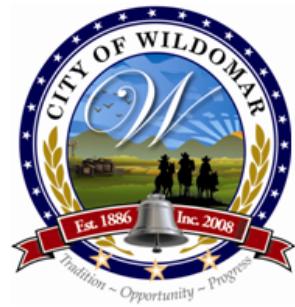


# CITY OF WILDOMAR INITIAL STUDY/MND FOR ELM STREET TENTATIVE TRACT MAP TENTATIVE TRACT MAP NO. 33840

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Planning Application No. 08-0154



*Lead Agency:*

CITY OF WILDOMAR  
23873 CLINTON KEITH ROAD, SUITE 201  
WILDOMAR, CA 92595

*Prepared by:*

**PMC**  
6020 CORNERSTONE COURT WEST, SUITE 260  
SAN DIEGO, CA 92121

**MARCH 2015**



Ben J. Benoit, Mayor  
Bridgette Moore, Mayor Pro Tem  
Bob Cashman, Council Member  
Timothy Walker Council Member  
Marsha Swanson, Council Member



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**TO:** Reviewing Agencies and Other Interested Parties

**FROM:** Matthew C. Bassi, Planning Director

**DATE:** March 25, 2015

**SUBJECT: Elm Street Tentative Tract Map 33840 Initial Study/Mitigated Negative Declaration (Planning Application No. 08-0154)**

The City of Wildomar (City) is the lead agency for the preparation and review of an Initial Study/Mitigated Negative Declaration (IS/MND) for the Elm Street Tentative Tract Map project.

The residential project will subdivide 4.16 acres into 15 parcels and includes a change of zone from the existing zone designation of R-R (Rural Residential) to a proposed zone designation of R-1 (One-Family Dwelling). All 15 parcels are intended for the development of future single-family residential dwelling units. The change of zone designation will make the zoning consistent with the current Medium Density Residential (MDR) General Plan land use designation for the site.

A previous IS/MND for the proposed project was circulated on July 9, 2014 through August 7, 2014. The State Clearinghouse Number (SCH) is 2014071028. Comments received on the previous IS/MND during the public review period have been included and addressed in this updated IS/MND in accordance with CEQA guidelines.

The proposed project site is located in the City of Wildomar, California, at the end of Elm Street between Central Street to the northeast and Gruwell Street to the southwest, with the Murrieta Creek Channel drainage course to the northeast. The Riverside County Assessor's Parcel Number (APN) for the project site is 376-043-027.

At this time, the City is requesting comments on the IS/MND for the proposed project. This notice is being sent to responsible agencies, trustee agencies, and other interested parties in accordance with state CEQA laws along with a copy of the IS/MND on a CD. The public comment period for the IS/MND will begin on **Wednesday, March 25, 2015, and conclude on Thursday, April 23, 2015.** Written comments can be provided to Matthew C. Bassi, Planning Director, City of Wildomar, 23873 Clinton Keith Road, Suite 201, Wildomar, CA 92595. Comments can also be emailed to [mbassi@cityofwildomar.org](mailto:mbassi@cityofwildomar.org).

Sincerely,

A handwritten signature in blue ink that reads "Matthew Bassi".

Matthew C. Bassi  
Planning Director

Enclosure – IS/MND on CD





**INITIAL STUDY FOR THE**  
**ELM STREET TENTATIVE TRACT MAP MND**  
**TENTATIVE TRACT MAP No. 33840**  
**(Planning Application No. 08-0154)**

Lead Agency:  
**CITY OF WILDOMAR**  
23873 Clinton Keith Road, Suite 201  
Wildomar, CA 92595

Prepared by:  
**PMC**  
6020 Cornerstone Court West, Suite 260  
San Diego, CA 92121  
**March 2015**



## TABLE OF CONTENTS

<b>I. INTRODUCTION AND PROJECT DESCRIPTION.....</b>	<b>1</b>
PURPOSE AND PROJECT OVERVIEW.....	1
PROJECT LOCATION .....	1
PROJECT DESCRIPTION.....	1
<b>II. EXISTING CONDITIONS .....</b>	<b>7</b>
REGULATORY SETTING .....	7
PHYSICAL SETTING.....	7
<b>III. ENVIRONMENTAL CHECKLIST.....</b>	<b>8</b>
BACKGROUND .....	8
ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED.....	15
DETERMINATION.....	16
<b>IV. ENVIRONMENTAL ANALYSIS.....</b>	<b>17</b>
1. AESTHETICS.....	17
2. AGRICULTURAL RESOURCES .....	21
3. AIR QUALITY .....	22
4. BIOLOGICAL RESOURCES.....	31
5. CULTURAL RESOURCES .....	38
6. GEOLOGY AND SOILS .....	42
7. GREENHOUSE GAS EMISSIONS.....	46
8. HAZARDS AND HAZARDOUS MATERIALS.....	50
9. HYDROLOGY AND WATER QUALITY .....	53
10. LAND USE AND PLANNING .....	61
11. MINERAL RESOURCES .....	63
12. NOISE .....	64
13. POPULATION AND HOUSING .....	71
14. PUBLIC SERVICES.....	72
15. RECREATION.....	75
16. TRANSPORTATION/TRAFFIC .....	76
17. UTILITIES AND SERVICE SYSTEMS.....	79
<b>V. MANDATORY FINDINGS OF SIGNIFICANCE.....</b>	<b>83</b>
<b>REFERENCES .....</b>	<b>87</b>

## TABLES

Table 1-1 Proposed Lot Acreage .....	1
Table 3-1 Maximum Short-Term Construction Emissions (Pounds Per Day).....	25
Table 3-2 Localized Significance Summary – Construction (Pounds Per Day) .....	26
Table 3-3 Long-Term Unmitigated Operational Emissions (Pounds Per Day) .....	27
Table 7-1 Construction-Related And Operational Greenhouse Gas Emissions (Metric Tons Per Year) .....	47
Table 12-1 Typical Construction Equipment Noise Levels .....	65
Table 12-2 Existing Noise Contour Distance .....	68
Table 12-3 Typical Construction-Equipment Vibration Levels.....	68

## FIGURES

Figure 1 Project Location .....	3
Figure 2 Proposed Tentative Tract Map (Ttm No. 33840) .....	5
Figure 3 General Plan Land Use Designations .....	9
Figure 4 Current Zoning .....	11
Figure 5 Proposed Zoning .....	13
Figure 6 Site Photos .....	19
Figure 7 Firm Map.....	59

## APPENDICES

- 1 Tentative Tract Map No. 33840
- 2 Site Photos
- 3 Air Quality Annual Modeling
- 3a Air Quality Summer Modeling
- 3b Air Quality Winter Modeling
- 3c Air Quality Model File
- 4 Habitat Assessment
- 4a Special-Status Species Known to Occur Near Project Site
- 4b Special-Status Species Occurrences within 1 Mile
- 4c Special-Status Species Occurrences within 5 Miles

- 5 Archeological/Historical Resources Survey
- 6 Soils Investigation
- 7 Preliminary Hydrology Study
- 8 Preliminary Water Quality Management Plan
- 9 Elm Street Noise Contour-Existing Conditions

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

**City of Wildomar City Hall**

23873 Clinton Keith Road, Suite 201

Wildomar, CA 92595

Hours: Monday through Thursday, 8 a.m.–5 p.m. (closed Fridays)

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## I. INTRODUCTION AND PROJECT DESCRIPTION

### Purpose and Project Overview

This document is an Initial Study evaluating the environmental impacts resulting from the development of a proposed Tentative Tract Map (TTM No. 33840) that would subdivide 4.16 acres into 15 parcels and a change of zone district from the existing zone district of Rural Residential (R-R) to the proposed zone district of One-Family Dwelling (R-1). The change of zone district will make the zoning consistent with the current Medium Density Residential (MDR) General Plan land use designation of the site.

A previous Initial Study was circulated from July 9, 2014, through August 7, 2014. The State Clearinghouse Number is 2014071028. Comments were received on this previous Initial Study; these comments have been incorporated into the current March 2015 Initial Study.

### Project Location

The proposed project site is located in the City of Wildomar, California, at the end of Elm Street between Central Street to the northeast and Gruwell Street to the southwest, with the Murrieta Creek Channel drainage course to the northeast. The location of the project site is shown in **Figure 1**. The Riverside County Assessor's Parcel Number (APN) for the project site is 376-043-027.

### Project Description

#### Tentative Tract Map

The applicant is applying for a Tentative Tract Map (TTM No. 33840) to subdivide an existing 4.16-acre parcel into 15 parcels, each meeting or exceeding the 7,200-square-foot minimum lot size required in the One-Family Dwelling (R-1) zone. All 15 parcels are intended for future single-family residential dwelling units. The proposed parcels would be numbered Lots 1 through 15 and are divided as shown in **Table 1-1** below and **Figure 2**.

**Table 1-1**  
**Proposed Lot Acreage**

Lot Number	Gross Lot Sizes (square feet)
1	9,021
2	8,142
3	8,142
4	8,142
5	8,142
6	8,142
7	8,142
8	8,142
9	8,142
10	8,142
11	8,142
12	8,142
13	8,142
14	8,142
15	12,007

*Source: RDS and Associates 2013d*

### Roadway Access

Direct access to each of the lots created by the proposed project will be via a proposed one-way street (shown as A Street on the tract map) that will be accessed via Central Street to the northeast and Gruwell Street to the southwest. The traffic will flow from Central Street through A Street and onto Gruwell Street.

### Water

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

### Wastewater

The proposed project will receive wastewater service from the Elsinore Valley Municipal Water District. Connection to the EVMWD wastewater system will occur at an existing 8-inch sewer line in Central Street.

### Stormwater

Stormwater currently flows on the surface from the northeast border of the project site at Gruwell Street to the southwest to Central Street. Central Street drains directly into the Murrieta Creek Channel. Stormwater from the proposed project will be directed to flow southwesterly along the proposed A Street to the vegetated swale in Lot 15 adjacent to Central Street. Flows within A Street will be directed to a low point fronting Lot 15. The low point in Street A will be conveyed through a vegetated swale in Lot 15. The filtered flows from the vegetated swale will then drain to the Murrieta Creek Channel.

### Other Utilities and Services

Electric, gas, cable, and telecommunications services would be extended underground onto the site from existing lines along Central Street (**Figure 2**). Electricity would be provided by Southern California Edison, natural gas service by the Southern California Gas Company, telecommunications by Verizon, and solid waste removal by Waste Management. The site is located within the boundaries of the Lake Elsinore Unified School District. Local government services are provided by the City of Wildomar. Fire and law enforcement services are provided by the City of Wildomar through contracts with the Riverside County Fire Department and the Riverside County Sheriff's Department.



# ELM STREET



Source: Placeworks 2014 B



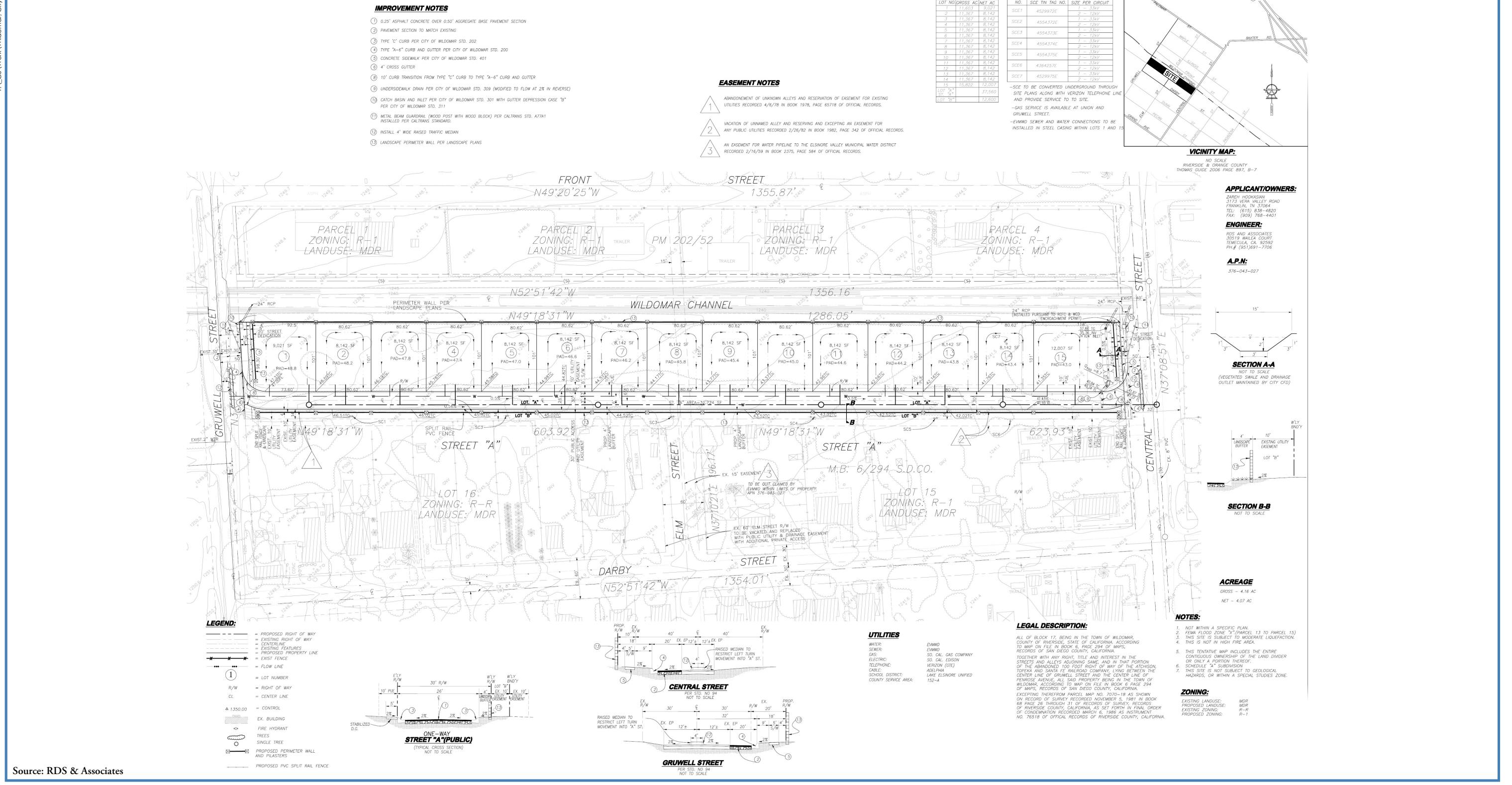
**Figure 1**

Project Location





# ELM STREET



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## II. EXISTING CONDITIONS

### Regulatory Setting

The City of Wildomar General Plan land use designation for the project site is Medium Density Residential (MDR), which allows between two and five detached single-family residences per acre on lots ranging from 5,500 to 20,000 square feet in size. The General Plan land use designation for the properties to the northwest of the project site is Low Density Residential (LDR), while the designation for all other properties immediately adjacent to the project site is MDR (**Figure 3**).

The project site is currently zoned Rural Residential (R-R), which allows single-family homes on lot sizes not less than 21,780 square feet. The proposed project includes a change of zone from R-R to One-Family Dwelling (R-1). The R-1 zone district allows single-family dwellings on lot areas not less than 7,200 square feet. The zoning for the properties to the northeast and northwest of the project site is One-Family Dwelling (R-1), with R-R zoning for all other adjacent properties (**Figure 4** and **Figure 5**).

### Physical Setting

The project site is relatively flat, with the site's lowest point located at the southeast corner and the highest point at the northwest corner. Elevations on the project site range from approximately 1,242 to 1,249 feet above mean sea level. The project site is currently vacant, unimproved, and a mix of disturbed land and ruderal annual grassland (**Appendix 4**). The southern margin of the site supports exotic woodlands with a scattering of native oak trees. A cement-lined canal carrying Murrieta Creek is located near the northeastern boundary of the site.

### **III. ENVIRONMENTAL CHECKLIST**

#### **BACKGROUND**

**1. Project Title:**

Elm Street Tentative Tract Map (TTM No. 33840) (PA 08-0154)

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

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

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

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

**4. Project Location:**

Elm Street in the City of Wildomar; Assessor's Parcel Number: 376-043-027; all of block 17, being in the town of Wildomar, County of Riverside According to the Map on file in Book 6, Page 294 of Maps, Records of San Diego County

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

Zareh Hookasian, 3173 Vera Valley Road, Franklin, TN 37064

**6. General Plan Designation:**

Medium Density Residential (MDR)

**7. Zoning:**

Rural Residential (R-R)

**8. Description of Project:**

A Tentative Tract Map (TTM No. 33840) subdividing one existing parcel, totaling 4.16 acres, into 15 parcels and a change of zone from Rural Residential (R-R) to One-Family Dwelling (R-1)

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

Northeast – Zoning: R-1, One-Family Dwelling; Land Use: MDR, Medium Density Residential

Southeast – Zoning: R-R, Rural Residential; Land Use: MDR, Medium Density Residential

Southwest – Zoning: R-R, Rural Residential; Land Use: MDR, Medium Density Residential

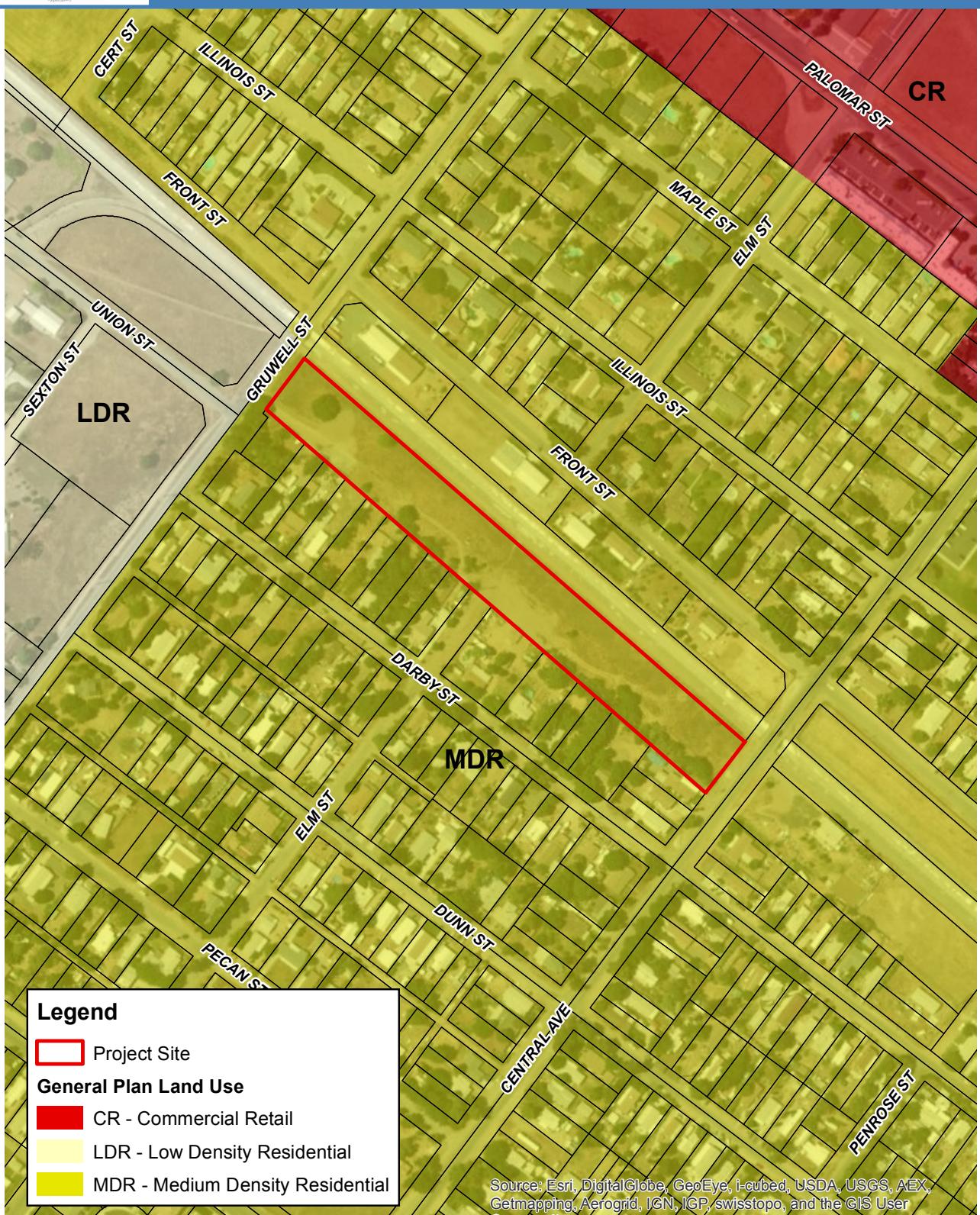
Northwest – Zoning: R-1, One-Family Dwelling; Land Use: LDR, Low Density Residential

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

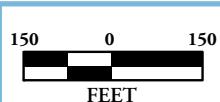
None



# ELM STREET



Source: City of Wildomar, 2013

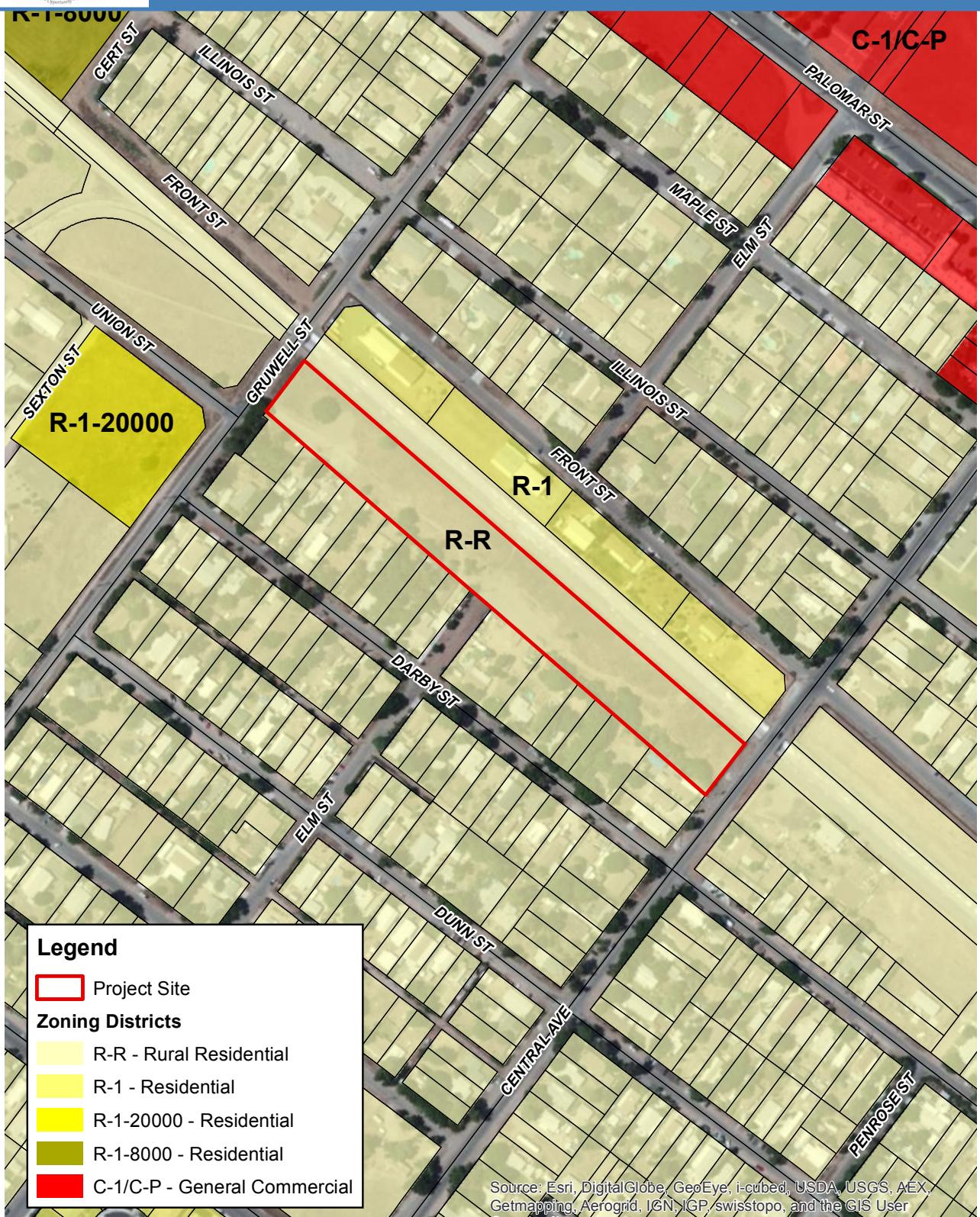


**Figure 3**  
General Plan

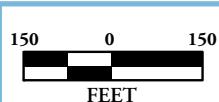




# ELM STREET



Source: City of Wildomar, 2013

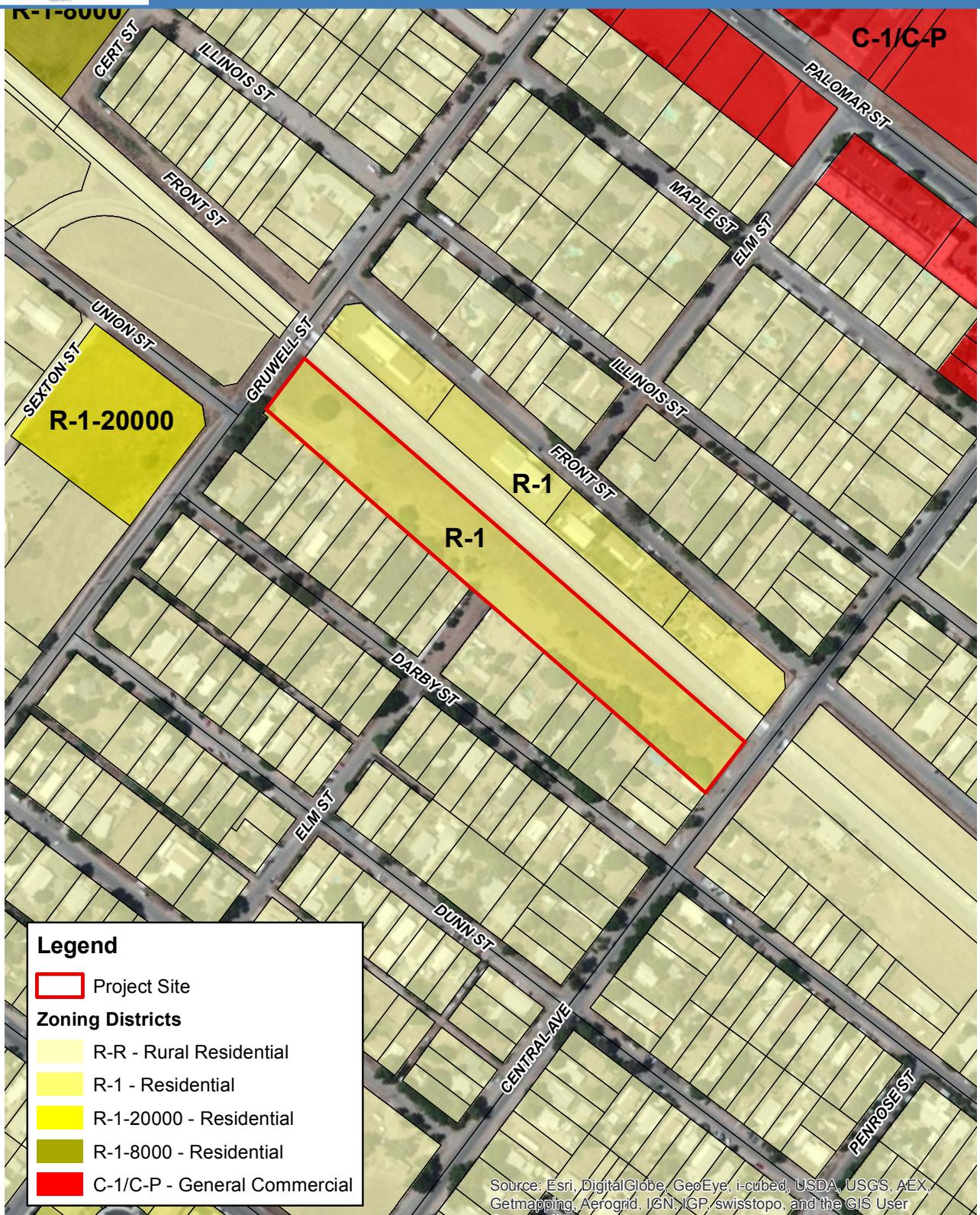


**Figure 4**  
Zoning

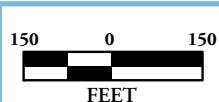




# ELM STREET



Source: City of Wildomar, 2013



**Figure 5**

Proposed Zoning



## **ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED**

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

<input type="checkbox"/> Aesthetics	<input type="checkbox"/> Greenhouse Gas Emissions	<input type="checkbox"/> Population/Housing
<input type="checkbox"/> Agricultural Resources	<input type="checkbox"/> Hazards/Hazardous Materials	<input type="checkbox"/> Public Services
<input type="checkbox"/> Air Quality	<input type="checkbox"/> Hydrology/Water Quality	<input type="checkbox"/> Recreation
<input checked="" type="checkbox"/> Biological Resources	<input type="checkbox"/> Land Use/Planning	<input type="checkbox"/> Transportation/Traffic
<input checked="" type="checkbox"/> Cultural Resources	<input type="checkbox"/> Mineral Resources	<input type="checkbox"/> Utilities/Service Systems
<input checked="" type="checkbox"/> Geology and Soils	<input checked="" type="checkbox"/> Noise	<input checked="" type="checkbox"/> Mandatory Findings of Significance

## DETERMINATION

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because of the incorporated mitigation measures and revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

### City Representative



Signature

Matthew C. Bassi, Planning Director

March 23, 2015

Date

### Applicant

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



Signature

Rich Soltysiak

Printed Name

March 23, 2015

Date

## IV. ENVIRONMENTAL ANALYSIS

### 1. Aesthetics

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

### DISCUSSION

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

b) **No Impact.** As demonstrated by the site photographs contained in **Figure 6**, the proposed project site does not contain any rock outcroppings, trees, or structures that could be categorized as a scenic resource. The proposed project site is located more than 1 mile from Interstate 15 (I-15), eligible but currently not designated as a state scenic highway (City of Wildomar 2008, Figure C-9; Caltrans 2012), and will not be capable of disrupting views from the freeway.

d, e) **Less Than Significant Impact.** The proposed project would create new sources of light and glare on an undeveloped site potentially affecting day or nighttime views in the area. Consistent with the City's lighting standards (Wildomar Municipal Code Section 8.64.090), all proposed exterior light fixtures must have full cutoff so that there is no light pollution created above the 90-degree plane of the light fixtures. The City's building permit process will ensure compliance with City zoning and design standards regulating lighting, siding materials, etc. This process will require

submittal of lighting photometric plans for review and approval prior to issuance of building permits. The proposed project would not create new sources of light or glare that would adversely affect day or nighttime views in the area and would not contribute to night sky pollution such that it would interfere with nighttime use of the Mount Palomar Observatory, and therefore this would be considered a less than significant impact. However, all development in the city must comply with all municipal codes, including Chapter 8.64, Light Pollution, of the Wildomar Municipal Code. Compliance with Chapter 8.64 of the Wildomar Municipal Code will reduce lighting impacts to less than significant.

STANDARD CONDITIONS AND REQUIREMENTS

1. Buildout of the proposed project is required to comply with Chapter 8.64 of the Wildomar Municipal Code pertaining to light pollution.

MITIGATION MEASURES

None required.



# ELM STREET



NE corner of project site seen from Gruwell Street



Project site seen from Central Street



Project site seen from Elm Street entrance



Darby Street / Elm Street intersection looking to the project site



Project site seen from SE portion looking NW

Source: City of Wildomar, 2013



SE portion of project site looking NW

**Figure 6**  
Site Photos



## 2. Agricultural Resources

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

### DISCUSSION

a-e) **No Impact.** According to the Riverside County Land Information System (2013), the site is not located within an agricultural preserve (Williamson Act) or classified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance by the Farmland Mapping and Monitoring Program of the California Department of Conservation; therefore, there is no potential to convert farmland to nonagricultural uses. The site is located in an urbanized area of Wildomar that is currently designated for residential use. As seen in the photos included in **Figure 6**, the site is not forested and there is no current agricultural use on the site.

### STANDARD CONDITIONS AND REQUIREMENTS

None required.

### MITIGATION MEASURES

None required.

### 3. Air Quality

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

#### DISCUSSION

a) **Less Than Significant Impact.** The project site is located within the South Coast Air Basin (SoCAB), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD is required, pursuant to the federal Clean Air Act, to reduce emissions of criteria pollutants for which the basin is in nonattainment (i.e., ozone [ $O_3$ ], coarse particulate matter [ $PM_{10}$ ], and fine particulate matter [ $PM_{2.5}$ ]). These are considered criteria pollutants because they are three of several prevalent air pollutants known to be hazardous to human health.

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

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

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

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

Concerning Consistency Criterion No. 2, the AQMP contains air pollutant reduction strategies based on SCAG's latest growth forecasts, and SCAG's growth forecasts were defined in consultation with local governments and with reference to local general plans. The proposed project is consistent with the land use designation and development density presented in the City's General Plan and therefore would not exceed the population or job growth projections used by the SCAQMD to develop the AQMP. No impact would occur.

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

### **Construction Emissions**

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

Construction-generated emissions associated with the proposed project were calculated using the CARB-approved CalEEMod computer program, which is designed to model emissions for land use development projects, based on typical construction requirements. Modeling was based primarily on the default settings in the computer program for Riverside County. Construction equipment requirements and usage rates used in the model were based on model default assumptions and are clearly shown in **Appendix 3**.

Dust is typically a major concern during rough grading activities. Because such emissions are not amenable to collection and discharge through a controlled source, they are called “fugitive emissions.” Fugitive dust emissions rates vary as a function of many parameters (soil silt, soil moisture, wind speed, area disturbed, number of vehicles, depth of disturbance or excavation, etc.). The proposed project would be subject to SCAQMD rules and regulations to reduce fugitive dust emissions and to mitigate potential air quality impacts, specifically Rule 403 (Fugitive Dust). Rule 403 requires fugitive dust sources to implement Best Available Control Measures for all sources and all forms of visible particulate matter are prohibited from crossing any property line. SCAQMD Rule 403 is intended to reduce PM<sub>10</sub> emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. PM<sub>10</sub> suppression techniques are summarized below.

- a. Portions of the construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized in a manner acceptable to the City.
- b. All on-site roads will be paved as soon as feasible or watered periodically or chemically stabilized.
- c. All material transported off-site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.
- d. The area disturbed by clearing, grading, earth moving, or excavation operations will be minimized at all times.
- e. Where vehicles leave the construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the work day to remove soil tracked onto the paved surface.
- f. Installation and utilization of a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the site.
- g. Apply water to active portions of the site, including unpaved roads, in sufficient quantity.

This assessment includes quantification of net increases of ozone precursor pollutants (i.e., reactive organic gases [ROG] and nitrogen oxides [NOx]) and airborne particulate matter (i.e., PM<sub>2.5</sub> and PM<sub>10</sub>) attributable to the proposed project. These quantified emission projections are then compared with SCAQMD significance thresholds (SCAQMD 2011). The estimated maximum daily construction emissions, accounting for SCAQMD Rule 403, are summarized in **Table 3-1**.

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

Construction Phase	ROG	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Site Preparation	<b>5.13</b>	<b>54.17</b>	<b>42.12</b>	<b>0.03</b>	<b>9.97</b>	<b>6.53</b>
Grading	3.71	38.50	26.92	0.02	4.81	3.34
Building Construction	3.43	28.69	18.95	0.02	2.00	1.85
Paving	1.86	18.43	13.69	0.01	1.12	1.05
Painting	1.28	2.37	1.88	0.00	0.19	0.19
SCAQMD Threshold	<b>75.00</b>	<b>100.00</b>	<b>550.00</b>	<b>150.00</b>	<b>150.00</b>	<b>55</b>
<b>Exceed Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: CalEEMod (SCAQMD 2013); see **Appendix 3. Bolded** area equals maximum daily construction emissions. Modeling inputs account for SCAQMD Rule 403, Fugitive Dust, which includes construction activity requirements including application of water on the project site, employment of wheel washing systems, sweeping adjacent streets daily, limiting on-site construction vehicle speeds to a maximum 15 miles per hour, and reestablishing vegetation on inactive portions of the site. Building construction, paving, and painting assumed to occur simultaneously.

ROG = reactive organic gas

NO<sub>x</sub> = oxides of nitrogen

CO = carbon monoxide

SO<sub>x</sub> = sulfur oxides

PM<sub>10</sub> = particulate matter equal to or less than 10 microns in diameter

PM<sub>2.5</sub> = particulate matter less than 2.5 microns in diameter

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

#### Construction Localized Significance Analysis

The SCAQMD has established that impacts to air quality are significant if there is a potential to contribute to or cause localized exceedances of the federal and/or state ambient air quality standards (NAAQS/CAAQS). Collectively, these are referred to as localized significance thresholds (LSTs), which represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest residence or sensitive receptor.

The significance of localized emissions impacts depends on whether ambient levels in the vicinity of the project are above or below state standards. In the case of CO and NO<sub>2</sub>, if ambient levels are below the standards, a project is considered to have a significant impact if project emissions result in an exceedance of one or more of these standards. In the case of PM<sub>10</sub> and PM<sub>2.5</sub>, project emissions are considered significant if they increase ambient concentrations by a measurable amount.

The SCAQMD established localized significance thresholds in response to the SCAQMD Governing Board's Environmental Justice Initiative I-4. LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest residence or sensitive receptor. The SCAQMD states that lead agencies can use the localized significance thresholds as another indicator of significance in its air quality impact analyses.

LSTs were developed in response to environmental justice and health concerns raised by the public regarding exposure of individuals to criteria pollutants in local communities. To address the issue of localized significance, the SCAQMD adopted localized significance thresholds that show whether a project would cause or contribute to localized air quality impacts and thereby cause or contribute to potential localized adverse health effects. The analysis makes use of methodology included in the SCAQMD Final Localized Significance Threshold Methodology (SCAQMD 2008).

For this project, the appropriate source receptor area (SRA) for the localized significance thresholds is the Lake Elsinore area (SRA 25) since this area includes the project site. Localized significance thresholds apply to CO, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. The SCAQMD produced look-up tables for projects that disturb less than or equal to 5 acres in size.

The SCAQMD's methodology clearly states that "off-site mobile emissions from the project should not be included in the emissions compared to LSTs." Therefore, for purposes of the construction LST analysis, only emissions included in the CalEEMod "on-site" emissions outputs were considered. Existing residential uses surround the project site on most sides. SCAQMD 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." As such, LSTs for receptors at 25 meters are utilized in this analysis.

**Table 3-2** presents the results of localized emissions during construction activity. The required implementation of SCAQMD Rule 403 would reduce PM<sub>10</sub> and PM<sub>2.5</sub> emissions during construction. **Table 3-2** identifies the Rule 403-controlled localized impacts at the nearest receptor location in the vicinity of the project site.

**Table 3-2**  
**Localized Significance Summary – Construction (Pounds per Day)**

Activity	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
On-Site Site Preparation Emissions	54.63	41.10	9.84	6.50
On-Site Grading Emissions	38.44	26.07	4.70	3.31
SCAQMD Localized Threshold	371	1,965	13	8
<b>Significant?</b>	<b>No</b>	<b>No</b>	<b>Yes</b>	<b>Yes</b>

Source: CalEEMod 2013 v.2.2. See **Appendix 3** for the CalEEMod output files and additional calculations for the estimated emissions. Emissions projections account for adherence to various components of SCAQMD Rule 403, including application of water on the project site, employment of wheel washing systems, sweeping adjacent streets daily, limiting on-site construction vehicle speeds to a maximum 15 miles per hour and reestablishing vegetation on inactive portions of the site.

As shown, emissions during the peak day construction activity would not result in concentrations of pollutants at nearby residences or other sensitive receptors, and less than significant impacts would occur.

## Operational Impacts

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

Operational area source emissions, energy-use emissions, and mobile source emissions (e.g., motorized vehicles) for the proposed project were calculated using the CalEEMod air quality model (**Appendix 3**). As shown in **Table 3-3**, the project's net emissions would not exceed SCAQMD thresholds for CO, NO<sub>x</sub>, sulfur oxides (SO<sub>x</sub>), ROG, PM<sub>10</sub>, or PM<sub>2.5</sub>. Note that emissions rates differ from summer to winter. This is because weather factors are dependent on the season, and these factors affect pollutant mixing/dispersion, ozone formation, etc. Therefore, regional operations emissions would not result in a significant long-term regional air quality impact.

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

Emissions Source	ROG	NOx	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<i>Summer</i>						
Area Source Emissions	4.56	0.11	8.79	0.01	1.15	1.15
Energy Use Emissions	0.01	0.12	0.05	0.00	0.01	0.01
Vehicle Emissions	0.58	1.84	6.59	0.01	1.12	0.31
<b>Total</b>	<b>5.16</b>	<b>2.08</b>	<b>15.44</b>	<b>0.02</b>	<b>2.28</b>	<b>1.47</b>
<i>Winter</i>						
Area Source Emissions	4.56	0.11	8.79	0.01	1.15	1.15
Energy Use Emissions	0.01	0.12	0.05	0.00	0.01	0.01
Vehicle Emissions	0.57	1.92	6.13	0.01	1.12	0.31
<b>Total</b>	<b>5.14</b>	<b>2.16</b>	<b>14.97</b>	<b>0.02</b>	<b>2.28</b>	<b>1.47</b>
SCAQMD Threshold	55.00	55.00	550.00	150.00	150.00	55
<b>Exceed Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: CalEEMod (SCAQMD 2013)

ROG = reactive organic gas

NO<sub>x</sub> = nitrogen oxides

CO = carbon monoxide

SO<sub>x</sub> = sulfur oxides

PM<sub>10</sub> = particulate matter equal to or less than 10 microns in diameter

PM<sub>2.5</sub> = particulate matter less than 2.5 microns in diameter

### *Operations Localized Significance Analysis*

The proposed project involves the construction and operation of 15 residential units. According to SCAQMD localized significance threshold methodology, LSTs would apply to the operational phase of a proposed project if the project includes stationary sources or attracts mobile sources that may spend long periods queuing and idling at the site (e.g., warehouse or transfer facilities). The proposed project does not include such uses. Thus, due to the lack of stationary source emissions, no long-term localized significance threshold analysis is needed, as there would be no impact.

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

c) **Less Than Significant Impact.** The proposed project may contribute to the net increase of ozone precursors and other criteria pollutants. The SCAQMD's approach for assessing cumulative impacts is based on the AQMP forecasts of attainment of ambient air quality standards in accordance with the requirements of the federal and California Clean Air Acts. In other words, the SCAQMD considers projects that are consistent with the AQMP, which is intended to bring the basin into attainment for all criteria pollutants, to also have less than significant cumulative impacts.<sup>1</sup> The discussion under Issue a) describes the SCAQMD criteria for determining consistency with the AQMP and further demonstrates that the proposed project would be consistent with it.

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

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

The violations to which Consistency Criterion No. 1 refers are the CAAQS and the NAAQS. As evaluated under Issue b) above, the project will not exceed the short-term construction standards or long-term operational standards and in so doing will not violate any air quality standards. Thus, a less than significant impact is expected, and the project would be consistent with the first criterion. Concerning Consistency Criterion No. 2, the AQMP contains air pollutant

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<sup>1</sup> CEQA Guidelines Section 15064(h)(3) states, "a lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program which provides specific requirements that will avoid or substantially lessen the cumulative problem (e.g., water quality control plan, air quality plan, integrated waste management plan) within the geographic area in which the project is located. Such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency."

reduction strategies based on SCAG's latest growth forecasts, and SCAG's growth forecasts were defined in consultation with local governments and with reference to local general plans. The proposed project is consistent with the land use designation and development density presented in the City's General Plan and therefore would not exceed the population or job growth projections used by the SCAQMD to develop the AQMP.

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

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

#### Air Toxics

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

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

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

Facilities and equipment that require permits from the SCAQMD are screened from risks from toxic emissions and can be required to install Toxic Best Available Control Technology (T-BACT) to reduce the risks to below significant if deemed necessary by the SCAQMD. T-BACTs are the most up-to-date methods, systems, techniques, and production processes available to achieve the greatest feasible emission reductions for air toxics. In addition, the proposed project is not located near any existing stationary sources of air toxics. Therefore, future residential development allowed under the proposed project would not be adversely affected by stationary sources of air toxics.

Mobile sources of air toxics include freeways and major roadways, which are sources of diesel particulate matter (DPM). DPM has been listed as an air toxic by the California Air Resources Board. In April 2005, CARB released the *Air Quality and Land Use Handbook: A Community Health Perspective*, which offers guidance on siting sensitive land uses in proximity to sources of air

toxics. The handbook recommends that sensitive land uses be sited no closer than 500 feet from a freeway or major roadway, a buffer area that was developed to protect sensitive receptors from exposure to DPM, which was based on traffic-related studies that showed a 70 percent drop in PM concentrations at a distance of 500 feet from the roadway. Presumably, acute and chronic risks as well as lifetime cancer risk due to DPM exposure are lowered proportionately. Per Google Earth (2013), the project site is approximately 6,259 feet (1.1 miles) west of Interstate 15. Therefore, the site lies beyond the CARB-recommended buffer area, and future receptors would not be negatively affected by air toxics generated on Interstate 15.

### **Carbon Monoxide**

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

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

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

### **STANDARD CONDITIONS AND REQUIREMENTS**

None required.

### **MITIGATION MEASURES**

None required.

#### 4. Biological Resources

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

#### ENVIRONMENTAL SETTING

A habitat assessment of the project site was performed by Osborne Biological Consulting in August 2007 and re-verified in August 2013 (**Appendix 4**). This habitat assessment was used to conduct an evaluation of the project site and to characterize the environmental setting on and adjacent to the site. In addition to the information provided by the habitat assessment, a thorough query of available data and literature from local, state, federal, and nongovernmental agencies was used to evaluate the potential biological impacts of the proposed project.

Database searches were performed on the following websites:

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

A search of the USFWS's IPaC System and Critical Habitat Portal database was performed for the project area to identify federally protected species and their habitats that may be affected by the proposed project. The query of the Critical Habitat Portal revealed no critical habitat in the project vicinity. In addition, a query of the CNDDB was conducted to identify known occurrences for special-status species within a 1- and 5-mile radius of the proposed project. Lastly, the CNPS database was queried to identify special-status plant species with the potential to occur within the Wildomar, California, US Geological Survey (USGS) 7.5-minute quadrangle.

According to the habitat assessment, the site is a mix of disturbed land and ruderal annual grassland (**Appendix 4**). The southern margin of the site supports exotic woodlands with a scattering of native oak trees. A cement-lined canal carrying Murrieta Creek is located near the northeastern boundary of the site.

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

#### Special-Status Species

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

1. Listed, proposed, or candidates for listing under the federal Endangered Species Act (50 Code of Federal Regulations [CFR] 17.11 – listed; 61 Federal Register [FR] 7591, February 28, 1996, candidates)
2. Listed or proposed for listing under the California Endangered Species Act (Fish and Game Code [FGC] 1992 Section 2050 et seq.; 14 California Code of Regulations [CCR] Section 670.1 et seq.)

3. Designated as Species of Special Concern by the CDFW
4. Designated as Fully Protected by the CDFW (FGC Sections 3511, 4700, 5050, 5515)
5. Species that meet the definition of rare or endangered under the California Environmental Quality Act (CEQA) (14 CCR Section 15380) including CNPS List Rank 1B and 2

The query of the USFWS, CNPS, and CNDDDB databases revealed 27 sensitive plant species and 22 special-status wildlife species, a total of 49 species, with the potential to occur in the project vicinity. **Appendix 4a** summarizes each species identified in the database results, includes a description of the habitat requirements for each species, and cites conclusions regarding the potential for each species to be impacted by the proposed project.

#### DISCUSSION OF IMPACTS

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

Based on the results of database searches and historic records, as well as known regional occurrences, burrowing owl (*Athene cunicularia*), coast horned lizard (*Phrynosoma blainvillii*), San Diego black-tailed jackrabbit (*Lepus californicus bennettii*), and Parry's spineflower (*Chorizanthe parryi* var. *parryi*) are the only special-status species with the potential to occur on the project site. Given the site's heavily disturbed nature and because it is surrounded by urban land uses, no special-status plants or other special-status animals have the potential to occur on the project site.

The initial site survey was conducted in August 2007 and was re-verified in August 2013 by personnel at Osborne Biological Consulting. The site was surveyed on foot, and all plant and wildlife species observed were recorded. No sign of burrowing owls, rare plants, or other special-status species were encountered.

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

The other three special-status species with the potential to occur on the project site are all covered under the MSHCP. A standard condition for the proposed project includes the payment of mitigation fees to comply with the overlying habitat conservation plan (the MSHCP). Adherence to this standard will ensure that impacts to coast horned lizard, San Diego black-tailed jackrabbit, and Parry's spineflower will be less than significant.

Habitats on and adjacent to the project site may provide suitable nesting habitat for birds protected under the Migratory Bird Treaty Act and Section 3503.5 of the California Fish and Game Code. The removal of trees/vegetation during construction activities could result in noise,

dust, human disturbance, and other direct/indirect impacts to nesting birds on or in the vicinity of the project site. Incorporation of mitigation measure **BIO-1** would ensure that potential impacts to these species are less than significant with mitigation incorporated.

- b) **No Impact.** Sensitive habitats include (a) areas of special concern to resource agencies; (b) areas protected under CEQA; (c) areas designated as sensitive natural communities by the CDFW; (d) areas outlined in Section 1600 of the FGC; (e) areas regulated under Section 404 of the federal Clean Water Act; and (f) areas protected under local regulations and policies (MSHCP). No riparian habitat or other sensitive natural communities occur within the project boundaries; therefore, no impact will occur as a result of the project.
- c) **No Impact.** No waters of the State or of the United States occur within the project boundaries; however, the cement-lined channel of Murrieta Creek is located near the northern boundary of the site. There is no anticipated impact to the cement-lined creek channel; therefore, no impact to federally protected wetlands will occur as a result of the project.
- d) **No Impact.** Wildlife corridors refer to established migration routes commonly used by resident and migratory species for passage from one geographic location to another. Movement corridors may provide favorable locations for wildlife to travel between different habitat areas, such as foraging sites, breeding sites, cover areas, and preferred summer and winter range locations. They may also function as dispersal corridors allowing animals to move between various locations within their range. No wildlife corridors for resident migratory wildlife species occur on or adjacent to the site. In addition, the project is not located within a "Special Linkage Area" as defined by the MSHCP. As a result, no impact to the movements of any native resident or migratory fish or wildlife species, or established native resident or migratory wildlife corridors, or the use of native wildlife nursery sites would occur as a result of the proposed project.
- e) **No Impact.** According to the habitat assessment (Osborne Biological Consulting 2007; **Appendix 4**), there are six native oak (*Quercus agrifolia*) trees growing on-site. No tree preservation policy or ordinance is applicable to the proposed project. Furthermore, as discussed throughout this subsection, the proposed project would protect biological resources, including sensitive, rare, threatened, or endangered species, wildlife, and habitats, consistent with policies in the MSHCP. As such, the project would not conflict with any local policies or ordinances protecting biological resources. No impact will occur.
- f) **Less Than Significant Impact With Mitigation Incorporated.** The MSHCP is a habitat conservation plan and natural community conservation plan to which the City of Wildomar is a permittee (i.e., signatory). Although the project site is located within the MSHCP Plan Area, it is not located within a Criteria Cell. Since the site is not located within a Criteria Cell, there are no conservation requirements on the property. The project site is subject to review for consistency with Section 6.1.2—Protection of Species Associated with Riparian/Riverine Areas and Vernal Pool, Section 6.1.3—Protection of Narrow Endemic Plant Species, Section 6.3.2—Additional Survey Needs and Procedures, and Section 6.1.4—Guidelines pertaining to the Urban/Wildlands Interface of the MSHCP. A discussion of the proposed project's consistency with these MSHCP sections follows.

**Consistency with MSHCP Section 6.1.2:** Section 6.1.2 of the MSHCP addresses preservation of riparian, riverine, vernal pool, and fairy shrimp habitats. According to the habitat assessment prepared by Osborne Biological Consulting (2007; **Appendix 4**), the project site does not support riverine/riparian habitat and vernal pools. Therefore, no impacts to riparian or fairy shrimp habitat will occur.

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

**Consistency with MSHCP Section 6.3.2:** Section 6.3.2 sets forth the survey requirements for various plant and animal surveys. The project is not located within a Criteria Area Species Survey Area. However, the project is located in an additional survey area for burrowing owl. Focused surveys for burrowing owls were conducted in 2007 and 2013 (Osborne Biological Consulting 2007; **Appendix 4**). During the surveys, the project site was walked to determine the presence of burrowing owls. No sign of burrowing owl was observed; however, there is the potential that this species could become established on-site in the future. As such, project-related activities could result in impacts to this species. However, implementation of mitigation measures **BIO-2** and **BIO-3** would ensure that potential impacts to burrowing owls are avoided or mitigated to a less than significant level.

**Consistency with MSHCP Section 6.1.4:** Section 6.1.4 of the MSHCP addresses the need for certain projects to incorporate measures to address urban/wildland interfaces in or near the MSHCP conservation area. The project site is not located within or next to any MSHCP conservation areas that would require the need for implementation of the urban/wildland interface guidelines. The project would not conflict with Section 6.1.4 of the MSHCP or with any goals and policies of the MSHCP; therefore, impacts are considered less than significant.

A final component of the MSHCP is mitigation fee areas, which are land areas that occur within the MSHCP and require a fee for development activities to occur. These fees are utilized to fund the minimization of impacts to certain endemic species. The proposed project is located within the MSHCP mitigation fee area (Wildomar Municipal Code Section 3.42.080). A standard condition for the proposed project includes the payment of these fees to comply with the overlying habitat conservation plan (the MSHCP).

With implementation of mitigation measures and adherence to the standard conditions and requirements, any impacts will be less than significant with mitigation incorporated. In addition, implementation of mitigation measures **BIO-2** and **BIO-3** will ensure that the project does not conflict with the MSHCP.

#### STANDARD CONDITIONS AND REQUIREMENTS

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

## MITIGATION MEASURES

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

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

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

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

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

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

**BIO-2** Per MSHCP Species-Specific Objective 6, preconstruction presence/absence surveys for burrowing owl within the survey area, where suitable habitat is present, will be conducted for all covered activities through the life of the building permit. Surveys will be conducted 30 days prior to disturbance. Take of active nests will be avoided. Passive relocation (use of one-way doors and collapse of burrows) will occur when owls are present outside the nesting season. If construction is delayed or suspended for more than 30 days after the survey, the area shall be resurveyed.

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

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

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

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

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

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

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

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

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

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

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

## 5. Cultural Resources

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

### DISCUSSION

a) **No Impact.** A historical records check and field survey conducted of the site by a qualified archeologist in August 2013 (CRM Tech 2013; **Appendix 5**) determined that none of the existing structures on the site are of historical significance. In addition, the Wildomar General Plan does not identify any historical resources on the project site.

b) **Less Than Significant Impact With Mitigation Incorporated.** A historical/archeological resources survey performed in August 2013 revealed that the project is not anticipated to cause a substantial adverse impact to an archaeological resource (CRM Tech 2013; **Appendix 5**). However, because archaeological resource sites have been identified in Wildomar, there is the potential for the unanticipated discovery of these resources. Because these resources are known to exist in the general area, the mitigation measures listed in this section (**CUL-1** through **CUL-7**) will ensure that any unanticipated discovery would not have a significant impact on archeological resources.

According to the Riverside County Land Information System (2013), the project site is not located within Native American tribal lands. However, historically tribal activities have occurred in and around the Wildomar area, and there is a potential for the inadvertent discovery of previously unknown resources. Implementation of mitigation measures **CUL-1** through **CUL-7** will reduce any potential impact to a less than significant level.

c) **Less Than Significant Impact With Mitigation Incorporated.** The site has been identified as having a low potential/sensitivity for paleontological resources according to the Wildomar General Plan Paleontological Sensitivity Resources Map. Mitigation measures **CUL-1** through **CUL-7** will be implemented to reduce impacts in the event that paleontological resources are found during ground-disturbing activity. Following the implementation of these mitigation measures, any impact would be less than significant.

d) **Less Than Significant Impact With Mitigation Incorporated.** There are no records of the project site containing any previously identified formal or informal cemetery. Although there are no known human remains on the project site, in the event human remains are encountered during ground-disturbing activities, mitigation measures (**CUL-1** through **CUL-7**) would reduce any impact to a less than significant level.

#### STANDARD CONDITIONS AND REQUIREMENTS

None required.

#### MITIGATION MEASURES

**CUL-1** If during grading or construction activities cultural resources are discovered on the project site, work shall be halted immediately within 50 feet of the discovery and the resources shall be evaluated by a qualified archeologist and the Pechanga Tribe (Tribe). Any unanticipated cultural resources that are discovered shall be evaluated in the final report prepared by the qualified archeologist. The report shall include a list of the resources discovered, documentation of each site/locality, and interpretation of the resources identified, and the method of preservation and/or recovery for identified resources. In the event the significant resources are recovered and if the qualified archaeologist and the Tribe determines the resources to be historic or unique, avoidance and/or mitigation would be required pursuant to and consistent with CEQA Guidelines Sections 15064.5 and 15126.4 and Public Resources Code Section 21083.2 and the Cultural Resources Treatment and Monitoring Agreement required by mitigation measure CUL-2.

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

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

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

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

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

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

**CUL-3** If human remains are encountered, California Health and Safety Code Section 7050.5 requires that no further disturbance occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within 24 hours. Subsequently, the Native American Heritage Commission shall identify the “most likely descendant” within 24 hours of receiving notification from the coroner. The most likely descendant shall then have 48 hours to make recommendations and engage in consultations concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.

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

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

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

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

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

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

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

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

**CUL-6** If inadvertent discoveries of subsurface archaeological resources are discovered during grading, work shall be halted immediately within 50 feet of the discovery. The developer, the project archeologist, and the Tribe shall assess the significance of such resources and shall meet and confer regarding the mitigation for such resources. If the developer and the Tribe cannot agree on the significance of or the mitigation for such resources, these issues will be presented to the City of Wildomar Planning Director. The Planning Director shall make the determination based on the provisions of CEQA with respect to archaeological resources and shall take into account

the religious beliefs, customs, and practices of the Pechanga Tribe. Notwithstanding any other rights available under the law, the decision of the Planning Director shall be appealable to the City of Wildomar. In the event the significant resources are recovered and if the qualified archaeologist determines the resources to be historic or unique as defined by relevant state and local law, avoidance and mitigation would be required pursuant to and consistent with Public Resources Code Section 21083.2 and CEQA Guidelines Sections 15064.5 and 15126.4.

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

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

**CUL-7** To address the possibility that cultural resources may be encountered during grading or construction, a qualified professional archeologist shall monitor all construction activities that could potentially impact archaeological deposits (e.g., grading, excavation, and/or trenching). However, monitoring may be discontinued as soon the qualified professional is satisfied that construction will not disturb cultural and/or paleontological archaeological resources. A final mitigation monitoring report shall be prepared by the archaeologist documenting any resources found, their treatment, ultimate disposition, new or updated site records and any other pertinent information associated with the project. Final copies of the report will be submitted to the City of Wildomar, the developer, the Eastern Information Center, and the Pechanga Tribe.

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

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

## 6. Geology and Soils

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

### DISCUSSION

a)

- i) **Less Than Significant Impact.** A soils investigation performed by John R. Byerly, Inc., in 2003 was updated for the proposed project in July 2013 (**Appendix 6**). While the project site is located approximately 1,500 feet northwest of the seismically active Wildomar branch of the Elsinore Fault Zone, Riverside County geographic information system (GIS) mapping does not identify the site as being within a California Earthquake Fault Hazard Zone (formerly known as an Alquist-Priolo Special Studies Zone) or the Riverside Fault Hazard Zone. Considering this, the project site may be expected to experience occasional strong ground motions from earthquakes caused by both local and regional faults. However, the July 2013 soils investigation performed by John R.

Byerly, Inc. (**Appendix 6**) supported a determination of a previous geologic report on the project site performed in June 2013 that concluded there is no visual evidence of active faulting on the site. In addition, a review of published maps and the Riverside County Land Information System reveals that no known active faults are located on the project site (**Appendix 6**).

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

- ii) **Less Than Significant Impact.** The proposed project could expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking. The project site is located in an area of high regional seismicity and may experience horizontal ground acceleration during an earthquake along the Wildomar fault of the Elsinore Fault Zone, which is located approximately 1,500 feet from the project site, or other fault zones throughout the region. The project site is not within a California Earthquake Fault Hazard Zone (formerly called an Alquist-Priolo Special Studies Zone) and does not lie within a Riverside County Fault Zone. The project site has been, and will continue to be, exposed to strong seismic ground shaking. However, compliance with the standard conditions and requirements of the City of Wildomar will minimize the potential for damage associated with strong seismic ground shaking allowing any impact to be less than significant.
- iii) **Less Than Significant Impact.** A soils investigation completed for the proposed project by John R. Byerly, Inc. (2013; **Appendix 6**) determined that neither liquefaction nor seismically induced settlement need to be a consideration in the design of homes at the project site. However, the project site is within a moderate risk liquefaction zone as established by the State of California. The City of Wildomar's standard conditions and requirements will address any potential impacts from other seismic-related ground failure and will minimize the potential for damage associated with strong seismic ground shaking. Any impact will be less than significant.
- iv) **No Impact.** The proposed project is not expected to expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death, from landslides. Due to the relatively level terrain in the proposed project area, this site is not subject to landslide, collapse, or rockfall hazards. The project site is located in an area of general seismic activity, but does not contain areas subject to unstable geologic units or soil. According to the Wildomar General Plan (2008), the project site has no potential for landslides. Additionally, due to the proposed project site's distance from boulders or other rock formations, there is no potential for mudslide or rock fall hazards. No impact is anticipated.

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

- c) **Less Than Significant Impact.** According to the Riverside County Land Information System (2013), the project site is located in an area that is designated as having a moderate potential for liquefaction and is susceptible to subsidence. However, the City of Wildomar's standard conditions and requirements would address any potential impacts related to ground failure. Any impact associated with ground failure hazards would be less than significant.
- d) **Less Than Significant Impact With Mitigation Incorporated.** The soils investigation by John R. Byerly, Inc. (2013; **Appendix 6**) determined that in their present state, the existing artificial fill and portions of the upper natural soils are not considered suitable for structural support due to compressibility considerations. However, the implementation of mitigation measure **GEO-1** and **GEO-2** will reduce any impact from these observed conditions. Supporting soils on the site were noted in the soils investigation by John R. Byerly, Inc. (2013; **Appendix 6**) to be medium dense to dense silty sands and medium stiff silty clays. In addition, future development proposed on the site is required to comply with the California Building Code and commonly accepted engineering practices, which require special design and construction methods for dealing with expansive and unstable soil behavior. Compliance with recommendations included in the soils report required by the standard conditions for project will ensure that soils at future development sites would be capable of supporting the structures resulting from the proposed project. Compliance would reduce any impact resulting from expansive and unstable soils to a less than significant level.
- e) **No Impact.** The proposed project will not include the installation of septic tanks or alternative wastewater disposal systems. No impact is expected.

#### STANDARD CONDITIONS AND REQUIREMENTS

1. Any grading performed on the project site shall conform to the California Building Code, Chapter 16.12 of the Wildomar Municipal Code, and all other relevant laws, rules, and regulations governing grading in Wildomar. Prior to commencing any grading which includes 50 or more cubic yards, the developer shall obtain a grading permit from the Building Department.
2. Prior to issuance of a grading permit, the developer shall provide the Engineering Department evidence of compliance with the National Pollutant Discharge Elimination System (NPDES) and obtain a construction permit from the State Water Resources Control Board (SWRCB).
3. For the buildup of the proposed project erosion control-landscape plans, required for manufactured slopes greater than 3 feet in vertical height, are to be signed by a registered landscape architect and bonded prior to the issuance of a grading permit and per the requirements of California Building Code as adopted by the City of Wildomar in Section 15.12.010 of the City's Municipal Code. Planting shall occur within 30 days of meeting final grades to minimize erosion and to ensure slope coverage prior to the rainy season. The developer shall plant and irrigate all manufactured slopes steeper than a 4:1 (horizontal to vertical) ratio and 3 feet or greater in vertical height with grass or ground cover; slopes 15 feet or greater in vertical height shall be planted with additional shrubs or trees or as approved by the City Engineer.

## MITIGATION MEASURES

**GEO-1** Prior to the construction of any home on the proposed project site, the soils below the building areas and for a horizontal distance beyond the building areas at least equal to the depth of over-excavation below the final ground surface or 5 feet, whichever distance is greater, should be over-excavated to a depth of at least 5 feet below the final ground surface, whichever is deeper. Should competent natural soil be encountered before a depth of 5 feet is reached, the over-excavation can be terminated at that depth as long as there is at least 24 inches of compacted fill below all footings. Competent natural soil is defined as undisturbed material exhibiting a relative compaction of at least 85 percent (ASTM D 1557).

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

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

**GEO-2** The project applicant shall incorporate the recommendations of the Soils Investigation conducted by John R. Byerly, Inc., (2013; **Appendix 6**) into project plans. The project's building plans shall demonstrate that they incorporate all applicable recommendations of the soils investigation and comply with all applicable requirements of the latest adopted version of the California Building Code. A licensed professional engineer shall prepare the plans, including those that pertain to soil engineering, structural foundations, and installation. All on-site soil engineering activities shall be conducted under the supervision of a licensed geotechnical engineer or certified engineering geologist.

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

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

## 7. Greenhouse Gas Emissions

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

### DISCUSSION

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

- **Construction Activities:** During construction, GHGs would be emitted through the operation of construction equipment and from worker and vendor vehicles, each of which typically uses fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs such as carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), and nitrous oxide (N<sub>2</sub>O). Furthermore, CH<sub>4</sub> is emitted during the fueling of heavy equipment.
- **Gas, Electric, and Water Use:** Natural gas use results in the emissions of two GHGs: CH<sub>4</sub> (the major component of natural gas) and CO<sub>2</sub> from the combustion of natural gas. Electricity use can result in GHG production if the electricity is generated by combusting fossil fuel. California's water conveyance system is energy-intensive. Preliminary estimates indicate that the total energy used to pump and treat water exceeds 6.5 percent of the total electricity used in the state per year.
- **Solid Waste Disposal:** Solid waste generated by future residential development on the project site could contribute to GHG emissions in a variety of ways. Landfilling and other methods of disposal use energy for transporting and managing the waste, and they produce additional GHGs to varying degrees. Landfilling, the most common waste management practice, results in the release of CH<sub>4</sub> from the anaerobic decomposition of organic materials. Methane is 21 times more potent a GHG than CO<sub>2</sub>. However, landfill CH<sub>4</sub> can also be a source of energy. In addition, many materials in landfills do not decompose fully, and the carbon that remains is sequestered in the landfill and not released into the atmosphere.
- **Motor Vehicle Use:** Transportation associated with future development of the proposed project site would result in GHG emissions from the combustion of fossil fuels in daily automobile and truck trips.

GHG emissions associated with residential land uses would occur over the short term from construction activities, consisting primarily of emissions from equipment exhaust. There would also be long-term regional emissions associated with project-related new vehicular trips and stationary source emissions, such as natural gas used for heating and electricity usage for lighting. Preliminary guidance from the Office of Planning and Research (OPR) and recent letters from the Attorney General critical of CEQA documents which have taken different approaches indicate that lead agencies should calculate, or estimate, emissions from vehicular traffic, energy consumption, water conveyance and treatment, waste generation, and construction activities. The calculation presented below includes construction as well as long-term operational emissions in terms of annual carbon dioxide equivalent (CO<sub>2</sub>e) associated with the anticipated operations of the proposed project. The resultant emissions of these activities were calculated using the CalEEMod air quality model (**Appendix 3**). CalEEMod (SCAQMD 2013) is a statewide land use emissions computer model designed to provide a uniform platform for the use of government agencies, land use planners, and environmental professionals.

Thresholds of significance illustrate the extent of an impact and are a basis from which to apply mitigation measures. On September 28, 2010, the SCAQMD conducted Stakeholder Working Group Meeting #15, which resulted in a recommended threshold of 3,000 metric tons of CO<sub>2</sub>e as a threshold for all land uses. Therefore, for the purposes of this evaluation and in the absence of any other adopted significance thresholds, a threshold of 3,000 metric tons of CO<sub>2</sub>e per year is used to assess the significance of greenhouse gases. Emissions resulting from implementation of the proposed project have been quantified and the quantified emissions are compared with the SCAQMD greenhouse gas threshold. The anticipated GHG emissions during project construction and operation are shown in **Table 7-1**. Per this table, GHG emissions projected to result from both construction (amortized over 30 years) and operation of the proposed project would not exceed the SCAQMD greenhouse gas threshold of 3,000 metric tons of CO<sub>2</sub>e per year. The impact is therefore considered less than significant.

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

Emission Type	CO <sub>2</sub> e
Construction (amortized over 30 years)	19
Indirect Emissions from Energy Consumption	60
Water Demand	7
Waste Generation	8
Area Source (landscaping)	5
Mobile Source (vehicles)	208
<b>Operations Total</b>	<b>307</b>
<i>SCAQMD Greenhouse Gas Threshold</i>	<i>3,000</i>
Threshold Exceeded?	No

Source: CalEEMod (SCAQMD 2013)

b) **Less Than Significant Impact.** Wildomar is a member agency of the Western Riverside Council of Governments (WRCOG), which coordinated a Subregional Climate Action Plan (CAP) process on behalf of its member agencies. The WRCOG Subregional CAP (2014) establishes a community-wide emissions reduction target of 15 percent below 2010, following guidance from CARB and the Governor's Office of Planning and Research. CARB and the California Attorney General have determined this approach to be consistent with the statewide Assembly Bill 32 (AB 32) goal of reducing emissions to 1990 levels by the year 2020. Progress toward achieving the 2020 emissions reduction target will be monitored over time through preparation of an annual memorandum documenting program implementation and performance. Following each annual report, WRCOG and the participating jurisdictions may adjust or otherwise modify the strategies to achieve the reductions needed to reach the target. Such adjustments could include more prescriptive measures, reallocation of funding to more successful programs, and modifications to the 2020 business-as-usual (BAU) emissions projection and reduction target based on revised population, housing, and employment growth estimates. Additionally, there will be a comprehensive inventory update prior to 2020 to track overall progress toward meeting the GHG reduction target.

To meet emissions reduction targets, the CAP considers existing programs and policies in the subregion that achieve GHG emissions reductions in addition to new GHG reduction measures. Several measures apply to participating jurisdictions in western Riverside County uniformly, because they respond to adoption of a state law (e.g., the Low Carbon Fuel Standard) or result from programs administered at the discretion of a utility serving multiple jurisdictions (e.g., utility rebates). For other more discretionary measures, participating jurisdictions, including Wildomar, have voluntarily committed to a participation level that could be implemented in their community. For example, the City has agreed to increase the amount of bike lanes in the city by 10 percent compared with existing conditions (CAP Measure T-1), increase bicycle parking (CAP Measure T-2), increase fixed-route bus service by 5 percent compared with existing conditions (CAP Measure T-5), synchronize traffic signals (CAP Measure T-7), increase the jobs/housing ratio in the city by 5 percent (CAP Measure T-9), and provide residential green bins for the collection and transport of organic waste for compost (CAP Measure SW-1). There are no aspects of the project that would inhibit these goals and therefore would not be considered to conflict with it.

The City is also subject to compliance with the Global Warming Solutions Act (AB 32), codified at Health and Safety Code Sections 38500, 38501, 28510 (repealed), 38530, 38550, 38560, 38561–38565, 38570, 38571, 38574, 38580, 38590, and 38592–38599. AB 32 is a legal mandate requiring that statewide GHG emissions be reduced to 1990 levels by 2020. In adopting AB 32, the legislature determined the necessary GHG reductions for the state to make in order to sufficiently offset its contribution to the cumulative climate change problem to reach 1990 levels. As identified in Issue a) above, the proposed project would not surpass the SCAQMD's recommended GHG significance threshold, which was prepared with the purpose of complying with the requirements of AB 32. This threshold was developed based on 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. Compliance with such thresholds will be part of the solution to the cumulative GHG emissions problem, rather than hinder the State's ability to meet its goals of reduced statewide GHG emissions under AB 32. Therefore, the proposed project would not conflict with AB 32.

For these reasons, this impact is considered to be less than significant.

## STANDARD CONDITIONS AND REQUIREMENTS

None required.

## MITIGATION MEASURES

None required.

## 8. Hazards and Hazardous Materials

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

### DISCUSSION

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

- b) **Less Than Significant Impact.** Residential development associated with the proposed project would not include uses that utilize large quantities of hazardous materials. Due to the limited nature of materials associated with residential land uses and the existing regulatory requirements, the potential for release of hazardous materials into the environment associated with development would be considered less than significant.
- c) **No Impact.** The closest school to the proposed project site, Wildomar Elementary School, is located approximately 1,200 feet to the northeast, while David A. Brown Middle School is 0.70 miles from the site. As a future residential development, the project will not emit hazardous emissions or handle hazardous or acutely hazardous material within one-quarter mile of a school. No impacts are expected.
- d) **No Impact.** The proposed project site is not located on any hazardous materials site as designated by Government Code Section 65962.5. A review of the information on the California Department of Toxic Substances Control Envirostor website (2013) did not identify any other hazardous materials sites on or adjacent to the project site. Consequently, there is no impact.
- e) **No Impact.** The project site is not located within any airport land use plan. The closest public airport is French Valley Airport, which is located approximately 8.5 miles southeast of the project site. Given the distance and because the project is not in the airport land use plan for French Valley Airport, there is no impact.
- f) **No Impact.** The project site is located in proximity to Skylark Field, which is a private airstrip located at the south end of Lake Elsinore, approximately 2 miles northwest of the project site. Skylark Field is used primarily by skydiving aircraft, which commonly drop parachutists into the nearby back-bay area south of the lake. The airstrip is also used for gliding and other recreational uses. As shown in Figure 5, Skylark Airfield Area of Influence, of the Elsinore Area Plan (County of Riverside 2011), the proposed project site is outside of the influence policy area. No impact is anticipated.
- g) **No Impact.** Access to the project site will be via Central Street along the eastern boundary of the project; A Street is a new street part of the proposed project that will direct traffic flows from Central Street, through the project and out toward Gruwell Street. Development of the proposed project will not require the closure or relocation of any roadways, and operation of the proposed project is not expected to interfere with access to any surrounding roadway. Elm Street currently terminates at the southwestern side of the project. No access from Elm Street to the project site will be created. In addition, no current program within the City of Wildomar identifies any surrounding roadway as an emergency access route. The proposed project will have no impact on any plans for emergency evacuation.
- h) **No Impact.** According to the Riverside County Land Information System (2013), the project site is not within a Very High Fire Hazard Severity Zone as designated by the California Department of Forestry and Fire Protection (Cal Fire). In addition, future development on the proposed project site will occur in an urbanized setting, minimizing any exposure to wildfire threats. No impact is anticipated.

#### STANDARD CONDITIONS AND REQUIREMENTS

1. As required by Section 15.04.020 of the Wildomar Municipal Code, any trash, debris, and waste materials remaining from uses prior to development shall be disposed of off-site, in accordance with current local, state, and federal disposal regulations. Any materials containing petroleum residues encountered during property improvements shall be evaluated prior to removal and disposal, following proper procedures. Any buried trash/debris encountered shall be evaluated by an experienced environmental consultant prior to removal.

#### MITIGATION MEASURES

None required.

## 9. Hydrology and Water Quality

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

Issues: Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?				✓
j) Inundation by seiche, tsunami, or mudflow?				✓

#### DISCUSSION

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

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

b) **Less Than Significant Impact.** The proposed project is located in the area subject to the Elsinore Basin Groundwater Management Plan (EVMWD 2005). Adopted on March 24, 2005, under the authority of the Groundwater Management Planning Act (California Water Code Part 2.75, Section 10753), as amended, the plan addresses the hydrogeologic understanding of the Elsinore Basin, the evaluation of baseline conditions, the identification of management issues and strategies, and the definition and evaluation of alternatives. The EVMWD will provide water service to the proposed project, and no wells will be constructed as part of the project.

As vacant land, the proposed project site is currently largely permeable. The proposed project will increase the imperviousness of the site through construction of homes, driveways, roads, and sidewalks. Section 17.24.020(G) of the Wildomar Municipal Code restricts the maximum size of the dwelling to 50 percent of the lot, while the adopted Design Guidelines require that residential lot coverage remain below 50 percent (City of Wildomar 2003). The small area of the property is such that even if the entire site were covered with impervious surface, there would be minimal impact on overall groundwater recharge. Stormwater from the site will flow into the Murrieta

Creek Channel and ultimately flow into Lake Elsinore. As the water from the site will not be removed from the Elsinore Basin, the impact on basin recharge is considered less than significant.

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

- c) **Less Than Significant Impact.** A preliminary hydrology/drainage study prepared for the proposed project by RDS and Associates in May 2013 (**Appendix 7**) determined that the current stormwater flows from the site are 3.5 cubic feet per second (cfs) for 10-year storm events and 6.1 cfs for 100-year storm events. The same study determined that the development of the project site will result in predicted stormwater flows of 5.3 cfs and 8.7 cfs for the 10-year and 100-year storms, respectively (RDS and Associates 2013a; **Appendix 7**). No watercourse exists on the project site, and an increase of 1.8 cfs to stormwater flows during 10-year storm events and 2.7 cfs to stormwater flows during 100-year storm events would not result in erosion on the project site. In addition, future development on the project site will be required to implement the water quality management plan (WQMP) prepared for the proposed project (**Appendix 8**). Considering the incremental increase to stormwater flows from the site and the implementation of the WQMP, any impact would be less than significant.
- d) **Less Than Significant Impact.** Grading and paving of portions of the proposed project site would result in changes to the existing hydrologic features of the project site. As noted in Issue c) above, these changes would not result in significant changes to the volume of stormwater flows from the project site or the hydrologic features receiving flows from the site (RDS and Associates 2013a; **Appendix 7**). Any impact would be less than significant.
- e) **Less Than Significant Impact.** The proposed project will include the construction of a street, A Street, which will direct flows from Gruwell Street via rolled curb and gutter southwesterly to the vegetated swale within Lot 15, adjacent to Central Street. Flows within A Street will be directed to a low point on Lot 15. The low point within A Street will be conveyed through a vegetated swale within Lot 15. The filtered flows from the vegetated swale will then outlet to the Murrieta Creek Channel via a grated inlet and 24-inch reinforced concrete pipe. The existing drainage flows discharged into the Murrieta Creek Channel for the developed condition of the proposed project site were calculated to be 5.3 cfs and 8.7 cfs for the 10-year and 100-year storms, respectively (RDS and Associates 2013a; **Appendix 7**).

The stormwater system as described will be discharged directly into a publicly owned, operated, and maintained Municipal Separate Stormwater Sewer System (MS4), and the discharge will be in full compliance with Riverside County Flood Control requirements for connections and discharges to the MS4. In addition, the vegetated swale, and the outlet to the Murrieta Creek Channel will be owned and maintained by the homeowners association of the proposed project.

Finally, any future development will be required to prepare a stormwater pollution prevention plan (SWPPP) that will include best management practices designed to reduce and manage increases in runoff water at the site. The BMPs may include design components such as

channeling site runoff into landscape areas, the incorporation of landscape buffer areas between sidewalks and streets, the construction of containment basins, or the infiltration of roof runoff to landscaping. The proposed best management practices included in the water quality management plan (**Appendix 8**) and required SWPPP will ensure that post-development discharge of stormwater flow is directed to the existing publicly owned, operated, and maintained MS4 facility. Any impact would be less than significant.

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

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

g, h) **Less Than Significant.** A portion of the residential project may be located inside of the 100-year floodplain as mapped on a Flood Insurance Rate Map (FIRM) Panel Number 06065C2682G (FEMA 2008) and may be subject to flooding. The 100-year flood line appears to be within the channel and adjacent right-of-way for the Murrieta Creek Channel, but the actual location of the line will need to be determined by final engineering (see **Figure 7**). If the area is within the 100-year flood elevation, the FIRM map indicates that flooding would be 1 foot or less in elevation. The City's Municipal Code Chapter 15.96 relates to flood hazard area regulations. One of the provisions of the Flood Hazard Area Regulations is that "for all new construction and substantial improvements, fully enclosed areas below the lowest floor that are subject to flooding shall be designed to automatically equalize hydrostatic flood forces on exterior walls by allowing for the entry and exit of floodwaters. A minimum of two openings having a total net area of not less than one square inch for every square foot of enclosed area subject to flooding shall be provided. The bottom of all openings shall be no higher than one foot above grade. Openings may be equipped with screens, louvers, valves, or other coverings or devices; provided that they permit the automatic entry and exit of floodwaters." If the project engineer can demonstrate to the City Engineer that the property is outside of the floodplain, the provisions of Municipal Code Chapter 15.96 will not apply. Either compliance with Chapter 15.96 or evidence that the property is outside of the 100-year floodplain will result in a less than significant impact.

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

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

## STANDARD CONDITIONS AND REQUIREMENTS

1. Prior to the approval of the grading permit for future development on the project site, the project applicant(s) for future development shall be required to prepare and implement a stormwater pollution prevention plan (SWPPP) consistent with the NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2010-0014-DWQ), which is to be administered through all phases of grading and project construction. The SWPPP shall incorporate best management practices (BMPs) to ensure that potential off-site water quality impacts during construction phases are minimized. The SWPPP shall be submitted to the San Diego Regional Water Quality Control Board and to the City of Wildomar for review. A copy of the SWPPP must be kept accessible on the project site at all times. In addition, the project applicant(s) will be required to submit, and obtain City approval of, the attached preliminary water quality management plan (**Appendix 8**) prior to the issuance of any building or grading permit for future development on the project site in order to comply with the Area-Wide Urban Runoff Management Program. The project shall implement site design BMPs, source control BMPs, and treatment control BMPs as identified in the water quality management plan. Site design BMPs shall include, but are not limited to, landscape buffer areas, roof and paved area runoff directed to vegetated areas, and vegetated swales. Source control BMPs shall include, but are not limited to, education, landscape maintenance, litter control, irrigation design to prevent overspray, and covered trash storage. Treatment control BMPs shall include vegetated swales and a detention basin, or an infiltration device.
2. The project shall comply with the provisions of Wildomar Municipal Code Chapter 15.96, Flood Hazard Area Regulations.

## MITIGATION MEASURES

None required.

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# ELM STREET



Source: FEMA Flood Map Store

Not to scale

## LEGEND

### SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V, and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

#### ZONE A

No Base Flood Elevations determined.

#### ZONE AE

Base Flood Elevations determined.

#### ZONE AH

Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.

#### ZONE AO

Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.

#### ZONE AR

Special Flood Hazard Area formerly protected from the 1% annual chance flood by a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.

#### ZONE A99

Area to be protected from 1% annual chance flood by a Federal flood protection system under construction; no Base Flood Elevations determined.

#### ZONE V

Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.

#### ZONE VE

Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

#### FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

#### OTHER FLOOD AREAS

Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

#### OTHER AREAS

Areas determined to be outside the 0.2% annual chance floodplain. Areas in which flood hazards are undetermined, but possible.

#### COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

#### OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

**Figure 7**  
FIRM Map



## 10. Land Use and Planning

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

### DISCUSSION

a) **No Impact.** The proposed project is located between existing homes on Darby Street and vacant land parallel to the Murrieta Creek Channel. The new roadway, shown as A Street on **Figure 2**, will connect Central Street with Gruwell Street and serve only the proposed project. No existing circulation pattern will be disrupted and proposed project will not block access to other properties. As shown in **Figure 1**, the proposed project is surrounded by existing development, and the existing creek forces all pedestrian or vehicle traffic to use the bridges on Central and Gruwell streets. Access to the rear of existing homes along Darby Street will be maintained by the existing 10-foot utility easement along the south side of the proposed A Street. The proposed project will not eliminate any streets in the area or create any new structures that would divide the community. No impact is anticipated.

b) **Less Than Significant Impact.** The proposed project site is currently zoned Rural Residential (R-R) and designated for Medium Density Residential (MDR) use in the Wildomar General Plan. Land to the northeast of the site is zoned One-Family Dwelling (R-1) and designated MDR, while land to the northwest is zoned R-1 and designated for Low Density Residential (LDR) use. All other surrounding land is zoned R-R and designated MDR. The proposed project includes a change of zone of the project site from the existing R-R to R-1. The change in zone will allow consistency with the land use designation of the site and would not result in any zoning conflicts, since the existing and proposed zones are both for detached single-family home residential uses. The following are a few General Plan policies that are furthered by the project and help to avoid and/or mitigate environmental effects:

LU 6.4 Retain and enhance the integrity of existing residential, employment, agricultural, and open space areas by protecting them from encroachment of land uses that would result in impacts from noise, noxious fumes, glare, shadowing, and traffic.

LU 22.6 Require setbacks and other design elements to buffer residential units to the extent possible from the impacts of abutting agricultural, roadway, commercial, and industrial uses.

LU 22.1 Accommodate the development of single- and multi-family residential units in areas appropriately designated by the General Plan and area plan land use maps.

LU 22.4 Accommodate the development of a variety of housing types, styles and densities that are accessible to and meet the needs of a range of lifestyles, physical abilities, and income levels.

LU 22.10 Require that residential units/projects be designed to consider their surroundings and to visually enhance, not degrade, the character of the immediate area.

OS 17.1 Enforce the provisions of applicable MSHCPs, if adopted, when conducting review of development applications.

Impacts to land use are considered less than significant.

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

#### STANDARD CONDITIONS AND REQUIREMENTS

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

#### MITIGATION MEASURES

None required.

## 11. Mineral Resources

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

### DISCUSSION

- a) **No Impact.** The proposed project is located within an area designated as MRZ-3 by the Wildomar General Plan (2008). The MRZ-3 zone includes areas where the available geologic information indicates that while mineral deposits are likely to exist, the significance of the deposit is undetermined. A review of project soil types (**Appendix 6**) did not reveal any significant potential for mineral resources at the site. No impact is anticipated.
- b) **No Impact.** There are no known locally important mineral resource recovery sites identified on the project site in the Wildomar General Plan (2008) or in a specific plan or other land use plan of value to the region or to the residents of the state. No impact is expected.

### STANDARD CONDITIONS AND REQUIREMENTS

None required.

### MITIGATION MEASURES

None required.

## 12. Noise

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

### DISCUSSION

a) **Less Than Significant Impact With Mitigation Incorporated.** The City of Wildomar sets standards for allowable noise levels according to General Plan land use designations. These standards, contained in the Wildomar General Plan, are measured by equivalent continuous sound level ( $L_{eq}$ ).  $L_{eq}$  is a method of describing sound levels that vary over time, resulting in a single decibel value which takes into account the total sound energy over a period of time of interest. The proposed project is currently designated for residential use, with a maximum exterior noise level of 65  $L_{eq}$  (10 minutes) from 7 a.m. to 10 p.m. and 45  $L_{eq}$  (10 minutes) from 10 p.m. to 7 a.m., and a maximum interior noise level of 55  $L_{eq}$  (10 minutes) from 7 a.m. to 10 p.m. and 40  $L_{eq}$  (10 minutes) from 10 p.m. to 7 a.m.

## Construction Noise Levels

As the proposed project is developed, it is possible that construction noise will result in a short-term, unsustained elevation in the amount of noise at the project site. Noise levels associated with the anticipated construction equipment are summarized in **Table 12-1**. Based on these typical noise levels, construction activities associated with future development may result in noise levels that range from 71 to 94 dBA at 50 feet. The loudest noise sources are likely to be earth-moving equipment such as graders, bulldozers, and backhoes that typically are used at the beginning of construction in previously undeveloped areas. However, noise levels would attenuate (drop) as noise source distance increases away from sensitive receptors or by being blocked with intervening features such as walls, fences, and buildings. Construction noise attenuates at a rate of 6 dBA per doubling of distance, such that estimated noise of 90 dBA at 50 feet would be reduced to 84 dBA at 100 feet, and an intervening solid wall or building can reduce noise levels by 5 to 10 decibels as long as it serves to block the line of sight from the noise source to the receptor (FTA 2006).

The site is essentially flat, with approximately 7 feet of elevation change over the 1,286-foot length of the property. While there will be excavation associated with the installation of sewer and water lines, grading activities are anticipated to last approximately 8 days.

**Table 12-1**  
**Typical Construction Equipment Noise Levels**

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

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

The City of Wildomar General Plan does not set decibel standards for temporary construction noise impacts. The General Plan contains four policies pertaining to temporary construction noise (Policies N 12.1 through 12.4), but those policies do not set decibel standards and generally require that the City make reasonable efforts to minimize temporary construction noise impacts on adjacent uses. Chapter 9.48 of the Wildomar Municipal Code contains noise standards in addition to the standards included in the General Plan, but Section 9.48.010 specifically states that the noise standards contained in that chapter are not thresholds of significance for the purposes of CEQA review. In addition, Section 9.48.020(l) of the Wildomar Municipal Code states that sound emanating from private construction projects located within one-quarter of a mile of an inhabited dwelling is exempt from the noise ordinance, provided that:

1. Construction does not occur between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September; and
2. Construction does not occur between the hours of 6:00 p.m. and 7:00 a.m. during the months of October through May.

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

***Caltrans Standard Specifications Section 14-8***

Do not exceed 86 dBA LMax at 50 feet from the job site activities from 9 p.m. to 6 a.m.

***The American National Standards Institute***

A10.46-2007, Hearing Loss Prevention in Construction and Demolition Workers. Applies to all construction and demolition workers with potential noise exposures (continuous, intermittent, and impulse) of 85 dBA and above.

***The American Conference of Governmental Industrial Hygienists***

The ACGIH has established exposure guidelines for occupational exposure to noise in its Threshold Limit Values (TLVs) (85 dBA PEL with a 3 dBA exchange rate).

***Federal Railroad Administration***

49 CFR 227, Occupational Noise Exposure for Railroad Operating Employees. Requires railroads to conduct noise monitoring and implement a hearing conservation program for employees whose exposure to cab noise equals or exceeds an 8-hour time-weighted-average of 85 dBA. This final rule became effective February 26, 2007.

***California Department of Industrial Relations***

Employers shall make hearing protectors available to all employees exposed to an 8-hour time-weighted average of 85 decibels or greater at no cost to the employees. Hearing protectors shall be replaced as necessary. The DIR also establishes time-based exposure limits to different noise levels; however, their table starts at the 90 dBA level.

As shown above, these agencies seem to settle on 85 dBA as a reasonable threshold of noise exposure for construction workers. It should be noted that this threshold is based on worker protection, which assumes continuous exposure for the worker. Construction activities would be intermittent and temporary, and it is unlikely that a noise-sensitive receptor would be exposed to construction-related noise levels above 85 dBA continuously for the length of the project's construction. However, the City has determined that exposure of noise-sensitive receptors to construction noise levels above 85 dBA would result in a potentially significant impact.

As shown in **Table 12-1**, most of the probable construction equipment has an upper range of noise that is consistent with the 85 dBA threshold. As shown on **Figure 2**, with the exception of a single home at the intersection of the proposed A Street and Central Street, all of the residences on the west side of A Street are more than 100 feet from the nearest construction area. Existing homes across the Murrieta Creek Channel right-of-way to the northeast are approximately 70 to 100 feet from the construction area for the proposed homes.

However, for the home at the intersection of the proposed A Street and Central Street, the distance to the roadway construction is approximately 15 feet, and the homes located to the southwest of the project site along Darby Street are also located approximately 10 to 20 feet from the site boundary. Noise-sensitive uses located between 10 and 70 feet from the project site could potentially be exposed to noise levels above 85 dBA during the site preparation and grading phase of project construction. Noise from construction activities at these locations would be sporadic and limited during the construction period. To address this impact, mitigation measure **NOI-1** requires that the construction contractor follow best management practices that include, but are not limited to, restricting grading and excavation activities to the hours of 9:00 a.m. to 4:00 p.m. on non-holiday Mondays through Fridays. This ensures that the loudest construction activities occur outside of recognized weekend, holiday, sleeping, and rest time; using grading and excavation equipment that has been certified to generate noise levels of no more than 85 dBA at a distance of 50 feet; either erecting a temporary noise barrier or developing the proposed masonry wall along the western, northern, and southern perimeters of the site; and coordinating with the adjacent residents such that the residents are fully aware of the construction schedule.

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

### **Operational Noise Levels**

Noise in the city is dominated by I-15 and traffic on local roadways. **Table 12-2** shows the existing noise levels along Central Street. As shown in **Table 12-2**, the estimated noise levels along Central Street are 59.9 dBA CNEL, which exceeds the 55 dBA CNEL standard established in Table 1 of Section 9.48.040, General Sound Level Standards, of the City of Wildomar Municipal Code. However, as shown in **Figure 2**, the perimeter of the project site would include a masonry wall with a height of approximately 5 feet 6 inches. Sound levels can be reduced by placing barriers between the noise source and the receiver. In general, barriers contribute to decreasing noise

levels only when the structure breaks the “line of sight” between the source and the receiver. Noise barriers can be constructed from earth, concrete, masonry, wood, metal, and other materials. To effectively reduce sound transmission through the barrier, the material chosen must be rigid and sufficiently dense (at least 20 kilograms per square meter). All noise barrier material types are equally effective, acoustically, if they have this density (FHWA 2015). The noise reduction from the masonry wall would reduce noise levels from Central Street by approximately 5 dBA, such that noise levels are estimated to be 54.9 dBA, which is below the maximum established in Table 1 of Section 9.48.040, General Sound Level Standards, of the City of Wildomar Municipal Code.

**Table 12-2**  
**Existing Noise Contour Distance**

Roadway Segment	Existing CNEL at 100 Feet from Centerline	Distance to CNEL Contour from Centerline of Roadway (feet)*			
		70 CNEL	65 CNEL	60 CNEL	55 CNEL
Central Street, west of Palomar Street	59.9	—	46	98	211

*Traffic noise calculation sheets are available in Appendix 9.*

*\* Does not account for attenuating features such as intervening structure, walls, or earthen berms.*

The proposed project would introduce new noise sources due to the development of new residential uses on currently vacant land. The primary source of community noise would be from the installation heating, ventilation, and air conditioning (HVAC) systems. The HVAC equipment on the new residences would comply with the City of Wildomar noise ordinance. In addition, noise from the equipment would likely be indistinguishable in the ambient noise environment due to traffic noise along Central Street and the noise attenuation due to the distance between the HVAC systems and nearby residences. Thus, noise impacts from HVAC equipment would be less than significant.

b) **Less Than Significant Impact.** Construction of future development on the project site would have the potential to result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used and the operations involved. Vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. **Table 12-3** displays vibration levels for typical construction equipment.

**Table 12-3**  
**Typical Construction-Equipment Vibration Levels**

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

*Source: FTA 2006*

<sup>1</sup> Where PPV is the peak particle velocity

<sup>2</sup> Where Lv is the velocity level in decibels (VdB) referenced to 1 micro-inch/second and based on the root mean square (RMS) velocity amplitude.

Future development on the project site may require the use of bulldozers and trucks. According to the Federal Transit Administration (FTA) (2006), vibration levels associated with the use of a large bulldozer are 0.089 inches per second (in/sec) peak particle velocity (PPV) and 87 vibration decibels [VdB referenced to 1 gin/sec and based on the RMS velocity amplitude] at 25 feet, as shown in **Table 12-3**. Using the FTA-recommended procedure for applying a propagation adjustment to these reference levels, predicted worst-case vibration levels of approximately 0.03 in/sec PPV and 81 dBA at approximately 50 feet from the project site's boundary could occur from use of a large bulldozer. These vibration levels would not exceed the California Department of Transportation's recommended standard of 0.2 in/sec PPV (Caltrans 2002) with respect to the prevention of structural damage for normal buildings, which standard is also incorporated into the Noise Element of the City of Wildomar General Plan. Vibration levels at greater distances would be substantially diminished. Because zoning provides for residential development, no vibration impacts are anticipated from operations. Any impacts would be less than significant.

- c) **Less Than Significant Impact.** Buildout of the proposed project will result in new homes with residents that may increase the ambient noise levels in the area from the current condition. However, the noise from the project will be similar in scope and type to the existing residential units in the area (i.e., periodic noise from lawn mowers, car engines, leaf blowers, children). As the proposed residential development, and the associated noise from the new residents, is similar to the existing uses in the area, no substantial increases in ambient noise levels are anticipated and this impact is considered less than significant.
- d) **Less Than Significant Impact With Mitigation Incorporated.** Future construction activity on the project site would temporarily increase ambient noise levels above existing levels, as discussed in more detail in Issue a) above. This condition is expected to occur as the site is graded and as the homes and other site improvements are constructed. There will be a temporary increase in noise as the site is prepared for construction of the roadway and with construction of the homes. Compliance with the City's noise ordinance and implementation of mitigation measure **NOI-1** will ensure that these impacts are less than significant with mitigation incorporated.
- e) **No Impact.** The project site is not located within the influence area for any airport. The closest public general aviation airfield is French Valley Airport, approximately 8.5 miles southeast of the project site. The project site is outside of the airport noise and safety influence or flight surface control areas. No impact is expected.
- f) **Less Than Significant Impact.** Skylark Field is located approximately 2 miles northwest of the project site at the south end of Lake Elsinore. As shown on Figure 5 of the Elsinore Area Plan (2003), the proposed project is outside the Airport Influence Policy area for Skylark Field. The proposed project is not within an airport master plan area and does not require review by the Airport Land Use Commission. Because the proposed project is distant from the airfield and not part of the influence policy area for the airport, aircraft will be higher in overflight of the property and would not subject the project site to excessive noise. This impact is considered less than significant.

## STANDARD CONDITIONS AND REQUIREMENTS

1. All construction and general maintenance activities shall be limited to the hours and decibel levels described in Wildomar Municipal Code Chapter 9.48, except as further restricted by mitigation measure **NOI-1**.

## MITIGATION MEASURES

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

- a) Notification shall be mailed to owners and occupants of all developed land uses immediately bordering the project site, immediately across the Murrieta Creek Channel from the project site, and directly across the street from the project site providing a schedule for major construction activities that will occur for the duration of the construction period. In addition, the notification will include the identification of and contact number for a community liaison and a designated construction manager who would be available on-site to monitor construction activities. The construction manager will be located at the on-site construction office during construction hours for the duration of all construction activities. Contact information for the community liaison and the construction manager will be located at the construction office, City Hall, and the police department.
- b) Site grading and excavation activity shall be limited to weekdays between 9:00 a.m. and 4:00 p.m., and no construction activities shall occur on Saturdays, Sundays, or federally recognized holidays.
- c) The construction contractor shall utilize grading and excavation equipment that is certified to generate noise levels of no more than 85 dBA at a distance of 50 feet.
- d) All construction equipment shall be properly maintained with operating mufflers and air intake silencers as effective as those installed by the original manufacturer.
- e) The construction contractor shall erect a temporary noise construction barrier along the southwestern, northwestern, and western perimeters of the project site. If a temporary construction barrier is deemed technically infeasible, the contractor shall construct a masonry wall along the southern and western perimeters of the project prior to any other phase of construction activity, including site grading. The applicant shall demonstrate that the temporary barrier achieves a noise reduction of at least 5 decibels during construction activities.
- f) The construction contractor shall evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings by the use of sound blankets, for example, and implement such measures if such measures are feasible and would noticeably reduce noise impacts.
- g) The construction contractor shall monitor the effectiveness of noise attenuation measures by taking noise measurements.

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

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

### 13. Population and Housing

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

#### DISCUSSION

- a) **Less Than Significant Impact.** The proposed project will eventually result in 15 additional single-family homes. Using January 1, 2014, California Department of Finance (DOF) estimates, an average of 3.3 persons per household is assumed for residences within the city. Considering this estimate, the proposed project will result in approximately 50 new residents. As of 2014, according to the DOF, Wildomar's estimated population was 33,718. The addition of 50 residents to the city's population represents an increase of less than 0.001 percent. Any impact would be less than significant.
- b, c) **No Impact.** No housing units or people would be affected, and the construction of replacement housing is not required. No impact is expected.

#### STANDARD CONDITIONS AND REQUIREMENTS

None required.

#### MITIGATION MEASURES

None required.

#### 14. Public Services

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

#### DISCUSSION

a) **Less Than Significant Impact.** The Riverside County Fire Department (RCFD) provides fire protection and safety services to the City of Wildomar. The proposed project will be primarily served by Wildomar Fire Station #61, located at 32637 Gruwell Street, approximately 200 feet from the project site. In addition to Fire Station #61, several other Riverside County fire stations in the surrounding area would be able to provide fire protection safety services to the project site if needed. The 2011 RCFD annual report concluded that there were a total of 2,674 incidents in 2010 and 2,555 incidents in 2011 in Wildomar. Considering the number of housing units in the city, 10,806 in 2010 and 10,840 in 2011, there were 0.25 incidents per household in 2010 and 0.24 incidents per household in 2011. The proposed project will eventually add 15 single-family homes. Considering the 2011 incident rate of 0.24 incidents per housing unit, the proposed project may be projected to generate 3.6 annual incidents. An additional 3.6 incidents would represent a 0.14 percent increase in the number of incidents in Wildomar, which is considered less than significant.

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

b) **Less Than Significant Impact.** Police protection services are provided by the Riverside County Sheriff's Department (RCSD). The nearest sheriff's station is located at 333 Limited Street in Lake Elsinore, approximately 5.3 miles from the project site. Traffic enforcement is provided for

Riverside County in this area by the California Highway Patrol, with additional support from the local Riverside County Sheriff's Department.

For the purpose of establishing acceptable levels of service, the Riverside County Sheriff's Department maintains a recommended service ratio of 1.2 sworn law enforcement personnel for every 1,000 residents (City of Wildomar 2008). As stated in Issue a) in subsection 13, Population and Housing, of this Initial Study, the proposed project will result in approximately 50 new residents. Considering the RCSD's recommended service ratio, the population increase resulting from the proposed project would require 0.06 additional sworn law enforcement personnel.

In addition, as a standard condition of approval, any future building permit applicant will be required to pay the standard development impact fees pursuant to Section 3.44.080 of the Wildomar Municipal Code. The proposed project is not expected to result in activities that create unusual police protection needs or result in the need to construct new facilities. Any impacts would be considered incremental and less than significant.

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

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

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

- d) **Less Than Significant Impact.** The City of Wildomar owns and manages three public parks: Marna O'Brien Park, Regency Heritage Park, and Windsong Park. In addition, the city contains 306.93 acres of land dedicated to open space recreation and 220.92 acres of land dedicated to open space conservation. Upon city incorporation in 2008, the City of Wildomar adopted the Riverside County Municipal Code. The code includes an open space requirement of 3 acres of neighborhood and community parkland per 1,000 residents for residential subdivisions. The completion of the proposed project will result in a population increase of approximately 50 residents in Wildomar, generating a demand for 0.15 acres of parkland. This incremental increase in the demand for parkland will be offset by the standard condition of payment of Quimby park impact fees as required by Section 16.20.020 of the Wildomar Municipal Code.

- e) **Less Than Significant Impact.** Development associated with the proposed project may result in a slight increase in the demand for other governmental services, economic development, and the other community support services commonly provided by the City of Wildomar, including but not

limited to City Hall, the Mission Trail Library, and the Animal Friends of the Valleys animal shelter. As stated in Issue a) in subsection 13, Population and Housing, of this Initial Study, the proposed project will result in approximately 50 new residents. Considering the 2014 population of Wildomar of 33,718, the proposed project would result in a population increase of 0.001 percent. Impacts to community support services as a result of this incremental population increase would be less than significant.

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

#### STANDARD CONDITIONS AND REQUIREMENTS

1. Prior to issuance of any building permit, the project applicant(s) for future development shall pay the required development impact fees for the Riverside County Sheriff's Department, Riverside County Fire Department, and other governmental services pursuant to Chapter 3.44 of the Wildomar Municipal Code and in effect at the time of building permit issuance.
2. Prior to issuance of any building permit, the project applicant(s) for future development shall pay the required school impact mitigation fees established by the Lake Elsinore Unified School District and in effect at the time of building permit issuance.
3. Prior to issuance of any building permit, the project applicant(s) for future development shall pay the required Quimby park impact fees established by the City of Wildomar and in effect at the time of building permit issuance.

#### MITIGATION MEASURES

None required.

## 15. Recreation

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

### DISCUSSION

- a) **Less Than Significant Impact.** The proposed project and future residential development associated with the proposed project may result in the incremental increased use of existing neighborhood and regional parks or other recreational facilities. However, considering the very small population increase of 50 residents, the impacts are expected to be less than significant.
- b) **No Impact.** The proposed project and future residential development associated with the proposed project would not be expected to require the construction or expansion of new recreational facilities. There are no parks or recreational facilities included in the project. As a result, no impacts are anticipated.

### STANDARD CONDITIONS AND REQUIREMENTS

1. Prior to issuance of any building permit, the project applicant(s) for future development shall pay the required park impact fees established by the City of Wildomar and in effect at the time of building permit issuance.

### MITIGATION MEASURES

None required.

## 16. Transportation/Traffic

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

### DISCUSSION

a) **Less Than Significant Impact.** Intersection and roadway functioning is usually described by its level of service (LOS). LOS A constitutes light traffic conditions with no interruptions in service or delays at intersections, while LOS F represents congested and unstable conditions with slow moving traffic accompanied by significant delays at many intersections. The City of Wildomar General Plan (2008) establishes a citywide goal for intersection performance during peak traffic periods at LOS D or better.

Development associated with the proposed project would result in additional vehicle trips on the citywide road network. Assumptions regarding the number of trips a proposed project will generate are based on trip generation rates in the Institute of Transportation Engineers, *Trip*

*Generation Manual, 8<sup>th</sup> Edition* (2008). The manual, which determines daily traffic trips based on land use, states that detached single-family residential units generate 0.75 a.m. peak-hour trips, 1.01 p.m. peak-hour trips, and 9.57 daily trips. Considering these generation rates, the proposed development is projected to generate a total of 144 additional daily vehicle trips on a weekday, 11 of which will occur during the morning peak hour and 15 of which will occur during the evening peak hour.

The Wildomar General Plan (2008) also classifies local roadways by the number of lanes of the road and certain design standards for vertical and horizontal roadway alignment. According to these criteria, both Central Street and Gruwell Street are categorized as secondary collector roadways south of Palomar Street. For collector roadways to be classified as a LOS D, the maximum allowed average daily trips (ADT) are 23,300 (City of Wildomar 2008). The 2013 Riverside County Transportation Department (RCTD) traffic count book included a 9,661 ADT count for Central Street north of Grand Avenue and a 1,949 ADT count for Gruwell Street south of Palomar Street (RCTD 2013). A 9,661 ADT for Central Street allows a level of service lower than D, and an additional 144 vehicle trips would not impact this designation. A 1,949 ADT count for Gruwell Street allows a level of service lower than D, and an additional 144 vehicle trips would not result impact this designation. The additional 144 vehicle trips resulting from the proposed project would represent a less than 0.01 percent increase to a collector roadway already operating at LOS D.

The proposed project represents a population increase of approximately 50 people, representing an increase of less than .001 percent to the current population of the city. Such a small increase in population is not enough to affect public transit systems or non-motorized transit opportunities. Any impact would be less than significant.

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

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

Some of the vehicle trips generated by residential development on the project site will connect to the CMP network at Interstate 15, and development associated with the proposed project may add 15 p.m. peak-hour vehicle trips and 11 a.m. peak-hour vehicle trips to the designated CMP network at the Baxter Road/I-15 ramps. However, these additional trips do not exceed the City of Wildomar's specialized significance criteria for determining whether to study traffic impacts if a project that generates 50 p.m. peak-hour vehicle trips or that increases an intersection delay by more than 5.0 seconds. Any generation of traffic less than this is considered less than significant.

The proposed project is projected to generate 15 p.m. peak-hour trips; therefore, the impact would be less than significant.

- c) **No Impact.** The proposed project would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks. The maximum building height of the project is significantly less than the height of the terrain in the vicinity of the project. Since the location and height of the project would not affect air traffic patterns or aircraft operations from any private or public airport, no impacts are expected.
- d) **Less Than Significant Impact.** The proposed project will include the creation of a roadway (A Street). A Street will run along the southwestern boundary of the project site, will be accessed via Central Street (right turn in), and will terminate at Gruwell Street (right turn out) as shown on **Figure 2**. The City has site design criteria governing the placement of driveways along A Street to allow adequate site distance and turning movements, allowing any impact to be less than significant.
- e) **No Impact.** The proposed project would include the creation of a roadway (A Street). Traffic will flow from Central Street, through A Street and out to Gruwell Street. A Street will be designed to provide adequate emergency access. The proposed project would not interfere with area-wide emergency access or the implementation of local emergency response plans. No impact is anticipated.
- f) **Less Than Significant Impact.** The proposed project will construct curb improvements along A Street consistent with City requirements. All roadway and driveway improvements within the City's right-of-way will be designed to comply with design criteria contained in Chapter 16.24 of the Wildomar Municipal Code, including the construction of sidewalks, curbs, and gutters along the property frontage. The proposed project site is not located on a current Riverside Transit Authority transit line, bike lane, or pedestrian path.

#### STANDARD CONDITIONS AND REQUIREMENTS

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

#### MITIGATION MEASURES

None required.

## 17. Utilities and Service Systems

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

### DISCUSSION

a) **Less Than Significant Impact.** The San Diego Regional Water Quality Control Board regulates wastewater discharges within the portion of Wildomar encompassing the project site.<sup>2</sup>

<sup>2</sup> The city lies within two different watersheds and therefore is subject to the jurisdiction of two different regional boards: Santa Ana (Lake Elsinore) and San Diego (Santa Margarita River). This would require the City to administer two separate MS4 permits, which would add considerably to the cost and burden of development. The City requested to be governed by one MS4 permit to reduce costs. The City and the Regional Boards agreed that the City would be governed by the MS4 permit issued by the San Diego Regional Water Quality Control Board for the Santa Margarita River watershed. So, no matter where a project is located within the city, it must comply with the MS4 permit issued by the San Diego Regional Board for the Santa Margarita River watershed. However, the Santa Ana Regional Water Quality Control Board will continue to regulate grading activities as well as any hydrology changes within its permit area.

Development on the project site would receive wastewater services from the Elsinore Valley Municipal Water District. Sewer service will be provided through connection to an existing 8-inch gravity feed sewer line in Central Street. The proposed project is within the EVMWD's Regional Sewershed, which manages and directs sewage flows from approximately 56,100 acres to the Regional Water Reclamation Facility (WRF) at 14980 Strickland Avenue in Lake Elsinore. Flows from the project site will be directed from the project site through the existing B-2 LS lift station located at 32741 Mission Trail in Wildomar (EVMWD 2008a). Per California Regional Water Quality Control Board Order No. R8-2005-0003, the Regional WRF has a capacity of 8 million gallons per day (mgd) with an average flow of approximately 4.66 mgd, resulting in a treatment capacity of approximately 3.34 mgd (EVMWD 2008a). The proposed project will not result in a flow of wastewater that exceeds the permitted flow of this facility. Any impact would be less than significant.

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

The EVMWD Urban Water Management Plan established a baseline per capita water demand for residents within the district's service area by compiling overall water demands for a ten-year period from 1999 to 2008. This per capita demand rate is measured in gallons per capita per day (gpcd). The 2010 baseline water demand baseline is 248 gpcd. Based on this estimate, the proposed project would result in an increased water demand of 12,400 gpd (13.88 acre-feet per year). The UWMP states that the current average daily production of potable water is 43,800 acre-feet per year and that the EVMWD has the capacity to produce 66,500 acre-feet per year of potable water. Considering the incremental increase in potable water production required by the proposed project and the remaining production capacity of the EVMWD, the proposed project will have a less than significant impact on water treatment and conveyance facilities.

For this study, assumptions on wastewater production from the proposed project are based on the EVMWD's 2008 Wastewater Master Plan, which estimated that land designated for medium-density residential use produced 900 gallons of wastewater per day per acre. Using this estimation, the proposed project would produce 3,744 gallons of wastewater per day. Current capacity at lift station B-2 LS is 3,600 gallons per minute, which would allow flows from the proposed project (EVMWD 2008a). The Lake Elsinore Regional WRF has an existing average flow of 8 mgd and a peak flow of 17.6 mgd. Estimated wastewater flows from the proposed project would result in an incremental increase to treatment demands at the treatment plant. Any impact would be less than significant.

c) **Less Than Significant Impact.** A preliminary hydrology study performed for the proposed project by RDS and Associates in May 2013 determined that current stormwater flows from the site are 3.5 cubic feet per second (cfs) for 10-year storm events and 6.1 cfs for 100-year storm events. The proposed project will include the construction of A Street, which will direct flows via rolled curb and gutter southwesterly to Central Street. Flows within A Street will be directed to a low point fronting Lot 15. The low point within A Street will be conveyed through a vegetated swale in Lot 15. The filtered flows from the vegetated swale will then outlet to the Murrieta Creek Channel via a grated inlet and 24-inch reinforced concrete pipe. The existing drainage flows discharged into the Murrieta Creek Channel for the developed condition of the proposed project were calculated to be 5.3 cfs and 8.7 cfs for the 10-year and 100-year storms, respectively (RDS and Associates 2013a; **Appendix 7**).

The stormwater system as described will be discharged directly into a publicly owned, operated, and maintained MS4, and the discharge will be in full compliance with Riverside County Flood Control requirements for connections and discharges to the MS4.

Finally, the vegetated swale, and the outlet to the Murrieta Creek Channel will be owned and maintained by the homeowners association of the proposed project, allowing any impact to existing stormwater facilities to be less than significant.

- d) **Less Than Significant Impact.** The project site is within the service boundary for the EVMWD, and future development on the project site would connect to the EVMWD's water service infrastructure. Using EVMWD baseline per capita water demand rates and population projection information provided by the California Department of Finance (DOF), the proposed project is estimated to result in an increased annual demand of 13.88 acre-feet of water (EVMWD 2011; DOF 2014).<sup>3</sup> The projected demand of 13.88 acre-feet per year would represent an increase of less than 0.01 percent to the water demand of the district through 2034 (EVMWD 2011). Furthermore, since the proposed project would not result in any change to the current land use designation, any increase in water demand resulting from the proposed project has been anticipated by the EVMWD and was considered in the 2010 Urban Water Management Plan. Any impact would be less than significant.
- e) **Less Than Significant Impact.** The proposed project would connect to existing wastewater service infrastructure provided by the EVMWD. To determine future demand for wastewater facilities, the EVMWD relies on recommended generation factors included in Appendix B of the Wastewater Master Plan (2008a). The recommended generation factors are determined according to land use designation, with the designation of the proposed project being Medium Density Residential (MDR). The generation factor for the MDR land use is 900 gallons per day per acre (EVMWD 2008a). Using this factor, the proposed project may be expected to result in an additional wastewater demand of 3,744 gpd. An increase of 3,744 gpd represents an increase of less than 0.01 percent to the wastewater demand of the EVMWD and its facilities. Any impact would be less than significant.
- f, g) **Less Than Significant Impact.** The main disposal site in the vicinity of the project site is the El Sobrante Landfill in Corona. The El Sobrante Landfill (CalRecycle Solid Waste Information System Number 33-AA-0217) is projected to reach full capacity of 184,930,000 tons in 2045 (CalRecycle 2013). The landfill covers approximately 1,322 acres and receives approximately 16,054 tons of solid waste per day.

The California Department of Resources Recycling and Recovery (CalRecycle) collects and maintains data that records the rate of solid waste disposal at local, regional, and statewide levels. CalRecycle inputs this data into the Disposal Reporting System (DRS), which is used to determine per capita disposal rates as well as other solid waste disposal statistics. There is currently no regional reporting system in place for inland Southern California, so for this analysis the statewide per capita disposal rate will be used. The most current data available (2011) from

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<sup>3</sup> Calculation includes the EVMWD's base daily per capita water use of 248 gallons per day (gpd) and the DOF's average 2014 population per household estimate of 3.3 people (15 DUs x 3.3 = 49.5 (50) people; 50 people x 248 gpd = 12,400 gpd; 12,400 gpd x 365 = 4,526,000 gallons per year (gpy); 4,526,000 gpy / 325,851 = 13.88 acre-feet per year).

the CalRecycle DRS assigns a disposal rate of 4.4 pounds per day to the residents of California (CalRecycle 2011). Using the CalRecycle DRS disposal rates for California residents, the 50 projected new residents of the proposed project may be expected to generate 220 pounds per day of solid waste. This increase in solid waste generation is within the capacity of the El Sobrante Landfill, and impacts would be less than significant.

**STANDARD CONDITIONS AND REQUIREMENTS**

None required.

**MITIGATION MEASURES**

None required.

## V. MANDATORY FINDINGS OF SIGNIFICANCE

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

### DISCUSSION

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

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

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

#### **Aesthetics**

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

### **Agricultural Resources**

Implementation of the proposed project and associated future residential development on the project site would not contribute to cumulative impacts to agricultural resources or forestland impacts. Thus, less than cumulatively considerable impacts to agricultural resources and forestland resources are anticipated under cumulative conditions.

### **Air Quality**

The SCAQMD's approach for assessing cumulative impacts is based on the AQMP forecasts of attainment of ambient air quality standards in accordance with the requirements of the federal and California Clean Air Acts. If a project is consistent with AQMP, the SCAQMD considers the project to have less than significant cumulative impacts. As discussed earlier, the proposed project would be consistent with the AQMP, which is intended to bring the South Coast Air Basin into attainment for all criteria pollutants. In addition, the construction and operations emissions calculated for the proposed project (see **Tables 3-1, 3-2, and 3-3**) are less than the applicable SCAQMD daily significance thresholds that are designed to assist the region in attaining the applicable state and national ambient air quality standards. As such, cumulative impacts would be less than cumulatively considerable.

### **Biological Resources**

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

### **Cultural Resources**

Future residential development on the project site could contribute to an increase in cultural resource impacts. However, mitigation measures identified in subsection 5, Cultural Resources, of this IS/MND would reduce the potential impacts associated with future development on the project site and ensure that any cultural resources discovered during construction are properly handled and preserved. Thus, the project would have a less than cumulatively considerable impact.

### **Geology and Soils**

Project-related impacts on geology and soils associated with future residential development on the project site would be site-specific. The mitigation measures in subsection 6, Geology and Soils, would ensure that the development on the site would not contribute to seismic hazards or water quality impacts associated with soil erosion. As geology and soils impacts are site-specific, the project will not have a cumulatively considerable impact.

### **Greenhouse Gas Emissions**

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

### **Hazards and Hazardous Materials**

The proposed project is not expected to utilize or contribute to hazards associated with the accidental release of hazardous materials. However, even if hazardous materials are used on the site, compliance with federal, state, and City regulations will ensure that cumulative hazard conditions are less than cumulatively considerable.

### **Hydrology and Water Quality**

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

### **Land Use and Planning**

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

### **Mineral Resources**

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

### **Noise**

Future residential development on the project site would result in incremental temporary and permanent changes in the ambient noise levels in the vicinity. However, the proposed project is consistent with the current land use designation of the project site as well as the land uses surrounding the project site. In addition, there are no pending or approved projects in the immediate vicinity of the project site that would create cumulative noise impacts to which this project could contribute. Any impacts would be less than cumulatively considerable.

### **Population and Housing**

Cumulative development in the vicinity of the project would increase the population and number of housing units in Wildomar and Riverside County. However, development at the proposed project site is consistent with current land use designations and growth assumed in the Land Use Element of the Wildomar General Plan. The cumulative environmental and growth inducement effects are evaluated in the technical sections of this IS/MND. Given that this growth is anticipated in the General Plan, this impact is considered less than cumulatively considerable.

## **Public Services**

The proposed project is not expected to contribute to cumulative public service impacts. Future regional development may result in impacts to public services. However, the incremental impacts on public services from this project and from future development will be offset through the implementation of development impact fees. Less than cumulatively considerable public services impacts are anticipated.

## **Recreation**

Cumulative development within the city and the projected population increase of 50 people due to the proposed project may lead to cumulative impacts to recreation facilities. However, these impacts are offset by the payment of park and recreation fees, allowing any impact to be less than cumulatively considerable.

## **Transportation/Traffic**

Cumulative impacts to traffic within the region are anticipated by considering current approved land use designations. Specific ranges of the daily trips are assigned to particular land use types. Since the proposed project will not include a change in the land use designation of the project site the proposed project's contribution to cumulative traffic impacts will be less than significant. In addition, as a standard condition, the project applicant will be responsible to implement and pay its fair-share contribution toward necessary improvements through payment of the Transportation Uniform Mitigation Fee. The project's impacts to cumulative traffic conditions would be less than cumulatively considerable.

## **Utilities and Service Systems**

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

- c) **Less Than Significant Impact With Mitigation Incorporated.** The proposed project and associated future development of single-family residential homes does not have the potential to significantly adversely affect humans, either directly or indirectly. While a number of the future development impacts were identified as having a potential to significantly impact humans, with the implementation of the identified mitigation measures and standard requirements and conditions of the City of Wildomar, these impacts are expected to be less than significant. With implementation of the identified measures, the proposed project and associated future residential development is not expected to cause significant adverse impacts to humans.

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