitoring Requirements for Prielipp-Yamas Property*. The matrix identifies the environmental factor, specific mitigation measures, schedule, and responsible monitor. The mitigation matrix will serve as the basis for scheduling the implementation of, and compliance with, all mitigation measures. These mitigation measures are also contained in the Conditions of Approval matrix for the Project.

3.3 IN-FIELD MONITORING

Project monitors and technical subconsultants shall exercise caution and professional practices at all times when monitoring implementation of mitigation measures. Protective wear (e.g. hard hat, glasses) shall be worn at all times in construction areas. Injuries shall be immediately reported to the mitigation monitoring committee.

3.4 DATA BASE MANAGEMENT

All mitigation monitoring reports, letters, and memos shall be prepared utilizing Microsoft Word software on IBM-compatible PCs.

3.5 COORDINATION WITH CONTRACTORS

The construction manager is responsible for coordination of contractors and for contractor completion of required mitigation measures.

3.6 LONG-TERM MONITORING

Long-term monitoring related to several mitigation measures will be required, including fire safety inspections. Post-construction fire inspections are conducted on a routine basis by the City of Wildomar Fire Department.

3. Mitigation Monitoring Requirements

Table 3-1 Mitigation Monitoring Requirements for Wildomar Trail Town Center Mixed-Use Project

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
5.2 AIR QUALITY					
AQ-1	Construction Equipment. Prior to issuance of any grading permit, the applicant shall submit evidence to the City that all diesel-powered construction equipment greater than 50 horsepower shall be compliant with the United States Environmental Protection Agency and California Air Resources Board Tier 4 Final emissions standards. Only Tier 4 Final diesel-powered construction equipment greater than 50 horsepower shall be utilized throughout the construction of Phase 4 of the proposed project, if such equipment is readily available and cost effective at the time of construction of each phase of the proposed project. Additionally, the applicant shall provide evidence to the City at least once every two weeks that all construction equipment is tuned and maintained in accordance with the manufacturer's specifications. Equipment maintenance records and equipment design specification data sheets shall be kept on site during construction and subject to review by the City and the SCAQMD. This measure shall be implemented to the satisfaction of the City of Wildomar Planning Director of Planning Department. In the event that the City of Wildomar determines that Tier 4 Final construction equipment is infeasible pursuant to CEQA Guidelines Section 15364, the Project Applicant shall demonstrate through future study with written findings supported by substantial evidence that is reviewed and approved by the City of Wildomar before using other technologies/strategies. For purposes of this measure, "infeasible" means construction equipment is either not readily available or is not cost effective. Alternative applicable strategies may include, but would not be limited to, Tier 3 construction equipment, reduction in the number and/or horsepower rating of construction equipment, and/or limiting the number of daily construction haul truck trips to and from the project site.	Construction Contractor, Project Applicant	Prior to issuance of any grading permit	City of Wildomar Planning Department, City of Wildomar Public Works Department	

3. Mitigation Monitoring Requirements

Table 3-1 Mitigation Monitoring Requirements for Wildomar Trail Town Center Mixed-Use Project

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
5.3 BIOLOGICAL RESOURCES					
BIO-1	Prior to vegetation clearance and grading, the Project applicant shall retain a qualified biologist to conduct a pre-construction nesting bird survey in accordance with the following: ▪ The survey shall be conducted no more than three days prior to the initiation of clearance/construction work; ▪ If pre-construction surveys indicate that bird nests are not present or active inactive, or if potential habitat is unoccupied, no further mitigation is required; ▪ If active nests of birds are found during the surveys, a species-specific no disturbance buffer zone shall be established by a qualified biologist around active nests until a qualified biologist determines that all young have fledged (no longer reliant upon the nest).	Qualified Biologist	Prior to vegetation clearance and grading	City of Wildomar Planning Department	
BIO-2	The project applicant shall retain a qualified biologist to conduct a 30-day pre-construction survey for burrowing owl. The results of the survey would be submitted to the City prior to obtaining a grading permit. If burrowing owls are not detected during the pre-construction survey, no further mitigation is required. If burrowing owls are detected during the pre-construction survey, the project applicant shall implement relocation to safely relocate burrowing owl out of harm's way, in consultation with the CDFW. Notification to the CDFW shall occur if burrowing owls are found to be present onsite and the development of a conservation strategy in cooperation with the U.S. Fish and Service, the CDFW, and the Western Riverside County Regional Conservation Authority (RCA) shall be conducted.	Qualified Biologist	Thirty Days Prior to Construction	City of Wildomar Planning Department	
BIO-3	In accordance with MSHCP provisions limiting the use of exotic and invasive plant species, the project's landscape plan shall exclude invasive species such as crimson fountain grass (*Pennisetum setaceaum),* pampas grass (*Cortaderia selloana),* giant reed (*Arundo donax)*, tree of heaven (*Ailanthus altissima)*, Eucalyptus, acacia groundcovers (*Acacia* sp.), and other ornamental landscape elements in accordance with the *Invasive Plants List* referenced by the MSHCP.	Project Applicant	During Construction	City of Wildomar Planning Department	
BIO-4	The project applicant shall implement dust control and all other project-specific Storm Water Pollution Prevention Plan (SWPPP) measures during grading and construction.	Project Applicant	During Construction	City of Wildomar Planning Department	

3. Mitigation Monitoring Requirements

Table 3-1 Mitigation Monitoring Requirements for Wildomar Trail Town Center Mixed-Use Project

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
BIO-5	The developer shall compensate impacts to riparian/riverine areas by providing a 2:1 ratio of offsite land within the Santa Margarita Watershed or an adjacent watershed to be acquired for the purpose of In-Perpetuity Preservation, or through the purchase of mitigation credits at an established off-site Mitigation Bank or In-lieu Fee Program. Purchase of mitigation credits shall occur prior to any impacts. Mitigation proposed on land acquired for the purpose of in-perpetuity mitigation that is not part of an agency-approved mitigation bank or in-lieu fee program shall include the preservation, creation, restoration, and/or enhancement of similar habitat within the Santa Margarita Watershed or an adjacent watershed pursuant to a Habitat Mitigation and Monitoring Plan (HMMP) to be approved by the Lead and Responsible agencies. The HMMP shall be prepared prior to any impacts and it shall provide details as to the implementation of mitigation, maintenance, future monitoring, and management. The goal of the mitigation shall be to preserve, create, restore, and/or enhance similar habitat with equal or greater function and value than the affected habitat.	Project Applicant	During Construction	City of Wildomar Planning Department	
5.5 GREENHOUSE GAS EMISSIONS					
See Mitigation Measure AQ-1					
GHG-1	Transportation Demand Management (TDM) Program. The Applicant/Developer shall develop a TDM Program for on-site residents and workers with the goal of reducing project-related vehicle miles traveled (VMT). The TDM Program must be submitted to the City for approval, prior to implementation. As the TDM strategies are occupant-dependent, the following strategies could be implemented: i. Prior to the issuance of a building permit for any of the project's buildings, the Applicant/Developer shall provide evidence to the satisfaction of the Director of the City of Wildomar Planning Department, or designee, that a bicycle rack or a secured bicycle storage area shall be installed within 50 feet of each proposed building. ii. Prior to the issuance of a certificate of occupancy for the apartment building, the Apartment Building Manager shall provide evidence to the Director of the City of Wildomar Planning Department, or designee, that bike route maps, local transit route maps and schedules, and other transportation information, such as the existing carpooling program sponsored by the Riverside County Transportation Commission (RCTC),	Project Applicant	Prior to Occupancy	City of Wildomar Planning Department, City of Wildomar Public Works Department	

3. Mitigation Monitoring Requirements

Table 3-1 Mitigation Monitoring Requirements for Wildomar Trail Town Center Mixed-Use Project

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	are displayed in a prominent area accessible to residents and employees. iii. Prior to the issuance of a building permit, the Applicant/Developer shall provide evidence of creating a pedestrian network that connects the uses on the project site to Wildomar Trail and to nearby destinations.				
5.6 HAZARDS AND HAZARDOUS MATERIALS					
HAZ-1	Prior to the issuance of building permits, the project applicant shall demonstrate, to the satisfaction of the City Building Official and the Riverside County Fire Chief, compliance with the 2019 California Building Code (or the most recent edition) (Part 2 of Title 24 of the California Code of Regulations) and the 2019 California Fire Code (or the most recent edition) (Part 9 of Title 24 of the California Code of Regulations), including those regulations pertaining to materials and construction methods intended to mitigate wildfire exposure as described in the 2019 California Building Code and California Residential Code (or most recent edition); specifically California Building Code Chapter 7A; California Residential Code Section R327; California Residential Code Section R337; California Referenced Standards Code Chapter 12-7A; and California Fire Code Chapter 49.	Project Applicant	Prior to the Issuance of Building Permits	City of Wildomar Planning Department	
HAZ-2	Prior to the issuance of a certificate of occupancy, the applicant shall demonstrate, to the satisfaction of the City Building Official and the County Fire Chief, compliance with the vegetation management requirements prescribed in California Fire Code Section 4906, including California Government Code Section 51182.	Project Applicant	Prior to Issuance of a Certificate of Occupancy	City of Wildomar Planning Department	
5.9 NOISE					
NOI-1	A 10-foot high wall extending from the exit of the carwash to the commercial driveway shall be constructed in order to reduce daytime noise levels.	Project Applicant, Construction Contractor	Prior to Occupancy	City of Wildomar Planning Department	
NOI-2	In order to reduce nighttime noise levels, carwash operations shall be restricted to the hours of 7:00 a.m. to 10 p.m.	Project Applicant	During Operations	City of Wildomar Planning Department	
5.12 TRIBAL CULTURAL RESOURCES					
TRI-1	Inadvertent Archeological Find. If during ground disturbance activities, cultural resources are discovered that were not assessed by the archaeological report(s) and/or environmental assessment conducted prior to project approval, the	Project Applicant, Registered Professional	During Ground Disturbing Activities	City of Wildomar Planning Department	

3. Mitigation Monitoring Requirements

Table 3-1 Mitigation Monitoring Requirements for Wildomar Trail Town Center Mixed-Use Project

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
following procedures shall be followed. Cultural resources are defined, as being multiple artifacts in close association with each other, but also include fewer artifacts if the area of the find is determined to be of significance due to its sacred or cultural importance as determined in consultation with the Native American Tribe(s). a. 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 tribal representative(s) and the Planning Director to discuss the significance of the find. b. 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. c. 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. Work shall be allowed to continue outside of the buffer area and will be monitored by additional Tribal monitors if needed. d. Treatment and avoidance of the newly discovered resources shall be consistent with the Cultural Resources Management Plan and Monitoring Agreements entered into with the appropriate tribes. This may include avoidance of the cultural resources through project design, in-place preservation of cultural resources located in native soils and/or re-burial on the Project property so they are not subject to further disturbance in perpetuity as identified in Non-Disclosure of Reburial Locations Condition. e. If the find is determined to be significant and avoidance of the site has not been achieved, a Phase III data recovery plan shall be prepared by the project archeologist, in consultation with the Tribe, and shall be submitted to the City for their review and approval prior to implementation of the said plan. f. Pursuant to Calif. Pub. Res. Code § 21083.2(b) avoidance is the preferred method of preservation for archaeological resources and tribal cultural resources. If the landowner and the Tribe(s) cannot agree on	Archaeologist, Tribal Representative(s)			

3. Mitigation Monitoring Requirements

Table 3-1 Mitigation Monitoring Requirements for Wildomar Trail Town Center Mixed-Use Project

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	the significance or the mitigation for the archaeological or tribal cultural resources, these issues will be presented to the Planning Director for decision. The City's Planning Director shall make the determination based on the provisions of the California Environmental Quality Act with respect to archaeological and tribal cultural resources, recommendations of the project archeologist, and shall take into account the cultural and religious principles and practices of the Tribe. Notwithstanding any other rights available under the law, the decision of the City Planning Director shall be appealable to the City Planning Commission and/or City Council.				
TRI-2	Cultural Resources Disposition. In the event that Native American cultural resources are discovered during the course of grading (inadvertent discoveries), the following procedures shall be carried out for final disposition of the discoveries: a. One or more of the following treatments, in order of preference, shall be employed with the tribes. Evidence of such shall be provided to the City of Wildomar Planning Department: i. Preservation-In-Place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in the place where they were found with no development affecting the integrity of the resources. ii. Reburial of the resources on the Project property. The measures for reburial shall include, at least, the following: Measures and provisions to protect the future reburial area from any future impacts in perpetuity. Reburial shall not occur until all legally required cataloging and basic recordation have been completed, with an exception that sacred items, burial goods and Native American human remains are excluded. Any reburial process shall be culturally appropriate. Listing of contents and location of the reburial shall be included in the confidential Phase IV report. The Phase IV Report shall be filed with the City under a confidential cover and not subject to Public Records Request. iii. If preservation in place or reburial is not feasible then the resources shall be curated in a culturally appropriate manner at a Riverside County curation facility that meets State Resources Department	Project Applicant, Registered Professional Archaeologist, Tribal Representative(s)	During Grading Activities	City of Wildomar Planning Department	

3. Mitigation Monitoring Requirements

Table 3-1 Mitigation Monitoring Requirements for Wildomar Trail Town Center Mixed-Use Project

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines. The collection and associated records shall be transferred, including title, and are to be accompanied by payment of the fees by the Applicant necessary for permanent curation. Evidence of curation in the form of a letter from the curation facility stating that subject archaeological materials have been received and that all fees have been paid, shall be provided by the landowner to the City. There shall be no destructive or invasive testing on sacred items, burial goods, and Native American human remains, as defined by the cultural and religious practices of the Most Likely Descendant. Results concerning finds of any inadvertent discoveries shall be included in the Phase IV monitoring report.				
TRI-3	**Archaeologist Retained.** Prior to issuance of a grading permit the project applicant shall retain a Riverside County qualified Registered Professional Archaeologist (RPA), to monitor all ground disturbing activities in an effort to identify any unknown archaeological resources. The Registered Professional Archaeologist and the Tribal monitor(s) shall manage and oversee monitoring for all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, mass or rough grading, trenching, stockpiling of materials, rock crushing, structure demolition and etc. The Registered Professional Archaeologist and the Tribal monitor(s), shall independently have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources in coordination with any required special interest or tribal monitors. The developer/permit holder shall submit a fully executed copy of the contract to the Planning Department to ensure compliance with this condition of approval. Upon verification, the Planning Department shall clear this condition. In addition, the Registered Professional Archaeologist, in consultation with the Consulting Tribe(s), the contractor, and the City, shall develop a Cultural Resources Management Plan (CRMP) in consultation pursuant to the definition in AB 52 to address the details, timing and responsibility of all archaeological	Project Applicant, Registered Professional Archaeologist, Tribal Representative(s)	Prior to Issuance of Grading Permit	City of Wildomar Planning Department	

3. Mitigation Monitoring Requirements

Table 3-1 Mitigation Monitoring Requirements for Wildomar Trail Town Center Mixed-Use Project

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	and cultural activities that will occur on the project site. A consulting tribe is defined as a tribe that initiated the AB 52 tribal consultation process for the Project, has not opted out of the AB 52 consultation process, and has completed AB 52 consultation with the City as provided for in Cal Pub Res Code Section 21080.3.2(b)(1) of AB52. Details in the Plan shall include: a. Project grading and development scheduling; b. The Project archaeologist and the Consulting Tribes(s) shall attend the pre-grading meeting with the City, the construction manager and any contractors and will conduct a mandatory Cultural Resources Worker Sensitivity Training to those in attendance. The Training will include a brief review of the cultural sensitivity of the Project and the surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event inadvertent discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. All new construction personnel that will conduct earthwork or grading activities that begin work on the Project following the initial Training must take the Cultural Sensitivity Training prior to beginning work and the Project archaeologist and Consulting Tribe(s) shall make themselves available to provide the training on an as-needed basis; c. The protocols and stipulations that the contractor, City, Consulting Tribe(s) and Project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.				
TRI-4	Native American Monitoring (Pechanga). Tribal monitor(s) shall be required on-site during all ground-disturbing activities, including grading, stockpiling of materials, engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified tribal monitor(s) from the Pechanga Band of Luiseno Indians. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the above-mentioned Tribe and the land divider/permit holder for the monitoring of the project to the Planning Department and to the Engineering Department. The Tribal Monitor(s) shall have the	Project Applicant, Registered Professional Archaeologist, Tribal Representative(s)	During Ground Disturbing Activities	City of Wildomar Planning Department	

3. Mitigation Monitoring Requirements

Table 3-1 Mitigation Monitoring Requirements for Wildomar Trail Town Center Mixed-Use Project

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	authority to temporarily divert, redirect or halt the ground-disturbance activities to allow recovery of cultural resources, in coordination with the Project Archaeologist.				
TRI-5	Native American Monitoring (Soboba). Tribal monitor(s) shall be required on-site during all ground-disturbing activities, including grading, stockpiling of materials, engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified tribal monitor(s) from the Soboba Band of Luiseno Indians. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the above-mentioned Tribe and the land divider/permit holder for the monitoring of the project to the Planning Department and to the Engineering Department. The Tribal Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground-disturbance activities to allow recovery of cultural resources, in coordination with the Project Archaeologist.	Project Applicant, Registered Professional Archaeologist, Tribal Representative(s)	During Ground Disturbing Activities	City of Wildomar Planning Department	
TRI-6	Archeology Report - Phase III and IV. Prior to final inspection, the developer/permit holder shall prompt the Project Archeologist to submit two (2) copies of the Phase III Data Recovery report (if required for the Project) and the Phase IV Cultural Resources Monitoring Report that complies with the Community Development Department's requirements for such reports. The Phase IV report shall include evidence of the required cultural/historical sensitivity training for the construction staff held during the pre-grade meeting. The Planning Department shall review the reports to determine adequate mitigation compliance. Provided the reports are adequate, the Community Development Department shall clear this condition. Once the report(s) are determined to be adequate, two (2) copies shall be submitted to the Eastern Information Center (EIC) at the University of California Riverside (UCR) and one (1) copy shall be submitted to the Consulting Tribe(s) Cultural Resources Department(s).	Project Applicant, Registered Professional Archaeologist	Prior to Final Inspection	City of Wildomar Planning Department	
TRI-7	Human Remains. If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resource 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	Project Applicant, Riverside Coroner	If Human Remains are Encountered	City of Wildomar Planning Department	

Table 3-1 Mitigation Monitoring Requirements for Wildomar Trail Town Center Mixed-Use Project

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	be contacted within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "most likely descendant." The most likely descendant shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.				
TRI-8	Non-Disclosure of Reburial Locations. It is understood by all parties that unless otherwise required by law, the site of any reburial of Native American human remains or associated grave goods shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, pursuant to the specific exemption set forth in California Government Code 6254 (r)., parties, and Lead Agencies, will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code 6254 (r).	Project Applicant, Riverside Coroner	If Human Remains are Encountered	City of Wildomar Planning Department	
5.14 WILDFIRE					
See Mitigation Measures HAZ-1 and HAZ-2.					

Table 3-2 provides the mitigation measures for future development on the Prielipp-Yamas Property (APN: 380-250-019). However, when future development is proposed for the Property, additional mitigation measures would be identified based on project-specific CEQA analyses. The following mitigation measures will not become conditions of approval for the Wildomar Trail Mixed-Use Project (PA 20-0039).

Table 3-2 Mitigation Monitoring Requirements for Prielipp-Yamas Property (APN: 380-250-019)

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
5.6 HAZARDS AND HAZARDOUS MATERIALS					
HAZ-1	Prior to the issuance of building permits, the project applicant shall demonstrate, to the satisfaction of the City Building Official and the Riverside County Fire Chief, compliance with the 2019 California Building Code (or the most recent edition) (Part 2 of Title 24 of the California Code of Regulations) and the 2019 California Fire Code (or the most recent edition) (Part 9 of Title 24 of the California Code of	Project Applicant	Prior to the Issuance of Building Permits	City of Wildomar Planning Department	

3. Mitigation Monitoring Requirements

Table 3-2 Mitigation Monitoring Requirements for Prielipp-Yamas Property (APN: 380-250-019)

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	Regulations), including those regulations pertaining to materials and construction methods intended to mitigate wildfire exposure as described in the 2019 California Building Code and California Residential Code (or most recent edition); specifically California Building Code Chapter 7A; California Residential Code Section R327; California Residential Code Section R337; California Referenced Standards Code Chapter 12-7A; and California Fire Code Chapter 49.				
HAZ-2	Prior to the issuance of a certificate of occupancy, the applicant shall demonstrate, to the satisfaction of the City Building Official and the County Fire Chief, compliance with the vegetation management requirements prescribed in California Fire Code Section 4906, including California Government Code Section 51182.	Project Applicant	Prior to Issuance of a Certificate of Occupancy	City of Wildomar Planning Department	
5.12 TRIBAL CULTURAL RESOURCES					
TRI-1	Inadvertent Archeological Find. If during ground disturbance activities, 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. Cultural resources are defined, as being multiple artifacts in close association with each other, but also include fewer artifacts if the area of the find is determined to be of significance due to its sacred or cultural importance as determined in consultation with the Native American Tribe(s). a. 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 tribal representative(s) and the Planning Director to discuss the significance of the find. b. 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. c. Grading or further ground disturbance shall not resume within the area of the discovery until an agreement has been reached	Project Applicant, Registered Professional Archaeologist, Tribal Representative(s)	During Ground Disturbing Activities	City of Wildomar Planning Department	

Table 3-2 Mitigation Monitoring Requirements for Prielipp-Yamas Property (APN: 380-250-019)

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
by all parties as to the appropriate mitigation. Work shall be allowed to continue outside of the buffer area and will be monitored by additional Tribal monitors if needed. d. Treatment and avoidance of the newly discovered resources shall be consistent with the Cultural Resources Management Plan and Monitoring Agreements entered into with the appropriate tribes. This may include avoidance of the cultural resources through project design, in-place preservation of cultural resources located in native soils and/or re-burial on the Project property so they are not subject to further disturbance in perpetuity as identified in Non-Disclosure of Reburial Locations Condition. e. If the find is determined to be significant and avoidance of the site has not been achieved, a Phase III data recovery plan shall be prepared by the project archeologist, in consultation with the Tribe, and shall be submitted to the City for their review and approval prior to implementation of the said plan. f. Pursuant to Calif. Pub. Res. Code § 21083.2(b) avoidance is the preferred method of preservation for archaeological resources and tribal cultural resources. If the landowner and the Tribe(s) cannot agree on the significance or the mitigation for the archaeological or tribal cultural resources, these issues will be presented to the Planning Director for decision. The City's Planning Director shall make the determination based on the provisions of the California Environmental Quality Act with respect to archaeological and tribal cultural resources, recommendations of the project archeologist, and shall take into account the cultural and religious principles and practices of the Tribe. Notwithstanding any other rights available under the law, the decision of the City Planning Director shall be appealable to the City Planning Commission and/or City Council.				

3. Mitigation Monitoring Requirements

TRI-2	Cultural Resources Disposition. In the event that Native American cultural resources are discovered during the course of grading (inadvertent discoveries), the following procedures shall be carried out for final disposition of the discoveries: a. One or more of the following treatments, in order of preference, shall be employed with the tribes. Evidence of such shall be provided to the City of Wildomar Planning Department: i. Preservation-In-Place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in the place where they were found with no development affecting the integrity of the resources. ii. Reburial of the resources on the Project property. The measures for reburial shall include, at least, the following: Measures and provisions to protect the future reburial area from any future impacts in perpetuity. Reburial shall not occur until all legally required cataloging and basic recordation have been completed, with an exception that sacred items, burial goods and Native American human remains are excluded. Any reburial process shall be culturally appropriate. Listing of contents and location of the reburial shall be included in the confidential Phase IV report. The Phase IV Report shall be filed with the City under a confidential cover and not subject to Public Records Request. iii. If preservation in place or reburial is not feasible then the resources shall be curated in a culturally appropriate manner at a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines. The collection and associated records shall be transferred, including title, and are to be accompanied by payment of the fees by the Applicant necessary for permanent curation. Evidence of curation in the form of a letter from the curation facility stating that subject archaeological materials have been received and that all fees have been paid, shall be provided by the landowner to the City. There shall be no destructive or invasive testing	Project Applicant, Registered Professional Archaeologist, Tribal Representative(s)	During Grading Activities	City of Wildomar Planning Department	

Table 3-2 Mitigation Monitoring Requirements for Prielipp-Yamas Property (APN: 380-250-019)

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	on sacred items, burial goods, and Native American human remains, as defined by the cultural and religious practices of the Most Likely Descendant. Results concerning finds of any inadvertent discoveries shall be included in the Phase IV monitoring report.				
TRI-3	Archaeologist Retained. Prior to issuance of a grading permit the project applicant shall retain a Riverside County qualified Registered Professional Archaeologist (RPA), to monitor all ground disturbing activities in an effort to identify any unknown archaeological resources. The Registered Professional Archaeologist and the Tribal monitor(s) shall manage and oversee monitoring for all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, mass or rough grading, trenching, stockpiling of materials, rock crushing, structure demolition and etc. The Registered Professional Archaeologist and the Tribal monitor(s), shall independently have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources in coordination with any required special interest or tribal monitors. The developer/permit holder shall submit a fully executed copy of the contract to the Planning Department to ensure compliance with this condition of approval. Upon verification, the Planning Department shall clear this condition. In addition, the Registered Professional Archaeologist, in consultation with the Consulting Tribe(s), the contractor, and the City, shall develop a Cultural Resources Management Plan (CRMP) in consultation pursuant to the definition in AB 52 to address the details, timing and responsibility of all archaeological and cultural activities that will occur on the project site. A consulting tribe is defined as a tribe that initiated the AB 52 tribal consultation process for the Project, has not opted out of the AB 52 consultation process, and has completed AB 52 consultation with the City as provided for in Cal Pub Res Code Section 21080.3.2(b)(1) of AB52. Details in the Plan shall include: a. Project grading and development scheduling;	Project Applicant, Registered Professional Archaeologist, Tribal Representative(s)	Prior to Issuance of Grading Permit	City of Wildomar Planning Department	

3. Mitigation Monitoring Requirements

Table 3-2 Mitigation Monitoring Requirements for Prielipp-Yamas Property (APN: 380-250-019)

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	b. The Project archaeologist and the Consulting Tribes(s) shall attend the pre-grading meeting with the City, the construction manager and any contractors and will conduct a mandatory Cultural Resources Worker Sensitivity Training to those in attendance. The Training will include a brief review of the cultural sensitivity of the Project and the surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event inadvertent discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. All new construction personnel that will conduct earthwork or grading activities that begin work on the Project following the initial Training must take the Cultural Sensitivity Training prior to beginning work and the Project archaeologist and Consulting Tribe(s) shall make themselves available to provide the training on an as-needed basis; c. The protocols and stipulations that the contractor, City, Consulting Tribe(s) and Project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.				
TRI-4	Native American Monitoring (Pechanga). Tribal monitor(s) shall be required on-site during all ground-disturbing activities, including grading, stockpiling of materials, engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified tribal monitor(s) from the Pechanga Band of Luiseno Indians. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the above-mentioned Tribe and the land divider/permit holder for the monitoring of the project to the Planning Department and to the Engineering Department. The Tribal Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground-disturbance activities to allow recovery of cultural resources, in coordination with the Project Archaeologist.	Project Applicant, Registered Professional Archaeologist, Tribal Representative(s)	During Ground Disturbing Activities	City of Wildomar Planning Department	

Table 3-2 Mitigation Monitoring Requirements for Prielipp-Yamas Property (APN: 380-250-019)

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
TRI-5	Native American Monitoring (Soboba). Tribal monitor(s) shall be required on-site during all ground-disturbing activities, including grading, stockpiling of materials, engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified tribal monitor(s) from the Soboba Band of Luiseno Indians. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the above-mentioned Tribe and the land divider/permit holder for the monitoring of the project to the Planning Department and to the Engineering Department. The Tribal Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground-disturbance activities to allow recovery of cultural resources, in coordination with the Project Archaeologist.	Project Applicant, Registered Professional Archaeologist, Tribal Representative(s)	During Ground Disturbing Activities	City of Wildomar Planning Department	
TRI-6	Archeology Report - Phase III and IV. Prior to final inspection, the developer/permit holder shall prompt the Project Archeologist to submit two (2) copies of the Phase III Data Recovery report (if required for the Project) and the Phase IV Cultural Resources Monitoring Report that complies with the Community Development Department's requirements for such reports. The Phase IV report shall include evidence of the required cultural/historical sensitivity training for the construction staff held during the pre-grade meeting. The Planning Department shall review the reports to determine adequate mitigation compliance. Provided the reports are adequate, the Community Development Department shall clear this condition. Once the report(s) are determined to be adequate, two (2) copies shall be submitted to the Eastern Information Center (EIC) at the University of California Riverside (UCR) and one (1) copy shall be submitted to the Consulting Tribe(s) Cultural Resources Department(s).	Project Applicant, Registered Professional Archaeologist	Prior to Final Inspection	City of Wildomar Planning Department	
TRI-7	Human Remains. If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resource 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 the	Project Applicant, Riverside Coroner	If Human Remains are Encountered	City of Wildomar Planning Department	

3. Mitigation Monitoring Requirements

Table 3-2 Mitigation Monitoring Requirements for Prielipp-Yamas Property (APN: 380-250-019)

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "most likely descendant." The most likely descendant shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.				
TRI-8	**Non-Disclosure of Reburial Locations.** It is understood by all parties that unless otherwise required by law, the site of any reburial of Native American human remains or associated grave goods shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, pursuant to the specific exemption set forth in California Government Code 6254 (r)., parties, and Lead Agencies, will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code 6254 (r).	Project Applicant, Riverside Coroner	If Human Remains are Encountered	City of Wildomar Planning Department	
5.14 WILDFIRE					
See Mitigation Measures HAZ-1 and HAZ-2.					

4. Mitigation Monitoring Reports

Mitigation monitoring reports are required to document compliance with the Mitigation Monitoring Program and to resolve disputes. Specific reports include:

- Field Check Report
- Implementation Compliance Report
- Dispute/Enforcement Report

4.1 FIELD CHECK REPORT

Field check reports are required to record in-field compliance and conditions.

4.2 IMPLEMENTATION COMPLIANCE REPORT

The Implementation Compliance Report (ICR) is prepared to document the implementation of mitigation measures on a phased basis, based on the information in Table 3-1 and Table 3-2. The report summarizes implementation compliance, including mitigation measures, date completed, and monitor's signature.

4.3 DISPUTE/ENFORCEMENT REPORT

The Dispute/Enforcement Report (DER) is prepared to document the outcome of the Project Manager or City Manager and becomes a portion of the ICR.

4. Mitigation Monitoring Reports

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5. Community Involvement

Monitoring reports are public documents and are available for review by the general public. Discrepancies in monitoring reports can be taken to the Project Manager or City Manager by the general public.

5. Community Involvement

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6. Report Preparation

6.1 LIST OF PREPARERS

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6. Report Preparation

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