

**INITIAL STUDY
FOR A
MITIGATED NEGATIVE DECLARATION**

PROJECT 08-0179

**TENTATIVE PARCEL MAP 32257
CONDITIONAL USE PERMIT 3403
VARIANCE 1757**

**Lead Agency:
City of Wildomar
23873 Clinton Keith Road
Wildomar, CA 92595**

June 24, 2009

TABLE OF CONTENTS

I.	PROJECT INFORMATION	1
II.	APPLICABLE GENERAL PLAN LAND USE POLICIES AND ZONING.....	3
III.	ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED	3
IV.	DETERMINATION	4
V.	ENVIRONMENTAL ISSUES ASSESSMENT	6
	Aesthetics	
1.	Scenic Resources.....	6
2.	Mt. Palomar Observatory	7
3.	Other Lighting Issues.....	7
	Agriculture Resources	
4.	Agriculture.....	8
	Air Quality	
5.	Air Quality Impacts	9
	Biological Resources	
6.	Wildlife & Vegetation	13
	Cultural Resources	
7.	Historic Resources	15
8.	Archaeological Resources	16
9.	Paleontological Resources.....	18
	Geology and Soil	
10.	Alquist-Priolo Earthquake Fault Zone or County Fault Hazard Zones	19
11.	Liquefaction Potential Zone.....	19
12.	Groundshaking Zone.....	20
13.	Landslide Risk	20
14.	Ground Subsidence.....	21
15.	Other Geologic Hazards.....	21
16.	Slopes	22
17.	Soils	22
18.	Erosion	23
	Hazards and Hazardous Materials	
19.	Hazards and Hazardous Materials	24
20.	Airports.....	25
21.	Hazardous Fire Area	26
	Hydrology and Water Quality	
22.	Water Quality Impacts	27
23.	Floodplains.....	29
	Land Use/Planning	
24.	Land Use.....	30
25.	Planning	31
	Mineral Resources	
26.	Mineral Resources.....	32

TABLE OF CONTENTS (continued)

Noise	
27. Airport Noise	33
28. Highway Noise.....	33
29. Other Noise.....	34
30. Noise Effects on or by the Project.....	34
Population and Housing	
31. Housing	35
Public Services	
32. Fire Services	37
33. Sheriff Services.....	37
34. Schools	38
35. Libraries	38
36. Health Services.....	38
Recreation	
37. Parks and Recreation	39
38. Recreational Trails.....	40
Transportation / Traffic	
39. Circulation	40
40. Bike Trails	42
Utility and Service Systems	
41. Water.....	43
42. Sewer	43
43. Solid Waste.....	44
44. Utilities.....	45
Mandatory Findings of Significance	
45 - 48	46
VI. EARLIER ANALYSES	48

FIGURES (located at the end of the document)

Figure 1	Regional Location
Figure 2	Project Location
Figure 3	Site Plan

**CITY OF WILDOMAR
ENVIRONMENTAL ASSESSMENT FORM: INITIAL STUDY**

Environmental Assessment (E.A.) Number: 39508

Project Case Type (s) and Number(s): CUP 3403, PM 32257, VAR 1757

Lead Agency Name: City of Wildomar Planning Department

Address: 23873 Clinton Keith Road, Wildomar, California 92595

Contact Person: Brad Evanson, Senior Planner

Telephone Number: 951.677.7751

Applicant's Name: Bundy I-15 LP

Applicant's Address: 224 South Joy Street, Corona, CA 92878

Engineer's Name: AJK Civil Engineers – Andrew Koltavary

Engineer's Address: 17802 Mitchell North, Irvine, CA 92614

I. PROJECT INFORMATION

A. Project Description

The project site is located in the City of Wildomar, Riverside County. It is located at the southeast corner of Bundy Canyon Road and Interstate 15. Please refer to **Figure 1, Regional Project Location, Figure 2, Project Location, and Figure 3, Site Plan**. As described above, the project site is approximately 6.64 acres. The entire site is vacant and consists of gentle undulations, with a gradual slope east to west. It is anticipated that the entire site would be graded to accommodate the proposed development. The project consists of the following entitlements.

Tentative Parcel Map 32257

Parcel Map 32257 would vacate the portion of Cherry Street between Bundy Canyon Road and Interstate 15, and would subdivide the two existing parcels (totaling 6.64 net acres) into six commercial parcels, a seventh parcel is designated for the dedication of future right-of-way for the potential extension of Sellers Road and Bundy Canyon Road.

Conditional Use Permit 3403

Conditional Use Permit 3403 would authorize the construction and operation of a gasoline service station, carwash, and convenience store with liquor sales, three drive-thru restaurants, and two retail buildings totaling approximately 36,990 square feet of floor area. The buildings would consist of a 3,900 SF automobile service station/convenience store associated with the gasoline station and carwash, a 4,000 SF retail pad building, a 19,700 SF multi-tenant retail building, a 2,280 SF drive-thru restaurant, a 2,500 SF drive-thru restaurant, and a 3,000 SF drive-thru restaurant. The project square footage does not include the 4,200 square foot fueling station canopy. The architectural style is related to the Spanish Colonial style, with stucco walls, stone wainscoting on the lower portion of the walls, and roof cornices. Project earthwork includes 17,000 cubic yards of cut, approximately 16,000 cubic yards of fill, and up to 1,000 cubic yards of export to an approved location near the project site.

Variance 1757

Variance 1757 originally requested permission to construct an 80 foot tall, free-standing freeway sign with 600 square foot of sign surface on each side of the sign. In contrast, the Zoning Ordinance allows free-standing signs up to 45-feet in height and 150 square feet in sign area (on each side). The current project includes a 65-foot tall, free-standing freeway sign with 150 square feet of sign surface on each side of the sign. This reduced signage option is consistent with existing City policies.

B. Type of Project: Site Specific ☒; Countywide ☐; Community ☐; Policy ☐

C. Total Project Area: Approximately 6.64 acres

Residential Acres: N/A	Lots: N/A	Units: N/A	Projected No. of Residents: N/A
Commercial Acres: 6.64	Lots: 6	Sq. Ft. of Bldg. Area: 36,990	Est. No. of Employees: 15 - 45
Industrial Acres: N/A	Lots: N/A	Sq. Ft. of Bldg. Area: N/A	Est. No. of Employees: N/A
Other: N/A			

D. Assessor's Parcel No(s): 367-100-019 & 367-100-020

E. Street References: Southeast corner of Bundy Canyon Road and Interstate 15

F. Section, Township & Range Description or reference/attach a Legal Description: Portion of Lot 20 and Lot 12 of Sedco Tract No. 1 as shown by map on file in Book 10, Pages 58 to 74 of Maps, Records of Riverside County, California, and being in the NW ¼ of Sec. 26, T.6S, R.4W, SBM. Latitude and Longitude: 33° 37' 34" N, 117° 16' 12" W.

G. Brief description of the existing environmental setting of the project site and its surroundings:

The site is vacant, and consists of gentle undulations that generally slope to the west. Land uses surrounding the proposed project site include residential and commercial to the north across Bundy Canyon Road, vacant land to the east and south, and Interstate 15 to the west. The proposed project site does not support riparian/riverine or wetland habitats, and a site survey did not locate vernal pools or jurisdictional waters present on the site.

Note:

The City of Wildomar became an incorporated City on July 1, 2008, and adopted the County of Riverside's General Plan and Municipal Ordinances. All references in this document to the County of Riverside General Plan, County of Riverside General Plan Environmental Impact Report, and Municipal Code are analogous to the City of Wildomar's adopted General Plan and Municipal code, unless described otherwise.

II. APPLICABLE GENERAL PLAN LAND ZONING REGULATIONS

- A. General Plan Elements/Policies: N/A
- B. General Plan Area Plan(s): N/A
- C. Foundation Component(s): N/A
- D. Land Use Designation(s): Commercial Retail
- E. Overlay(s), if any: Community Center
- F. Policy Area(s), if any: N/A
- G. Adjacent and Surrounding Area Plan(s), Foundation Component(s), Land Use Designation(s), and Overlay(s) and Policy Area(s), if any: N/A
- H. Adopted Specific Plan Information: N/A
1. Name and Number of Specific Plan:
2. Specific Plan Planning Area, and Policies:
- I. Existing Zoning: General Commercial (C-1/C-P)
- J. Proposed Zoning, if any: N/A
- K. Adjacent and Surrounding Zoning: General Commercial (C-1/C-P) and Rural Residential (R-R)

III. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below (■) would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" or "Less than Significant with Mitigation Incorporated" as indicated by the checklist on the following pages.

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

IV. DETERMINATION

On the basis of this initial evaluation:

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS NOT PREPARED	
<input type="checkbox"/>	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
<input checked="" type="checkbox"/>	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 revisions in the project, described in this document, have been made or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
<input type="checkbox"/>	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS PREPARED	
<input type="checkbox"/>	I find that although the proposed project could have a significant effect on the environment, NOTHING FURTHER IS REQUIRED because all potentially significant effects (a) have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal 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.
<input type="checkbox"/>	I find that although all potentially significant effects have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, some changes or additions are necessary but none of the conditions described in California Code of Regulations, Section 15162 exist. An ADDENDUM to a previously-certified EIR or Negative Declaration has been prepared and will be considered by the approving body or bodies.
<input type="checkbox"/>	I find that at least one of the conditions described in California Code of Regulations, Section 15162 exist, but I further find that only minor additions or changes are necessary to make the previous EIR adequately apply to the project in the changed situation; therefore a SUPPLEMENT TO THE ENVIRONMENTAL IMPACT REPORT is required that need only contain the information necessary to make the previous EIR adequate for the project as revised.

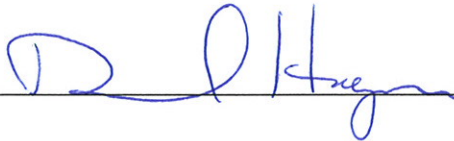


I find that at least one of the following conditions described in California Code of Regulations,

Section 15162, exist and a **SUBSEQUENT ENVIRONMENTAL IMPACT REPORT** is required:

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; (2) Substantial changes have occurred with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any the following: (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration; (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR or negative declaration; (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measures or alternatives; or (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR or negative declaration would substantially reduce one or more significant effects of the project on the environment, but the project proponents decline to adopt the mitigation measures or alternatives.

Signature



Date

6/22/09

Printed Name David Hogan

Title Assistant Planning Director

V. ENVIRONMENTAL ISSUES ASSESSMENT

In accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000 - 21178.1), this Initial Study has been prepared to analyze the proposed project to determine any potential significant impacts upon the environment that would result from construction and implementation of the project. In accordance with California Code of Regulations, Section 15063, this Initial Study is a preliminary analysis prepared by the Lead Agency, the City of Wildomar, in consultation with other jurisdictional agencies, to determine whether a Negative Declaration, Mitigated Negative Declaration, or an Environmental Impact Report is required for the proposed project. The purpose of this Initial Study is to inform the decision-makers, affected agencies, and the public of potential environmental impacts associated with the implementation of the proposed project.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
AESTHETICS - Would the project:				
1. Scenic Resources				
a) Have a substantial effect upon a scenic highway corridor within which it is located?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings and unique or landmark features; obstruct any prominent scenic vista or view open to the public; or result in the creation of an aesthetically offensive site open to public view?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: City of Wildomar General Plan

Findings of Fact:

- a. The project site sits approximately 10 to 15 feet below the travel lanes of Interstate 15, at the base of the Sedco Hills. The project site is currently occupied with scattered grasses and brush, and several landscape trees. In the vicinity of the project site, Interstate 15 is not designated as a scenic highway corridor, but it is eligible for such designation. In addition, the project is subject to design review by the City. This design review will ensure that the project is compatible with the General Plan Land Use Designation and the surrounding community. As a result, any impacts to scenic highway corridors will be less than significant and no specific mitigation measures are required.
- b. The project site is relatively level and was previously developed for a rural residential use. The site does not contain any unique scenic resources or landmarks. As a result, no impacts area anticipated and mitigation measures are required.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
2. Mt. Palomar Observatory				
a) Interfere with the night time use of the Mt. Palomar Observatory, as protected through Riverside County Ordinance No. 655?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Source: City of Wildomar General Plan and the Wildomar Municipal Code

Findings of Fact:

- a. According to the General Plan, the project site is located within the Mt. Palomar Observatory special lighting district. The project has the potential to result in additional impacts to the continued operation of the Mt. Palomar Observatory. Chapter 8.80 of the Wildomar Municipal Code (previously known as Ordinance No. 655) restricts the use of certain light fixtures to limit light pollution from projects around the Mount Palomar Observatory. With the implementation of the standard requirements contained in Chapter 8.80 of the Wildomar Municipal Code (previously known as Ordinance 655), the project impacts to Mt. Palomar will be reduced to a level of less than significant.

Mitigation:

- 2-1 Prior to recordation of the Final Map a note shall be placed on the Environmental Constraints Sheet indicating that the properties are located within Zone B for the Mount Palomar Observatory.
- 2-2 Prior to the issuance of a Building Permit, the outdoor lighting for project shall conform with the requirements of Chapter 8.80 of the Wildomar Municipal Code (previously known as Ordinance 655). These items shall be shown on electrical plans submitted prior to the issuance of building permit and shall be reviewed and approved by the Building and Safety Department.
- 2-3 Prior to the final inspection, all outdoor lighting shall be inspected by the Building and Safety Department to insure compliance with the approved lighting plan and the provisions of Chapter 8.80 of the Wildomar Municipal Code.

Monitoring: The Engineering and Building Departments will confirm compliance with these provisions.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
3. Other Lighting Issues				
a) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Expose residential property to unacceptable light levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: City of Wildomar General Plan and the Wildomar Municipal Code

Findings of Fact:

- a. The project will create a new light source in the area from the building lights and from project signage. However, the majority of the lighting will be retained on the project site. Both the exterior lighting and signage will be required to conform with the requirements of Chapter 8.80 of the Wildomar Municipal Code (previously known as Ordinance 655). In addition, all project lighting will be shielded to prevent light spill-over onto adjacent property. The lighting plan will be reviewed by the City Planning Department to ensure adequate protection of light spill-over from the project onto adjacent property. Implementation of the lighting plan through the normal building plan approval process will reduce light and glare impacts to a less than significant level.
- b. The project proposes to develop the site with a service station and freeway commercial retail center. All of the properties surrounding the site are identified for future commercial development. The closest residential properties are approximately 600 feet east of the site across Monte Vista Drive. This includes existing single family residential uses north of the Bundy Canyon Road and property zone Medium High Density Residential south of Bundy Canyon Road. As described above the proposed project must comply with Chapter 8.80 of the Wildomar Municipal Code (previously known as Ordinance 655) and with the Development Code for exterior lighting and signage. With the incorporation of site landscaping, compliance with exterior light design requirements, potential light and glare impacts to the future residents will be less than significant. Prior to final building inspection, outdoor lighting shall be inspected by the Building and Safety Department to ensure compliance with the approved lighting plan. As a result, significant lighting impacts are anticipated to be less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
AGRICULTURE RESOURCES – Would the project:				
4. Agriculture				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing agricultural use, or a Williamson Act (agricultural preserve) contract (Riv. Co. Agricultural Land Conservation Contract Maps)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Cause development of non-agricultural uses within 300 feet of agriculturally zoned property (Ordinance No. 625, Right-to-Farm)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: City of Wildomar General Plan Figure OS-2, Riverside County GIS

Findings of Fact:

- a. According to the Riverside County Geographic Information System (GIS), the project site is not located on or adjacent to areas designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Therefore, the proposed project will not convert farmland to non-agricultural uses and no impacts are anticipated.
- b. According to the Riverside County GIS, there are no agricultural land use practices being conducted on or near the project site. There are no Williamson Act contracts on the site or near the project. Therefore, the proposed project will not conflict with existing agricultural use, or a Williamson Act (agricultural preserve) contract (Riv. Co. Agricultural Land Conservation Contract Maps) and no impacts are anticipated.
- c. There are no agriculturally zoned properties within 300 feet of the project site. Thus, the proposed project has no potential to cause development of non-agricultural uses within 300 feet of agriculturally zoned property (Chapter 5.40 of the Wildomar Municipal Code, previously known as Ordinance No. 625 Right-to-Farm); or cause the conversion of Farmland to non-agricultural use.
- d. Due to the urban land use designations of the proposed project site and its surroundings, the proposed project has no potential to cause or result in the conversion of farmland to non-agricultural resources.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
AIR QUALITY - Would the project:				
5. Air Quality Impacts				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors which are located within 1 mile of the project site to project substantial point source emissions?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Involve the construction of a sensitive receptor located within one mile of an existing substantial point source emitter?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: SCAQMD CEQA Air Quality Handbook. SCAQMD Air Quality Management Plan, project Urbemis analysis, dated June 2009, prepared by PMC

Findings of Fact:

- a. The South Coast Air Quality Management District (SCAQMD) is responsible for developing a regional air quality management plan to insure compliance with state and federal air quality standards. The SCAQMD has adopted the 2007 Air Quality Management Plan (AQMP). The 2007 AQMP is based on socioeconomic forecasts (including population estimates) provided by the Southern California Association of Governments (SCAG). The County General Plan is consistent with SCAG's Regional Growth Management Plan and SCAQMD's Air Quality Management Plan. This project is consistent with the General Plan Land Use Designations that were used in the development of the AQMP. As a result, the proposed project is consistent with the AQMP and is not expected to obstruct the implementation of the 2007 AQMP. Therefore, impacts are anticipated to be less than significant.
- b. The project is expected to generate an additional increment in air pollution. However this additional increment is not expected to result in a significant impact to the environment. According to the air quality modeling the project is expected to result in the following emissions:

Maximum Daily Construction Air Pollution Emissions (pounds/day)						
Construction Phase	ROG	NOx	CO	SO ₂	PM-10	PM-2.5
Mass Grading	12.23	92.34	46.75	0	24.68	8.47
Fine Grading	2.79	16.92	10.58	0	21.35	5.41
Trenching	0.93	4.47	3.89	0	0.51	0.47
Construction	2.33	13.82	9.85	0	1.15	1.05
Painting and Coatings	42.69	0.03	0.57	0	0	0
Paving	1.56	7.53	5.17	0	0.73	0.67
AQMD Significance Threshold	75	100	550	150	150	55
Exceeds any Project Phase Thresholds?	No	No	No	No	No	No

By far, the greatest project-related air quality concern in Southern California derives from the mobile source emissions that will be generated from the project site during operations. Operational emissions from project-related traffic were calculated using a computerized procedure developed by the CARB for urban growth mobile source emissions. The model was used to calculate future operational emissions. As indicated below, the project is not expected to have a significant impact on air quality.

Peak Daily Operational/Areawide Air Pollution Emissions (pounds/day)						
Seasons	ROG	NOx	CO	SO₂	PM-10	PM-2.5
Summer	30.96	54.00	399.22	0.39	63.54	12.80
Winter	34.58	63.83	380.52	0.33	63.51	12.77
AQMD Significance Threshold	55	55	550	150	150	55
Exceeds Threshold in Summer?	No	No	No	No	No	No
Exceeds Threshold in Winter?	No	Yes*	No	No	No	No
* Oxides of nitrogen are a precursor in the atmospheric production of ozone. Because the exceedance of the threshold occurs during the winter season when ozone is a less than significant air quality issue, no significant impacts are anticipated.						

Global climate change has become a major concern in recent years. While the exact effects of global climate change are not known, the best scientific opinions believe that over the next century the average temperature on the planet will increase between 2 and 5 degrees Celsius (3½ to 9 degrees Fahrenheit). The long term consequences of this increase in temperature include a variety of events that could potentially be destructive to human civilizations. Some of the potential changes that could result from planetary climate change include substantial increases in sea level, increased drought and desertification, reductions in global agriculture and food supplies, and impacts to existing ecosystems. In the future, California will probably be most affected by increasing sea levels, extended drought conditions, increased flooding, and more severe wildfires.

Given the planet-wide causes of global climate change, it is unlikely that any substantial reduction in the rate or magnitude of climate change is possible at the local level. Long-term solutions to global climate change will probably require extensive reductions in the use of fossil fuels and the increases in the use of alternate energy sources. On the level of a small scale development project, there are a number of items that could help minimize the severity of the adverse effects of global climate change. These items include increased energy efficiency (including the use of light colored/highly reflective roof materials), enhanced land use connectivity (between work, services, school and recreation), reductions in vehicle miles driven, increases in mass transit use, and increased open space conservation.

Recent changes to State Law, the Global Warming Solutions Act of 2006, have established requirements to begin to deal with greenhouse gas emissions in California. One of the requirements in the law is for environmental documents to identify carbon dioxide emissions that are expected to occur as a result of the construction and operation of projects within the State. As a result, modifications were made to URBEMIS air quality model to calculate carbon dioxide emissions. The air quality assessment assumed that construction would begin in late 2009 and would conclude in early 2010. The anticipated carbon dioxide emissions for project operation is expected to be 6, 262 metric tons per year.

- c. As discussed above, a majority of the increase in criteria pollutants will occur during project build-out. The increase in pollutants will mostly come from vehicles travelling to and from the project site. However, the proposed project is not large; it is being developed in accordance

with the existing land use and zoning designations on the project site and is therefore being developed in accordance with SCAQMD's Air Quality Management Plan. Because the proposed project is not expected to exceed significance thresholds for the SCAQMD, is being developed with its adopted zoning and land use designations and is a smaller site, it is not anticipated that the proposed project will contribute to cumulative air quality impacts within the project area. Therefore, no significant impacts are anticipated.

- d. A sensitive receptor is a person in the population who is particularly susceptible to health effects due to exposure to an air contaminant than is the population at large. Sensitive receptors (and the facilities that house them) in proximity to localized CO sources, toxic air contaminants or odors are of particular concern. High levels of CO are associated with major traffic sources, such as freeways and major intersections, and toxic air contaminants are normally associated with manufacturing and commercial operations. Land uses considered to be sensitive receptors include long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, child care centers, and athletic facilities. The nearest sensitive receptors, single family residences, are located approximately one quarter mile from the project site. However, the project is not expected to produce significant amounts of air pollutants which could effect these sensitive receptors. As a result, no significant impacts are anticipated.
- e. The proposed project is a freeway-oriented service station and commercial retail center. This project is not considered a sensitive receptor. Therefore, the proposed project will not introduce a sensitive receptor near a substantial point source emitter.
- f. Uses within the proposed project include a gasoline service station and several fast food restaurants. While these uses have the potential to create objectionable odors, compliance with State and Federal operational standards and regulations will reduce that to a less than significant impact. During the construction phase of the proposed project, there is a potential for diesel exhaust and paving materials to create short-term emissions, which may have noxious odors. The odors associated with diesel exhaust and paving are not associated with odors that are so offensive as to cause receptors to complain. In addition, these construction-related odors will be of short-term duration. As a result, no significant odor impacts are anticipated.

Mitigation: The following mitigation measures shall be implemented throughout construction activities in order to reduce project impacts:

- 5-1 Apply water every three hours to disturbed areas.
- 5-2 Use appropriate emission control devices on gasoline and diesel construction equipment and maintain construction equipment engines by keeping them tuned. All diesel vehicles shall use diesel oxidation catalysts where feasible.
- 5-3 Limit vehicle speeds in construction area to 15 miles per hour on unpaved roads.
- 5-4 Any vegetative ground cover to be utilized onsite shall be planted as soon as possible to reduce the disturbed area subject to wind erosion. Irrigation systems needed to water these plants shall be installed as soon as possible to maintain the ground cover and minimize wind erosion of the soil.

- 5-5 All material stockpiles subject to wind erosion during construction activities, that will not be utilized within three days, shall be covered with plastic, an alternative cover deemed equivalent to plastic, or sprayed with a nontoxic chemical stabilizer.
- 5-6 Where vehicles leave the construction site and enter adjacent public streets, the streets shall be swept daily or washed down at the end of the work day to remove soil tracked onto the paved surface.
- 5-7 All diesel-powered vehicles shall be turned off when not in use for more than 10 minutes and gasoline - powered equipment shall be turned off when not in use for more than five minutes.
- 5-8 All grading construction vehicles shall not operate more than six hours per day during the mass grading of the project site.
- 5-9 The construction contractor shall utilize, to the extent feasible, pre-coated/natural colored building materials, water based or low VOC coating, and coating transfer or spray equipment with high transfer efficiency, such as high volume low pressure (HVLP) spray method, or manual coatings application such as paint brush, hand roller, trowel, spatula, dauber, rag, or sponge.
- 5-10 All food service uses shall utilize Best Available Control Technology (BACT) exhaust scrubbers and equipment to minimize the creation and emission of odors during restaurant operations.

Monitoring: The above described mitigation measures will be verified during construction by including the requirements in the construction contract and by field inspections as each stage of construction takes place. Inspection notes verifying implementation of the mitigation measures shall be retained in the project file.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
BIOLOGICAL RESOURCES - Would the project:				
6. Wildlife & Vegetation				
a) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect, either directly or through habitat modifications, on any endangered, or threatened species, as listed in Title 14 of the California Code of Regulations (Sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (Sections 17.11 or 17.12)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) 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 Game or U.S. Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
f) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■
g) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■

Source: City of Wildomar General Plan, City of Wildomar GIS, Riverside County GIS, Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP)

Findings of Fact:

- a. The project site is located outside of proposed Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Criteria Area and is not located within a criteria cell. The closest criteria cell is Cell #5044, more than one-half mile north of the project site and separated from the project site by several single family residential developments and vacant commercial land. As a result, due to the distance from the project site to any criteria cells and the developed parcels between the site and the criteria cells, it is unlikely that any of the edge effects as identified in Section 6.1.4 of the MSHCP will occur. The project is located within the Stephens kangaroo rat (SKR) Habitat Conservation Plan Fee Area. The regional impact mitigation fees associated with the SKR will provide mitigation for any potential impacts to SKR. Therefore, any impacts would be less than significant, and no mitigation measures are required.
- b. The proposed project is located in an area of Wildomar that is developing with urban land uses. The project site itself was previously used for residential purposes, and per the Riverside County GIS, vegetation on the project site consists of non-native residential and urban plant species. Therefore, there are limited opportunities for rare, threatened or endangered species to occur on or within the project vicinity, and any impact is less than significant.
- c. The proposed project is located in an area of Wildomar that is developing with urban land uses. Due to the proposed project site's location and developed condition, it is not likely that the project will 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 Game or U.S. Wildlife Service, as a result no significant impacts are anticipated.
- d. Due to proposed project's location adjacent to both Interstate 15 and a prominent roadway, Bundy Canyon Road, it has minimal potential to support movement of migratory faunal species. Additionally, there are no native wildlife nursery sites on or adjacent to the proposed project

site. Therefore, the proposed project will have a less than significant impact on native resident or migratory fish or wildlife species, established native resident migratory wildlife corridors, or native wildlife nursery sites.

- e & f. Natural watercourses are not present on the project site. There is no riparian vegetation, wetlands, vernal pools, or other aquatic features onsite. Therefore, the project site is not subject to any local or regional plans or policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service and the project will not have a significant impact.
- g. There are no local policies or ordinances protecting biological resources, such as a tree preservation policy or other similar ordinances that apply to the proposed project site. Therefore, the project will have no such impact.

Mitigation: Implementation of the mitigation measure below will eliminate or reduce potential impacts to wildlife and vegetation.

- 6-1 Prior to the issuance of a grading permit the applicant shall pay the impact mitigation fess established by the MSHCP program.
- 6-2 Prior to the issuance of a grading permit the applicant shall pay the Stephens kangaroo rat impact mitigation fees.
- 6-3 Within 30 days prior to the initiation of any grading or clearing activities, a subsequent Western Burrowing Owl Survey shall be performed to confirm that burrowing owls have not reoccupied any portion of the site. In the event that a portion of the site has been re-occupied by the burrowing owl, the survey biologist, in consultation with the City Planning Department, shall establish no disturbance areas around the burrow and related foraging areas to ensure that no impacts to the burrowing owl occur. The subsequent survey will comply with the survey protocols established by the U.S. Fish and Wildlife Service.

Monitoring: The Engineering Department shall verify that these mitigation measures are implemented.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
CULTURAL RESOURCES - Would the project:				
7. Historic Resources				
a) Alter or destroy an historic site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of a historical resource as defined in California Code of Regulations, Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: City of Wildomar General Plan Figure OS-7, Cultural Resources Assessment dated December 17, 2003, Phase 1 Archaeological Assessment, dated October 7, 2008, by CRM Tech

Findings of Fact:

a & b The Cultural Resources Assessment determined that there were no prehistoric resources on

the project site. The site was most recently was utilized for residential purposes, and had been developed in 1938 with a single family residence and several accessory buildings. It was determined that the residential complex did not qualify as eligible for inclusion on the California Register of Historic Resources under Criterion A or B (association with prominent historical figures or events) or Criterion C (architectural – the complex is not the work of a master nor are the style, design, materials, etc. considered unique). In the event any cultural resources are discovered during the site development activities, a qualified archeologist shall review the items to determine their historical significance. With this mitigation measure, no significant impacts are anticipated.

Mitigation: Implementation of the mitigation measure below will eliminate or reduce potential impacts to historic resources.

- 7-1 Prior to the issuance of a grading permit, the developer shall identify the qualified archaeologist to the City who has been retained to evaluate the significance of any inadvertently discovery historical resources. If cultural resources are encountered during ground disturbing activities that were not previously identified, all construction activities will be halted or redirected until a qualified archaeologist can evaluate the nature and significance of the finds and recommend and implement management actions to protect or curate any resources that merit management.

Monitoring: The Engineering Department shall ensure that a qualified archaeologist has been retained by the developer.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
8. Archaeological Resources				
a) Alter or destroy an archaeological site.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to California Code of Regulations, Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Restrict existing religious or sacred uses within the potential impact area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: City of Wildomar General Plan Figure OS-7, Riverside County GIS, Phase 1 Archaeological Assessment

Findings of Fact:

- a & b According to the cultural resources assessment, no archaeological resources were identified on site. In addition, the likelihood of archaeological resources on the project site was not considered to be likely. Although there are no known resources on the project site, however there is a potential for archaeological resources to be discovered during ground disturbing activities. Through the incorporation of mitigation measures, impacts to archaeological resources resulting from implementation of the proposed project will be less than significant.

- c. The project site does not contain any previously identified cemetery. No on-site burials are known to have occurred on site. Although there are no known archaeological resources on the project site, in the event human remains are encountered during ground disturbing activities the mitigation measures identified below will reduce any impacts to a level of less than significant.
- d. According to the Riverside County GIS, the project site is not located within Native American Tribal Lands. However, historically there have been tribal activities in and around the Wildomar area. In the event of an inadvertent discovery of sacred cultural resources, the mitigation measures incorporated herein will reduce any impacts to a less than significant level.

Mitigation: Implementation of the mitigation measure below will eliminate or reduce potential impacts to archaeological resources.

- 8-1 In order to mitigate any potential impacts to unknown subsurface archaeological resources during grading operations, if an archeological resource is encountered during grading activities all grading shall be halted or diverted until a qualified archaeologist can assess the resources.
- 8 2 At least 30 days prior to seeking a grading permit, the project applicant shall contact the Pechanga Band of Luiseño Indians (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 address the treatment of known cultural resources, the designation, responsibilities, and participation of Native American Tribal monitors during grading, excavation and ground disturbing activities; project grading and development scheduling; terms of compensation; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site.
- 8-3 If human remains are encountered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within a reasonable timeframe. Subsequently, the Native American Heritage Commission shall identify the “most likely descendant.” The most likely descendant shall then make recommendations, and engage in consultations concerning the treatment of the remains as provided in Public Resources Code 5097.98.
- 8-4 The landowner shall relinquish ownership of all cultural resources, including sacred items, burial goods and all archaeological artifacts that are found on the project area to the appropriate Tribe for proper treatment and disposition.
- 8-5 All sacred sites, should they be encountered within the project area, shall be avoided and preserved as the preferred mitigation, if feasible.
- 8-6 If inadvertent discoveries of subsurface archaeological resources are discovered during grading, the Developer, the project archaeologist, and the appropriate 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 or the mitigation for such resources, these issues will be presented to the Planning Director for decision. The Planning Director shall make the determination based on the provisions of the CEQA with respect to archaeological resources and shall take into account the religious beliefs, customs, and practices of the appropriate Tribe.

Monitoring: The Engineering Department shall verify that the appropriate agreements are in place prior to any grading activities. The Planning Department will monitor the findings of the cultural and tribal monitors during the grading process. Any reports of findings shall be provided to the City and retained in the project file.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
9. Paleontological Resources				
a) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Source: City of Wildomar General Plan Figure OS-7, Riverside County GIS

Findings of Fact:

- a. Fossils and similar paleontological resources are often discovered in the lower (older) levels of the Pauba Formation and the associated unnamed Sandstone. According to the Riverside County GIS, the project site lies within an area of High Paleontological Sensitivity. As such, there exists the possibility of encountering paleontological resources during grading or project construction. To ensure that no significant impacts occur, Mitigation Measure 9-1 is expected to reduce any impacts to a less than significant level.

Mitigation: Implementation of the mitigation measure below will eliminate or reduce potential impacts to historic resources.

- 9-1 Prior to the issuance of a grading permit, the developer shall identify the qualified paleontologist to the City who has been retained to evaluate the significance of any inadvertently discovery paleontological resources. If paleontological resources are encountered during grading or project construction, all work in the area of the find shall cease. The project proponent shall notify the City and retain a qualified paleontologist to investigate the find. The qualified paleontologist shall make recommendations as to the paleontological resource's disposition to the Planning Director. The developer shall pay for all required treatment and storage of the discovered resources.

Monitoring: The Engineering Department shall ensure that a qualified archaeologist has been retained by the developer.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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GEOLOGY AND SOILS

10. Alquist-Priolo Earthquake Fault Zone or County Fault

Hazard Zones

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death?

☐ ☒ ☐ ☐

b) Be subject to 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?

☐ ☐ ☒ ☐

Source: City of Wildomar General Plan Figure S-2, Riverside County GIS database

Findings of Fact:

a & b Southern California is a seismically active area, with the potential to expose people or structures to seismic events. No active faults are known to traverse the subject site. The project site does not lie within a State of California Earthquake Fault Hazard Zone (formerly called an Alquist-Priolo Special Studies Zone). The closest fault zone to the project is a County-designated Wildomar Fault Zone, which is approximately 1,000 feet west and southwest of the site. The standard requirements contained in the Uniform Building Code are expected to mitigate any potential impact to less than significant. As a result no significant impacts are anticipated.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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11. Liquefaction Potential Zone

a) Be subject to seismic-related ground failure, including liquefaction?

☐ ☐ ☒ ☐

Source: City of Wildomar General Plan Figure S-3, and Riverside County GIS

Findings of Fact:

a. According to the Riverside County GIS and General Plan the project site is located in an area that is designated as having a moderate potential for liquefaction. The standard requirements contained in the Uniform Building Code and the geotechnical assessment which are required prior to the issuance of any grading permit are expected to mitigate any potential impact to less than significant. As a result no significant impacts are anticipated

Mitigation: No mitigation measures are required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
12. Groundshaking Zone				
a) Strong seismic ground shaking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Source: City of Wildomar General Plan Figure S-4; Riverside County GIS.

Findings of Fact:

- a. Southern California is a seismically active area, with the potential to expose people or structures to seismic events. The principal seismic hazard that could affect the site is ground shaking resulting from an earthquake occurring along several major active or potentially active faults in southern California. The closest fault zones to the project is a County-designated Wildomar Fault Zone, which is approximately 1,000 feet south west of the site and an Alquist-Priolo designated fault zone approximately one mile west of the site. Both of these fault zones, as well as countless other fault zones through out Southern California have the potential to result in strong seismic ground shaking which could effect the site. However, the standard requirements contained in the Uniform Building Code are expected to mitigate any potential impact to less than significant. As a result no significant impacts are anticipated.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
13. Landslide Risk				
a) 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, collapse, or rockfall hazards?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: City of Wildomar General Plan Figure S-4; Riverside County GIS

Findings of Fact:

- a. Due to the relatively level terrain for the proposed project area, this site is not subject to landslide, collapse, or rockfall hazards. The project site is located within an area of general seismic activity, but does not contain areas subject of unstable geologic units or soil. According to the Riverside County GIS and City of Wildomar General Plan 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 rockfall hazards. As a result, no significant impacts are anticipated.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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14. Ground Subsidence

a) 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 ground subsidence?

☐ ☐ ☒ ☐

Source: Riverside County GIS.

Findings of Fact:

- a. Subsidence refers to the sudden sinking or gradual downward settling and compaction of soil and other surface material with little or no horizontal motion. It may be caused by a variety of human and natural activities, including earthquakes. According to the Riverside County GIS, the project site is located in an area susceptible to subsidence but is not located near an area with documented areas of subsidence. The requirements of the Uniform Building Code and the recommendations from the geotechnical study required prior to the issuance of a grading permit, are expected to reduce any impacts to a less than significant level.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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15. Other Geologic Hazards

a) Be subject to geologic hazards, such as seiche, mudflow or volcanic hazard?

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Source: City of Wildomar General Plan; Riverside County GIS;

Findings of Fact:

- a. Due to the proposed project's distance from the Pacific Ocean or other large bodies of water and the site's elevation, tsunami effects on the project site are extremely low. There are no known volcanoes within the proposed project's vicinity. Therefore, the proposed project will not be impacted by the aforementioned geologic hazards.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
16. Slopes				
a) Change topography or ground surface relief features?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
b) Create cut or fill slopes greater than 2:1 or higher than 10 feet?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■
c) Result in grading that affects or negates subsurface sewage disposal systems	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■

Source: City of Wildomar General Plan; Riverside County GIS;

Findings of Fact:

- a. The project site currently is relatively flat, with gentle undulations. The proposed project may result in minor changes to the site topography to accommodate proposed site drainage, but in no instance resulting in a greater than 2 percent slope. Therefore, there are no impacts associated with topography.
- b. According to the project submittal documents, the proposed project will not create slopes steeper than 2:1. Therefore, there are no impacts associated with fill slopes and no mitigation measures are required.
- c. The proposed project will connect to the regional wastewater system. Therefore, the proposed project grading will not interfere with existing subsurface sewage disposal systems and no impacts are anticipated.

Mitigation: No mitigation is required.

Monitoring: No Monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
17. Soils				
a) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
b) 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?	<input type="checkbox"/>	■	<input type="checkbox"/>	<input type="checkbox"/>

Source: Riverside County GIS, Project Specific Draft WQMP, dated March 25, 2009, by AJ Koltavary Civil Engineers

Findings of Fact:

- a. Implementation of the project will not result in substantial soil erosion or the loss of topsoil. It is estimated that the entire project site will be graded during construction activities. The proposed Stormwater Pollution Prevention Plan (SWPPP) and the project specific Water Quality Management Plan (WQMP) will incorporate Best Management Practices (BMPs) to

be implemented during the pre-construction (rough-grading and fine grading), during construction and at project build-out. Adherence to the proposed SWPPP and WQMP will ensure that soil erosion and loss of topsoil will not result in a substantial loss of topsoil or soil erosion. The requirements of the SWPPP and the WQMP

- b. According to the Riverside County GIS, the project site is classified as having a low expansion potential. However, expansive soils may be present on site. Compliance with the following mitigation measures will reduce any impacts to a level of less than significant.

Mitigation: Implementation of the following mitigation measures will reduce potential impacts due to soil erosion or the loss of topsoil or from expansive soils, if encountered, which could create substantial risks to life or property:

- 17-1 Prior to issuance of any grading permits, a geotechnical engineer shall perform a geotechnical analysis of the soils on the project site and provide a report outlining recommendations, specifications, and requirements for grading and construction activities related to the proposed project to the satisfaction of the City Engineer.
- 17-2 Prior to the issuance of any grading permits, the applicant shall submit, and the City Engineer approve erosion control plans related the approved grading plans that are needed to ensure that on-site soils do not leave the project site.
- 17-3 Prior to the issuance of grading permits, the project specific SWPPP shall be approved by the City Engineer.

Monitoring: The Building and Engineering Departments shall conduct field inspections as necessary during construction to verify development of the project site in accordance with site plans and building code standards.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
18. Erosion				
a) Change deposition, siltation or erosion which may modify the channel of a river or stream or the bed of a lake?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in any increase in water erosion either on or off site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Project Specific Draft WQMP, dated March 25, 2009, by AJ Koltavary Civil Engineers

Findings of Fact:

- a&b. The proposed project has prepared a Project Specific Draft Water Quality Management Plan, which provides site design requirements that will reduce the proposed project's potential to change the deposition, siltation or erosion rates of a channel of a river or stream or the bed of a lake. Additionally, mitigation measures identified under the Hydrology and Water Quality section of this IS/MND ensures the potential for significant erosion on and from the proposed project site will be controlled. The proposed project will include the use of onsite retention to retain runoff from the project site. Thus, through the implementation of the

Mitigation Measures for erosion control described in the Sections 3 and 8, impacts associated with erosion will be less than significant.

Mitigation: No additional mitigation measures are required.

Monitoring: No additional mitigation measures are required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
HAZARDS AND HAZARDOUS MATERIALS - Would the project:				
19. Hazards and Hazardous Materials				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: City of Wildomar General Plan Figure S-18, California DTSC EnviroStor Database

Findings of Fact:

- a. The project proposes to develop the site with a gasoline service station and carwash, three drive-thru restaurants, and two retail buildings totaling approximately 35,380 square feet of floor area. This land use will necessitate the regular transportation of automotive fuels, which will be subject to regulation from local agencies including Environmental Health and the County Sheriff, to Caltrans, to the US Department of Transportation and the Federal EPA. As compliance with said regulations is applicable to all such development, they are not considered mitigation for CEQA implementation purposes. Therefore, impacts are anticipated to be less than significant.
- b. During the construction phase of the proposed project there is a potential for accidental release of petroleum products in sufficient quantity to pose a hazard to people and the environment. Implementation of mitigation measures will reduce potential impacts associated an accidental release hazardous materials to below a level of significance. Additionally, at project build-out and over the life of the project, there is the potential for hazardous chemicals to be released from the project site in the form of cleaning agents. The amount of hazardous materials on the project site after development will not be voluminous; and instead will be relatively miniscule therefore, the potential for a significant release of hazardous materials after project build-out development is considered to be a less than significant impact.

- c. There is adequate emergency access at the project site such that development of the project will not have the potential to impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan. Therefore, the proposed project will have no impact on an adopted emergency response or evacuation plan.
- d. The project site is not located within one-quarter mile of an existing or proposed school. The nearest school, Elsinore High School, is located approximately one-half mile west of the project site. Due to the lack of uses that would generate hazardous emissions, no adverse impacts associated with hazardous emissions will impact schools. Therefore, impacts to nearby schools would be less than significant.
- e. A review of Riverside County records and the State Department of Toxic Substances Control EnviroStor database determined that the proposed project site is not 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, its development would not create a significant hazard to the public or the environment. Therefore, no impacts from the proposed project are anticipated; and no mitigation measures are required.

Mitigation: No additional mitigation measures are required.

Monitoring: No additional mitigation measures are required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
20. Airports				
a) Result in an inconsistency with an Airport Master Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require review by the Airport Land Use Commission?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) For a project within the vicinity of a private airstrip, or heliport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: City of Wildomar General Plan Figure S-19; and Riverside County GIS

Findings of Fact:

- a & b According to the City of Wildomar General Plan, the proposed project site is not located within an airport land use plan or within two miles of a public airport. Therefore, the proposed project does not require review by the Airport Land Use Commission, nor will it result in an inconsistency with an Airport Master Plan.
- c. No significant airport related impacts are anticipated from implementation of the proposed project to occur as a result of the implementation of the proposed project relative to safety hazards for people residing or working in the project area. The nearest public airport is French Valley Airport which is located to the east of the site near Murrieta and Temecula (5.0 miles). It

will not present any significant airport operation hazards. Therefore, development of the proposed project will not have an impact on an airport land use plan or result in safety hazards.

- d. The proposed project is not within the vicinity of a private airstrip, or heliport and therefore would the project result in a safety hazard for people residing or working in the project area. The nearest private airstrip is Skylark Field Airport to the west in the City Lake Elsinore (1.0 mile). Any aircraft accidents at the project site would be random in nature and not a result of the type of use at the project site or the site's location.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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21. Hazardous Fire Area

- a) 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?

☐ ☒ ☐ ☐

Source: City of Wildomar General Plan (CGP) Figure S-11, Riverside County GIS

Findings of Fact:

- a. According to information provided by the Cal Fire, the site is located within a high fire hazard area. As a result, the project may 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. However, the design of project, combustion resistant materials combined with large paved surfaces will help minimize any future fire impacts. In addition, compliance with the following mitigation measures will reduce any such impacts to a level of less than significant. As a result, no significant impacts are anticipated.

Mitigation:

- 21-1 Prior to the issuance of any building permits, the City of Wildomar Building Department and Fire Department shall thoroughly review the proposed construction plans, to ensure compliance with all appropriate design and construction standards for development in high fire hazard areas.

Monitoring: The project applicant shall submit building plans for review and approval. Conformance with the approved plans shall be verified prior to final occupancy.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
HYDROLOGY AND WATER QUALITY - Would the project:				
22. Water Quality Impacts				
a) Substantially alter the existing drainage pattern of the site or area, including 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Include new or retrofitted stormwater Treatment Control Best Management Practices (BMPs) (e.g. water quality treatment basins, constructed treatment wetlands), the operation of which could result in significant environmental effects (e.g. increased vectors and odors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: City of Wildomar General Plan Figure S-9, Riverside County GIS; FEMA; Elsinore Valley Municipal Water District; Riverside County Flood Control and Conservation District; Project Specific Draft WQMP, dated March 25, 2009, by AJ Koltavary Civil Engineers, Drainage Study, March 25, 2009, by AJ Koltavary Civil Engineers

Findings of Fact:

- a. The proposed project is located within the Murrieta Creek watershed and within the boundary of the Riverside County Flood Control and Conservation District's Wildomar Valley Drainage Plan. The proposed project will not substantially alter the existing drainage pattern which flows from the north toward the southwest. In addition, the erosion control measures contained in the project plans will minimize any erosion problems during construction. As a result, no impacts are anticipated and no mitigation measures are required.
- b. The proposed project has the potential to discharge of urban pollutants such as motor oil, antifreeze, gasoline, pesticides, detergents, trash, and fertilizers. The project drainage design will capture storm runoff in a series of storage beds within landscaped areas and under porous asphalt. Therefore, the proposed project will not alter natural stream channels or cause substantial erosion or siltation, either on-site or off-site. Additionally, the proposed

project specific SWPPP and the project specific draft WQMP will be implemented to ensure that both short- and long-term storm runoff discharges are not unacceptably degraded by sediment or other pollutants. Compliance with the design elements and recommendations of the WQMP and the proposed project-specific SWPPP will reduce any such impacts to a level of less than significant.

- c. The proposed project is approximately 6.64 acres and, due to the proposed project size, the proposed project will not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted.) Elsinore Valley Municipal Water District (EVMWD) is the water purveyor for the proposed project site and their water is obtained through both groundwater and imported water supplies to ensure adequate water is available for consumers. Imported water is utilized to ensure that significant overdraft of local ground water supplies does not occur. Based on the District's Urban Water Master Plan, any impacts to groundwater resources from implementing the proposed project are anticipated to be at a level of less than significant. No significant impacts are anticipated and mitigation is required.
- d. As provided in the Project Specific Draft WQMP, the Site Design BMPs will consist of vegetation filters and porous pavement throughout the site that is adjacent to parking areas, as well as other measures necessary to ensure that post-development runoff flows are similar to pre-development runoff flows. Additionally, as discussed above, the proposed project site has the potential to discharge urban runoff pollutants such as motor oil, antifreeze, gasoline, pesticides, detergents, trash, and fertilizers. Through the implementation of the BMPs for the proposed project, the potential water quality impacts are of reduced to a less than significant level.
- e & f. According to the Riverside County Assessor, the site immediately adjacent to Central Avenue is within Zone C. According to FEMA, "Zones B, C, and X are the flood insurance rate zones that correspond to areas outside the 1-percent annual chance floodplain, areas of 1-percent annual chance sheet flow flooding where average depths are less than 1 foot, areas of 1-percent annual chance stream flooding where the contributing drainage area is less than 1 square mile, or areas protected from the 1-percent annual chance flood by levees. No Base Flood Elevations or depths are shown within this zone. Insurance purchase is not required in these zones." Therefore, the proposed project site is not located within a 100-year flood hazard zone. Additionally, the proposed project does not include the development of housing. Therefore, the proposed project will not have an impact to housing or structures within the 100-year flood zone and impacts are anticipated.
- g & h The project-specific WQMP identifies that Best Management Practices (BMPs) to minimize urban runoff include the construction of onsite ponding areas and retention facilities. The BMPs for the project include minimize impervious areas and minimized directly connected impervious areas. The draft WQMP also specifies that said BMPs will be designed to be consistent with the requirements and objectives of the local vector control agencies. As such, any such impacts will be reduced to a less than significant level.

Mitigation:

22-1 Prior to the issuance of a grading or building permit, the applicant shall submit, and the City

approve the Final Water Quality Management Plan which ensures that post-construction flows do not exceed pre-construction levels and that the specified BMPs will minimize any water quality impacts.

- 22-2 Prior to the issuance of any building or grading permit, the applicant shall submit to the City construction drawings that identify the BMPs, their location, and the timing of their installation. These BMPs shall be consistent with the Final WQMP and installed to the satisfaction of the City Engineer.

Monitoring: Monitoring will be implemented through a coordinated effort during the construction and build-out phases of the proposed project with the developer, the City Planning and Public Works Departments, and the Riverside County Regional Flood Control District.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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23. Floodplains

Degree of Suitability in 100-Year Floodplains. As indicated below, the appropriate Degree of Suitability has been checked.

NA - Not Applicable ■ U - Generally Unsuitable □ R - Restricted □

a) Substantially alter the existing drainage pattern of the site or area, including 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Changes in absorption rates or the rate and amount of surface runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) 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 (Dam Inundation Area)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Changes in the amount of surface water in any water body?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: City of Wildomar General Plan Figure S-9, Riverside County GIS

Findings of Fact:

- Implementation of the proposed project will not significant alter the existing pattern of drainage on the site. Runoff flows will continue to enter the site along the northern edge of the project and will continue to exit the site near the southwestern corner of the project. As a result, any impacts will be less than significant.
- Development of the proposed project will increase the amount of impermeable surfaces, which in turn will decrease the absorption rates of the proposed project site. However, through the inclusion of porous surfaces on the proposed project site and the other measures contained in the draft WQMP, any changes in absorption rates or the amount of surface runoff due to the implementation of the proposed project will be less than significant.
- The project is not within a flood zone, nor is it located in the path of a levee or dam. The closest dam to the project site is Canyon Lake located about 5 miles north of the site outside of

the potential path of flow from the dam. Implementation of the proposed project will not 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. Therefore, the proposed project will not be impacted by flooding and no significant impacts are anticipated.

- d. The project will not alter the amount of surface runoff from the site. Through the adherence to the measures and requirements contained in the project specific WQMP; the proposed project will not cause changes in the amount of surface water in any water body. Therefore, no significant impacts are anticipated.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
LAND USE/PLANNING - Would the project:				
24. Land Use				
a) Result in a substantial alteration of the present or planned land use of an area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Affect land use within a city sphere of influence and/or within adjacent city or county boundaries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: City of Wildomar General Plan

Findings of Fact:

- a. The General Plan Land Use Designation for the site is Commercial Retail (CR). The project is consistent with the Commercial Retail Designation as implemented by the General Commercial (C-1/C-P) Zone. The existing land uses in the vicinity of the project site consist of primarily vacant commercially designated lands. The land uses for the proposed project are consistent with existing and proposed land use within the project area. The proposed project will have no impact through altering a present or planned land use in the area. As a result, no significant impacts are anticipated.
- b. The project will not affect land use within a city sphere of influence and/or within an adjacent city or county boundary. The closest adjacent City is approximately one mile north and to the west of the project site. The site is fairly small, only 6.64 acres, and the proposed project will not affect any adjacent jurisdictions. Therefore, development of this project will not impact land uses in an adjacent City or within a city sphere of Influence.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
25. Planning				
a) Be consistent with the site's existing or proposed zoning?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Be compatible with existing surrounding zoning?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be compatible with existing and planned surrounding land uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be consistent with the land use designations and policies of the Comprehensive General Plan (including those of any applicable Specific Plan)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: City of Wildomar General Plan

Findings of Fact:

- a. The current zoning designation for the proposed project site is General Commercial (C-1/C-P), and there are no proposals to change the zoning designation. The project shall comply with all zoning requirements for the C-1/C-P designation, which includes no setback requirements for projects under 35 feet in height and for projects over 35 feet in height, the setbacks for the front, rear and side lot lines shall not be less than two feet, except for project signage. The applicant has applied for a variance for an 85 foot tall freeway sign, in accordance with the City of Wildomar Zoning Ordinance. Therefore the proposed project will have no impact on the site's existing or proposed zoning.
- b. The existing surrounding zoning designations include General Commercial (C-1/C-P) and Rural Residential (R-R) to north, Interstate 15 to the west, and Rural Residential (R-R) to the south and east. The project proposes to develop the site with a highway oriented commercial center which is compatible with the existing and surrounding zoning. Therefore, it is not anticipated the proposed project will conflict with zoning designations in the project area and any impacts would be less than significant.
- c. The existing land use designations on the project site are CR Commercial Retail with a Community Center Overlay. The proposed project is consistent with this designation. Surrounding land use designations are entirely CR Commercial Retail with a Community Center Overlay. The land immediately south and east of the project site is vacant, and the land to the north consists of primarily vacant or commercial uses, with a few individual residential uses immediately north of the project site. The proposed project is consistent with the existing General Plan land use designation for the site, and any impacts to surrounding uses would be less than significant.
- d. The existing land use designations on the project site are CR Commercial Retail with a Community Center Overlay. The proposed project is consistent with this designation. Surrounding land use designations are entirely CR Commercial Retail with a Community Center Overlay. The proposed project is consistent with the existing and proposed surrounding land use designations and implements the policies contained in the General Plan. As a result, no impacts are anticipated.

- e. The proposed project site is vacant and it will not disrupt or divide the physical arrangement of an established community (including a low-income or minority community). Therefore, no impacts will occur to an established community.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
MINERAL RESOURCES - Would the project:				
26. Mineral Resources				
a) Result in the loss of availability of a known mineral resource in an area classified or designated by the State that would be of value to the region or the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■
c) Be an incompatible land use located adjacent to a State classified or designated area or existing surface mine?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■
d) Expose people or property to hazards from proposed, existing or abandoned quarries or mines?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■

Source: City of Wildomar General Plan Figure OS-5, Riverside County GIS

Findings of Fact:

- a. According to the City of Wildomar General Plan, there are no known mineral resources on the proposed project site that would be of value to the region or the residents of the State. Therefore, there is no impact.
- b. According to the City of Wildomar General Plan, there are no known mineral resources on the proposed project site that would 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 be of value to the region or the residents of the State. Therefore, there is no impact.
- c & d According to the City of Wildomar General Plan, there are no known State classified or designated area or existing surface mine within the project vicinity. Therefore, no incompatible land use conflicts will occur and there is no potential for humans to be exposed to existing or past mineral activities can result from project implementation.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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NOISE - Would the project result in:

Definitions for Noise Acceptability Ratings

Where indicated below, the appropriate Noise Acceptability Rating(s) has been checked.

NA - Not Applicable A - Generally Acceptable B - Conditionally Acceptable
C - Generally Unacceptable D - Land Use Discouraged

27. Airport Noise

a) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport would the project expose people residing or working in the project area to excessive noise levels?

☐ ☐ ☐ ☒

NA ☐ A ☒ B ☐ C ☐ D ☐

b) 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?

☐ ☐ ☒ ☐

NA ☐ A ☒ B ☐ C ☐ D ☐

Source: City of Wildomar General Plan, Google Earth

Findings of Fact:

- a. As noted in Section 20 of this Environmental Assessment, the project site is not located within an airport influence area or within two miles of a public airport. As a result, the project is not expected to expose people to excessive noise levels, or that would expose people residing or working in the project area to excessive noise levels. Therefore, no impacts are anticipated from excessive airport noise.
- b. The closest private airstrip is located within the City of Lake Elsinore approximately 1 mile northwest of the site. Given the limited activity which commonly occurs at Skylark Field and the project's proximity to Interstate 15, the project site will not be significantly impacted by noise from this facility. As a result, no impacts are anticipated.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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28. Highway Noise

☐ ☐ ☒ ☐

NA ☐ A ☐ B ☒ C ☐ D ☐

Source: City of Wildomar General Plan Figure S-20;

Findings of Fact: The project site is located at the southeast corner of Bundy Canyon Road and Interstate 15. Interstate 15 is a 6 lane freeway in the vicinity of the project site. According to the Noise Element of the General Plan, a 6 lane freeway will develop a noise level of 70 dBA at up to 267 feet from the centerline of the freeway. The closest building, Restaurant “A” is located approximately 100 feet from the travel lanes of Interstate 15. As a result, some noise impacts are anticipated. These potential noise impacts will be mitigated by the nature of the proposed automobile-oriented commercial land uses which are generally less noise sensitive and the fact that the site is below the elevation of the freeway travel lanes. These two factors are expected to reduce any potential noise impacts to a less than significant level.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
29. Other Noise				
NA <input checked="" type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: City of Wildomar General Plan Noise Element

Findings of Fact: No other noise impacts have been identified.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
30. Noise Effects on or by the Project				
a) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: City of Wildomar General Plan and General Plan EIR

Findings of Fact:

- a - c The proposed project will result in additional incremental increase to ambient noise levels in the immediate vicinity during construction, and to general ambient noise levels once the project is completed. However, most of the increased noise will be covered up by the vehicular traffic noise generated mostly by Interstate 15 and to a less degree by Bundy Canyon Road. Additionally, no sensitive uses occur in the project area and no background noise conditions will conflict with the proposed commercial uses at this project site. Due to the size, surrounding uses, and ambient noise levels in and around the proposed project site and its surrounding land uses, these impacts are considered less than significant. In addition, the project will comply with the construction noise provisions contained in the municipal code. The cumulative ambient noise from this project and those surrounding it are also considered less than significant. Through the implementation of the City noise standards described below, impacts associated with the construction phase of the proposed project will be reduced to less than significant.
- d. The proposed project will not expose any person to excessive ground-borne vibration or ground-borne noise levels. Therefore, no impact will occur due to ground-borne vibration.

Mitigation: Implementation of the following construction noise mitigation measures can reduce potential noise impacts to a less than significant level:

- 30-1 Construction shall be limited to the hours of 7 a.m. to 7 p.m. on Monday through Friday, and between 9 a.m. to 6 p.m. on Saturday, and shall be prohibited on Sundays and federal holidays, except in emergencies.
- 30-2 Where practicable, during the construction phase of the proposed project, the construction contractor shall utilize construction methods or equipment that will provide the lowest level of noise impact, i.e., use newer equipment that will generate lower noise levels.
- 30-3 During all project site excavation and grading activities, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site.
- 30-4 The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise sensitive receptors nearest the project site during all project construction.

Monitoring: During the construction phase of the proposed project representatives from the City's Building Department shall conduct periodic site visits to ensure implementation is being conducted properly on the project site. Field inspection notes shall be retained in the project file.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
POPULATION AND HOUSING Would the project				
31. Housing				
a) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County's median income?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■
d) Affect a County Redevelopment Project Area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■
e) Cumulatively exceed official regional or local population projections?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■
f) 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)?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>

Source: City of Wildomar General Plan

Findings of Fact:

- a. The proposed project site is undeveloped and implementation of the proposed project will not displace substantial numbers of existing housing. Therefore, the proposed project will not require the construction of replacement housing elsewhere.
- b. Due to the small commercial nature of the proposed project, the proposed project will not create a significant demand for housing. Due to the small size (approximately 6.64 acres) of the proposed commercial development, the project will not induce substantial number employees to the project area requiring housing or affordable housing. Therefore, any impacts from the project on housing needs would be less than significant.
- c. The proposed project site is vacant and undeveloped. Therefore, development of the project site will not result in the displacement of people and no impacts are anticipated.
- d. The project site is not located within a City Redevelopment Project Area; therefore the project will not impact a Redevelopment Area and no impacts are anticipated.
- e. The proposed project is a highway-oriented commercial retail center and will not generate new population in the area that might exceed future anticipated population growth. Therefore, the proposed project will not cumulatively contribute exceedances of official regional or local population projections.
- f. Development of the proposed project site is consistent with the General Plan land use designations; therefore, the project would not induce substantial population growth. The proposed project does not propose to develop additional roadways or infrastructure other than to service the proposed project, hence no major extension of infrastructure, and related growth inducement, will result from implementing the proposed project. Therefore, any impacts to population growth would be less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
PUBLIC SERVICES Would- the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
32. Fire Services	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: City of Wildomar General Plan Figure S-13

Findings of Fact: The project area is serviced by the Riverside County Fire Department. The nearest station to the project site is Wildomar Fire Station #61, located at 32637 Gruwell Street, 1.9 miles from the project site. The second nearest station is Bear Creek Station #75 located at 38900 Clinton Keith Road, 4.9 miles from the project site. Both stations are on the west side of Interstate 15 and are within five miles of the proposed project site. Any effects to fire facilities will be mitigated by the payment of standard fees to the City of Wildomar. The project will not directly physically alter existing facilities or result in the construction of new or physically altered facilities. Any construction of new facilities required by the cumulative effects of this project and surrounding projects would have to meet all applicable environmental standards. This project has been conditioned to comply with the standard requirements contained in Ordinance No. 659 to mitigate the potential effects to fire services. As a result, no impacts are anticipated.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
33. Sheriff Services	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: City of Wildomar General Plan Figure S-13 and staff review

Findings of Fact: The proposed project site is serviced by the Riverside County Sheriff's Department. The proposed project would not have an incremental effect on the level of sheriff services provided in the vicinity of the project area. The nearest Sheriff's Department that serves the City of Wildomar is the Lake Elsinore Station located 6.5 miles from the project site at 333 Limited Avenue, next to the Lake Elsinore State Park. In addition, the California Highway Patrol has jurisdiction along the Interstate 15 and Interstate 215 freeways. The project will not physically alter existing facilities or result in the construction of new or physically altered facilities. Any construction of new facilities required by the cumulative effects of this project and surrounding projects would have to meet all applicable environmental standards. This project has been conditioned to comply with the standard requirements contained in Ordinance No. 659 to mitigate the potential effects to police services. As a result, no impacts are anticipated.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
34. Schools	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: City of Wildomar General Plan Figure S-14 and staff review

Findings of Fact: The proposed project is located within the Lake Elsinore Unified School District. Due to the commercial nature of the proposed project, the project will not generate any additional students into the district and has no potential to directly impact to the local school system because no new population will be generated on the project site. Although there is a potential for project site employees to have children attend local schools, it is unlikely the introduction of the new employment opportunities will generate additional students into the district. As a result, this project will be conditioned to comply with School Mitigation Impact Fees established by the Elsinore Unified School District to mitigate the potential effects to school services. As a result, no impacts are anticipated.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
35. Libraries	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: City of Wildomar General Plan and staff review

Findings of Fact: Implementation of the proposed commercial development will not result in a significant impact to library services because no substantial population increase will occur from development of the proposed project. This project has been conditioned to comply with the standard requirements contained in Ordinance No. 659 to mitigate the potential effects to library services. As a result, no impacts are anticipated.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
36. Health Services	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: City of Wildomar General Plan Figure S-12

Findings of Fact: The commercial uses of the proposed project would not cause an impact on health services. The project site is located within the service parameters of City health centers. The project will not physically alter existing facilities or result in the construction of new or physically altered facilities. The presence of medical communities generally corresponds with the increase in population associated with the new development. Any construction of new facilities required by the cumulative effects of this project and surrounding projects would have to meet all applicable environmental standards.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
RECREATION				
37. Parks and Recreation				
a) Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■
b) Would the project include the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■
c) Is the project located within a C.S.A. or recreation and park district with a Community Parks and Recreation Plan (Quimby fees)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■

Source: City of Wildomar General Plan, Ord. No. 460, Section 10.35, Ord. No. 659, and Project Design

Findings of Fact:

- The proposed project is a commercial retail project and does not include the provision of recreational facilities. Therefore, no adverse impacts on recreational facilities will result from development of the proposed project.
- The proposed project will generate new employment opportunities, but it is not expected to generate additional resident to the local population. Therefore, the proposed project will not significantly increase a demand for use of offsite existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. Therefore, no impacts to recreational facilities are anticipated from implementation of the proposed project.
- This commercial project is not located in a CSA or recreation and park district that would require payment of Quimby fees. As a result, no impacts are anticipated.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
38. Recreational Trails.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: City of Wildomar General Plan, Elsinore Area Plan Figure 8 and Project Design

Findings of Fact: The City of Wildomar Trails Map does not indicate the presence of a trail along Bundy Canyon Road at the project site. Because the proposed project does not include recreational trails no impacts are anticipated.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
TRANSPORTATION/TRAFFIC - Would the project:				
39. Circulation				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated road or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Alter waterborne, rail or air traffic?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Substantially increase hazards to a design feature (e.g. , sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Cause an effect upon, or a need for new or altered maintenance of roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Cause an effect upon circulation during the project's construction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Result in inadequate emergency access or access to nearby uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Conflict with adopted policies supporting alternative transportation (e.g. bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: City of Wildomar General Plan Circulation Element, Traffic Study for Canyon Plaza (Riverside County, November 10, 2003, prepared by Darnell & Associates)

Findings of Fact:

- a. The project consists of a freeway retail commercial center, located approximately at the southeast corner of Interstate 15 and Bundy Canyon Road. The project site plan includes a right in/right out driveway on Bundy Canyon Road approximately 400 feet east of the NB I-15 off-ramp, and a full-width driveway at the eastern end of the project site. The proposed project will result in additional vehicle trips on the citywide road network. According to the traffic study, the project is expected to generate 8,423 daily vehicle trip ends. During the AM peak hour, 551 vehicle trips are expected while in the PM peak hour, 757 vehicle trips would result. However, because of the automobile orientation of the proposed commercial uses, many of the vehicle trips will actually be “pass by” trips for drivers already on the road going somewhere else. When these pass by trips are considered, the project is expected to add only 4,059 new vehicle trips to Bundy Canyon Road (289 during the AM peak and 407 during the PM peak). It is anticipated that future commercial development on the adjacent parcels will result in expansion and signalization of the eastern full turning movement driveway. Site improvements include right-of-way dedication for Bundy Canyon Road, curb/gutter/sidewalk, and half-width pavement along the project site frontage. In addition the project will also provide transportation-related mitigation fee payments. These standard improvements and mitigation measures, any impacts are expected to be less than significant.
- b. The proposed project will not result in inadequate parking capacity. The Zoning Ordinance requires the provision of 210 parking spaces. The project is proposing to provide 218 parking spaces which exceeds the City's parking requirements. Therefore, any impacts to parking would be less than significant.
- c. According to the traffic analysis provided for the project, most intersections near the project are expected to remain at Level of Service “C” or better. The expectations are the nearby freeway ramps which are expected to achieve Level of Service “F” at General Plan build-out without additional improvements to the ramp facilities. These improvements are anticipated to occur as part of the Transportation Uniform Mitigation Fee Program established by the County and effected cities, including the City of Wildomar. The proposed project will provide its fair share toward these improvements by making the impact fee payment identified in the mitigation measures. As a result, no significant impacts are anticipated because of the mitigation measures described below.
- d. The project will not result in a change in air traffic patterns. As a result, no impacts are anticipated.
- e. The project will not alter waterborne, rail or air traffic. As a result, no impacts are anticipated.
- f. The project will not substantially increase hazards to a design feature
- g. While the proposed project does not propose to develop new public roadways, improvements are proposed to Bundy Canyon Road. These new road improvements may result in an additional incremental maintenance cost. However, this incremental cost is expected to be minor and is not expected to result in a significant impact.
- h. There may be temporary traffic delays during street improvements to roads surrounding the proposed project site, but the delays will cease upon completion of construction. Work activities which could effect vehicular traffic along Bundy Canyon Road could cause minor construction delays, especially during peak periods when road capacities are most effected by

the large numbers of vehicles. With the standard requirement for traffic control planning by the City Engineering Department, any impacts are expected to be mitigated to a level of insignificance.

- i. The proposed project will construct additional road improvements along Bundy Canyon Road in front of the project. These additional road improvements have the potential to improve emergency response activities in and around the project site. At the same time, the project may attract additional traffic near the interchange which could potentially impair emergency response activities. With the potential improvements, no significant impacts are anticipated.
- j. The proposed project will not conflict with policies supporting alternative transportation. The project has been designed to promote non-vehicular circulation through the use of pedestrian friendly sidewalks. Therefore, any impacts to alternative forms of transportation would be less than significant.

Mitigation: The following traffic and circulation system mitigation measures will be implemented by the proposed project:

- 39-1 Prior to the issuance of any building permit, the developer shall pay the appropriate Development Impact Fees.
- 39-2 Prior to issuance of any building permit, the developer shall pay the appropriate Transportation Uniform Mitigation Fee.
- 39-3 Prior to the approval of an improvement plans, the developer shall submit and the City Engineer traffic control plans along Bundy Canyon Road to ensure the continued flow of traffic during construction.
- 39-4 During construction activities, the traffic flow will be maintained to the highest level possible with the use of standard traffic control devices. Typical traffic control measures include warning signs, warning lights, and flaggers. Implementation of traffic control measures will provide guidance and navigational tools throughout the project area in order to maintain traffic flow and levels of safety during construction.

Monitoring: Mitigation Monitoring will be accomplished by the Engineering and Building Departments to verifying the installation of the mitigation improvements and payment of requisite fees prior to impacts on the circulation system.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
40. Bike Trails	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: City of Wildomar General Plan

Findings of Fact: The proposed project does not include bicycle lanes as part of the project design. Bundy Canyon Road is designated as an urban arterial roadway according to the City of Wildomar General Plan. As a result no conflicts with the City's General Plan have been identified and no significant impacts are anticipated.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
UTILITY AND SERVICE SYSTEMS - Would the project:				
41. Water				
a) Require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: City of Wildomar General Plan, Elsinore Valley Municipal Water District, Urban Water Management Plan, 2003.

Findings of Fact:

a & b. The proposed project is located within the boundaries of the Elsinore Valley Municipal Water District (EVMWD). The project applicant is required to obtain a will serve letter issued by EVMWD outlining the conditions of water & sewer service. Receipt of a will serve letter will be a condition of approval for the proposed project to ensure that sufficient capacity is available to serve the proposed project site. However, due to the nature of the proposed land uses on the project site and the relatively small size of the proposed project, it is not anticipated that the proposed project will physically alter existing facilities or result in the construction of new or physically altered facilities. Any construction of new facilities required by the cumulative effects of this project and surrounding projects would have to meet all applicable environmental standards. The project will incrementally add to the existing water supply demand. Impacts are mitigated through the payment of the District's water connection fees, and such mitigation efforts would reduce any impacts to a level of less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
42. Sewer				
a) Require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities, the construction of which would cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Result in a determination by the wastewater treatment provider which serves or may service the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: City of Wildomar General Plan, General Plan EIR, Elsinore Valley Municipal Water District

Findings of Fact:

a & b The proposed project is located within the boundaries of the EVMWD. The project applicant is required to obtain a will serve letter issued by EVMWD outlining the conditions for sewer service. Receipt of a will serve letter will be a condition of approval for the proposed project to ensure that sufficient sewer capacity is available to serve the proposed project site. However, due to the nature of the proposed land uses on the project site and the relatively small size of the proposed project, it is not anticipated that the proposed project will physically alter existing facilities or result in the construction of new or physically altered facilities. Any construction of new facilities required by the cumulative effects of this project and surrounding projects would have to meet all applicable environmental standards. Impacts are mitigated through the payment of the District's water connection fees, and such mitigation efforts would reduce any impacts to a level of less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
43. Solid Waste				
a) Is the project served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Comply with federal, state, and local statutes and regulations related to solid wastes (including the CIWMP (County Integrated Waste Management Plan))?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: City of Wildomar General Plan; Riverside County Waste Management Division; and California Integrated Waste Management Board

Findings of Fact:

a. The main disposal sites for the proposed project area are the El Sobrante Landfill in Corona and the Lamb Canyon Sanitary Landfill in Riverside. The El Sobrante Landfill has a capacity of 10,000 tons of solid waste per day and, as of December 2004, had 172,531,000 tons of capacity available. The facility is projected to reach capacity in 2030. The Lamb Canyon Landfill has a capacity of 3,000 tons of solid waste per day and, as of August 2005, had 20,908,171 tons of capacity available. The facility is projected to reach capacity in 2023. As a result, no significant impacts are anticipated.

The project will not substantially alter existing or future solid waste generation patterns and disposal services. The project will be consistent with the County Integrated Waste Management Plan. The project will be required to comply with the recommendations of the Riverside County Waste Management Department. These requirements are standard to all commercial projects and therefore are not considered mitigation pursuant to CEQA. Therefore, any impacts would be less than significant.

- b. The proposed project is subject to the Solid Waste Reuse and Recycling Access Act of 1991. The Act requires that adequate areas be provided for collecting and loading recyclable materials such as paper products, glass and other recyclables. Mitigation measures are proposed by the Riverside County Waste Management Division to ensure compliance with the Act. Through the implementation of the mitigation measures, solid waste impacts resulting from the proposed project will result in a less than significant impact.

Mitigation: Prior to the issuance of a building permit, the project applicant shall submit a recycling collection and loading area plan to the Riverside County Waste Management Division.

Monitoring: The Building and Safety Department will coordinate compliance with the Riverside County Waste Management Division's recycling requirements for the proposed project.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
44. Utilities				
Would the project impact the following facilities requiring or resulting in the construction of new facilities or the expansion of existing facilities; the construction of which could cause significant environmental effects?				
a) Electricity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Natural gas?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Communications systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Storm water drainage?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Street lighting?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Maintenance of public facilities, including roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Other governmental services?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Conflict with adopted energy conservation plans?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: City of Wildomar General Plan; General Plan EIR; and Riverside County Conservation and Flood Control District

Findings of Fact:

- a - c The proposed Project is within the service boundaries of Southern California Edison for electricity services, Southern California Gas Co. for gas services and Verizon for communication system services. The utilities services will be available to the proposed project site through connections to via Bundy Canyon Road. The connections to the service lines would not require physical impacts beyond the boundaries of the Project's disturbance area

footprint or roadway rights-of-way. Therefore, any impacts would be less than significant.

- d. Runoff from the proposed Project site would be conveyed to proposed public drainage facilities located westerly of the project site. The drainage facilities must be approved by the City, some of which are to be constructed by the proposed project. Drainage facilities required for the Project would either occur on-site, in roadway rights-of-way (storm drain lines and inlets), or would not involve physical environmental impacts beyond those already planned by the drainage plan. Additionally, the proposed project would pay a DIF for Storm Drainage facilities and must comply with all City of Wildomar/Riverside County Conservation and Flood Control District regulations, including provision for no net increase in incremental discharge volumes from the site and for stormwater quality treatment requirements. Through adherence to the City's storm facility requirements for local improvements it is not anticipated that the proposed project will result in the construction of new facilities or the expansion of existing facilities that will cause a significant environmental affect.
- e. Street lighting installed by the proposed project would not cause physical impacts beyond the boundaries of the proposed project's disturbance area footprint or adjacent roadway rights-of-way. Compliance with City of Wildomar Adopted Ordinance No. 655 would reduce these impacts to a level of less than significant.
- f. The proposed project would not construct new roads requiring maintenance. Roadway maintenance within the project vicinity would not cause physical impacts beyond the boundaries of the Project's disturbance area footprint or adjacent roadway rights-of-way. Therefore, impacts to roadway maintenance would be less than significant.
- g. No other known government services would be significantly impacted by development of the proposed project.
- h. The proposed project would not be regarded as an energy-intensive land use and as such, would not result in a conflict with adopted energy conservation plans. Development would be required to comply with Title 24 of the California Code of Regulations regarding energy efficiency. As a result, no significant impacts are anticipated.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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MANDATORY FINDINGS OF SIGNIFICANCE

45. Does the project have the potential to substantially 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 to eliminate important examples of the major periods of California history or prehistory?

☐ ☒ ☐ ☐

Source: Staff Review of application materials

Findings of Fact:

This project has the potential to contribute to a cumulative change in the environment, habitat, wildlife population size, plant/animal community, or historical/prehistorical period. However, the identified standard requirements and Mitigation Measures are expected to reduce these potential impacts to a less than significant level.

Mitigation: As discussed throughout the Environmental Assessment.

Monitoring: As discussed throughout the Environmental Assessment.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
46. Does the project have the potential to achieve short-term environmental goals, to the disadvantage of long-term environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Source: Staff review, Project Application Materials

Findings of Fact:

The proposed project does have the potential to achieve short-term environmental goals, to the disadvantage of long-term environmental goals. However, the identified standard requirements and Mitigation Measures are expected to reduce these potential impacts to a less than significant level.

Mitigation: As discussed throughout the Environmental Assessment.

Monitoring: As discussed throughout the Environmental Assessment.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
47. Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of an individual 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 as defined in California Code of Regulations, Section 15130)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Source: Staff review, Project Application Materials

Findings of Fact:

Construction of the proposed project would commit the site to commercial uses for the foreseeable future. The analysis in this Checklist indicates that the Project could significantly impact the

environment. All potential impacts from the Project can be mitigated to below a level of significance. Impacts in all of these areas have the potential to accumulate with similar impacts on other sites in the area and result in cumulatively considerable effects, particularly in the areas of air quality, water quality, noise and transportation/traffic. The mitigation measures presented in this Checklist would reduce the Project's cumulative impacts to below levels of significance. However, the identified standard requirements and Mitigation Measures are expected to reduce these potential impacts to a less than significant level.

Mitigation: As discussed throughout the Environmental Assessment.

Monitoring: As discussed throughout the Environmental Assessment.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
48. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Sources: Preceding checklist, staff review, project application

Findings of Fact:

Findings of Fact: The proposed project may result in environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly. However, the identified standard requirements and Mitigation Measures are expected to reduce these potential impacts to a less than significant level.

Mitigation: As discussed throughout the Environmental Assessment.

Monitoring: As discussed throughout the Environmental Assessment.

VI. EARLIER ANALYSES

Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration as per California Code of Regulations, Section 15063 (c) (3) (D). In this case, a brief discussion should identify the following: N/A

Earlier Analyses Used, if any: Riverside County (City of Wildomar) General Plan, adopted 2003; Riverside County General Plan EIR, adopted 2003

Location Where Earlier Analyses, if used, are available for review:

Location: County of Riverside Planning Department
4080 Lemon Street, 9th Floor
Riverside, CA 92502

Figure 1 – Regional Location

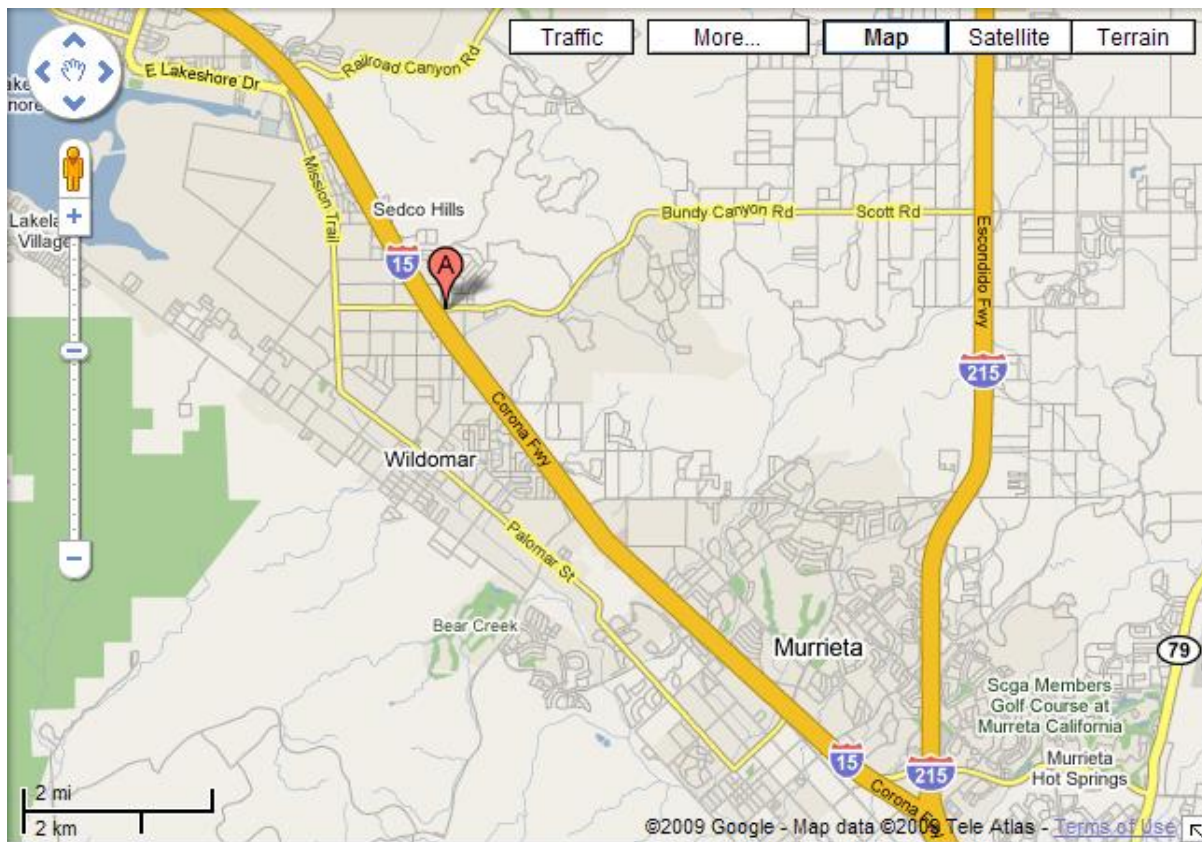


Figure 2 – Project Location

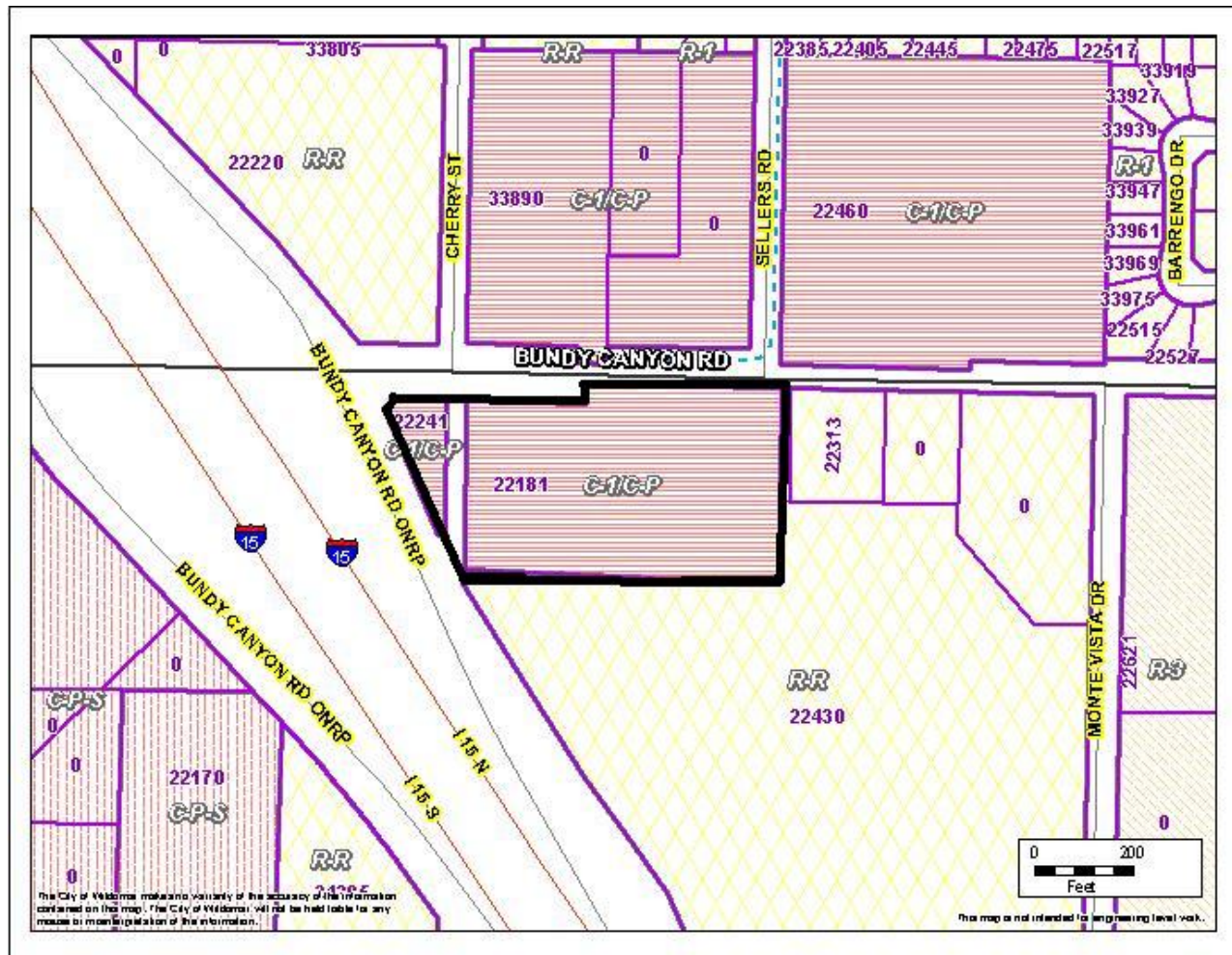


Figure 3 - Site Plan

