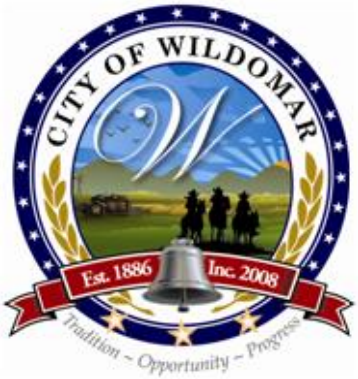

INITIAL STUDY FOR THE

McVICAR RESIDENTIAL PROJECT

CHANGE OF ZONE (PA 09-0380) AND

TENTATIVE TRACT MAP 32035

(Planning Application 09-0380)

Lead Agency:

CITY OF WILDOMAR

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Wildomar, CA 92595

Prepared by:

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2016

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

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I. INTRODUCTION AND PROJECT DESCRIPTION

Purpose and Project Overview

This Initial Study evaluates the environmental impacts of a proposed change of zone and tentative tract map subdivision (TTM No. 32035) of approximately 19.20 acres. The change of zone would change the existing zoning designation of R-R (Rural Residential) to R-1 (One Family Dwelling) and W-1 (Watershed, Watercourse and Conservation Areas). The proposed Tentative Tract Map (TTM 32035) would create 48 parcels for future development of single-family homes. In addition to the parcels intended for single-family homes, there would be a 0.36-acre water quality basin, a 0.47-acre open space lot (Lot I), and a 5.17-acre open space area, which also includes a 27,114 SF hydromodification basin, within the 100-year floodway of Murrieta Creek (Wildomar Channel).

Project Location

The project site is located on the north side of McVicar Street approximately 1,000 feet west of Palomar Street (see **Figure 1**). According to the Riverside County Assessor's Office, one address is associated with the subject site: 22051 Palomar Street, Wildomar. The APNs are 380-040-005, -006, -007, and -029 (see **Figure 2**).

The project site is bordered to the north and east by residences, greenhouses, and a farmers market, with Palomar Street and residences beyond. The site is bordered to the west by vacant land (future Beazer TM 31667) and residences (to the northwest). The Murrieta Creek (Wildomar Channel) borders the site to the west, and the Richmond American single family residential project (TM's 25122 & 32078 currently under construction) to the south. McVicar Street borders the site to the south.

Proposed Rezoning

The Applicant is proposing a change of zone for the project site from R-R (Rural Residential) to R-1 (One Family Dwelling) to allow for 48 single family dwelling units consistent with the density provisions of the City's General Plan land use designation of Medium Density Residential (MDR). The proposed project also includes a request to rezone a portion of the site to W-1 (Watercourse, Watershed and Conservation Areas) to accommodate the floodway. The proposed R-1 zoning allows single family residential lots with a minimum lot area of 7,200 square feet, a minimum width of 60 feet and a minimum depth of 100 feet. The proposed W-1 zoning will cover the 100-year floodway area along the flood control channel shown as Lots J and K. The W-1 zoning prevents all development within the floodway (see **Figure 3**).

Tentative Tract Map

The proposed subdivision map would create 48 parcels (ranging in size from 7,216 s.f. to 10,843 s.f.) intended for future single-family homes on minimum lot sizes of 7,200 square feet (consistent with the proposed R-1 zone). Tentative Tract Map No. 32035 would also create seven new streets labeled A through G on the (see **Figures 4** and **5**). In addition to the residential parcels, the Tentative Tract Map includes Lot I, an open space lot to be maintained by an HOA, providing access to the drainage channel and serving as an overflow; Lot J that will include a water quality basin and hydromodification basin to be maintained by a private HOA; Lot K, which is a 3.9-acre Riverside County Flood Control maintained open space.

The tentative tract map also includes a 14-foot-wide multipurpose trail extending along Street A. A trailhead is provided north of the water quality basin that will feature a shaded bench, a drinking fountain, and a trash receptacle. The trail and trailhead will be available for public use and will be publicly maintained. This trail is designed to link to a broader trail system along Murrieta Creek serving the community. A tubular steel fence will extend along the top of slope south of the multipurpose trail, trailhead, and water quality basin to control access into the floodway. This fence will extend farther along the north side of McVicar Street.

Grading

Cut and fill grading will be used to achieve design grade. Earthwork will be generally limited to less than 5 feet of cut or fill. According to the Tentative Tract Map, earthwork quantities are estimated as 58,533 cubic yards of raw fill, 25,093 cubic yards of raw cut, 33,440 cubic yards of import, 7,200 cubic yards of stockpile volume. Total import for the project is estimated at 26,240 cubic yards. A number of retaining walls are proposed to account for grade differences across the site (see **Figure 5**).

Proposed New Streets

Primary vehicular access to the subdivision will occur from McVicar Street and Nelmar Circle (extending west from Palomar Street). The interior of the site is accessed via an internal continuous street system through the site. Nelmar Circle was originally planned as a cul-de-sac; however, as shown in **Figure 4**, a portion of the cul-de-sac right-of-way will be vacated in favor of the new Street G. The originally proposed cul-de-sac provided access to the parcel to the north that is not part of this project. A detail on **Figure 4** titled "Streets "F" & "G" TEE Option" illustrates how a T-intersection might be developed in place of the existing cul-de-sac and the proposed Street G, providing similar roadway access to the northern portion of the property.

As shown in **Figure 4**, Nelmar Circle and Streets A, B, C, D, E, F and G will meet City Standard 105. Palomar Street will include a trail connection and meet City Standard 92. Streets "F" and "G" Tee Option will affect lots 21, 22, 23, 26, 27, and 28. Furthermore, McVicar Street will meet "City Standard 105C (modified)".

Existing Street Improvements

This initial study includes mitigation measure **HYD-2** that will result in a new crossing of Murrieta Creek (Wildomar Channel) by McVicar Street. The purpose of the new crossing is to remove the existing impediment to stormwater and reduce the area of flooding upstream of the existing crossing. The extent of roadway improvements will be within the existing right of way of McVicar Street. Intersection and street improvements must meet the requirements in Wildomar Municipal Code Section 16.08.

Water

The proposed project will receive water service from the Elsinore Valley Municipal Water District (EVMWD). Water service will connect to both the existing 8-inch water line in Palomar Street and the existing 8-inch water line in McVicar Street.

Sewer

The proposed project will receive wastewater service from the Elsinore Valley Municipal Water District. Connection to the EVMWD wastewater system will occur on the southeastern portion of the property at

McVicar Street. Sewer service will flow from the entrance to the proposed site at Palomar Street and eventually connect to an existing 8-inch gravity feed sewer line in McVicar Street.

Stormwater

The site will be graded in order for the runoff from the project site to be carried through the streets and to the southwest corner of the project. Proposed Lot K will be the water quality basin, and project drainage from on-site streets will flow into this basin. Filtration systems will be constructed on each lot to reduce flows into the water quality basin. The 0.36-acre water quality basin will allow debris and sediment to settle out of the water before discharge to the flood control channel.

While most of the stormwater will be accommodated within the proposed roadways, a drainage easement is proposed at the rear of Lots 5–7, 20, 21, and 23–27 and at the side of Lots 4 and 22. The stormwater drainage will also flow along the western property line of APN 380-040-029 in an earthen ditch. The purpose of these stormwater easements is to avoid or minimize drainage discharge onto adjoining developed properties (see **Figure 5**).

The area between proposed Street A and western edge of the Murrieta Creek Flood Control Channel will be excavated and turned into a stormwater drainage and flooding basin to accommodate floodwater anticipated from the channel. Shown as Lot L of the proposed subdivision (see **Figure 4**), the resulting basin will be zoned W-1 (Watercourse, Watershed and Conservation Areas) to preclude development of buildings and will ultimately be dedicated to the Riverside County Flood Control District as part of their regional drainage system.

Landscape Plans

The proposed project includes landscaping of the private open space lot (Lot I) and streetscapes. Maintenance of the landscaped areas is included as part of the homeowners' association and/or CFD. The draft landscaping plan is included as **Appendix 1a**.

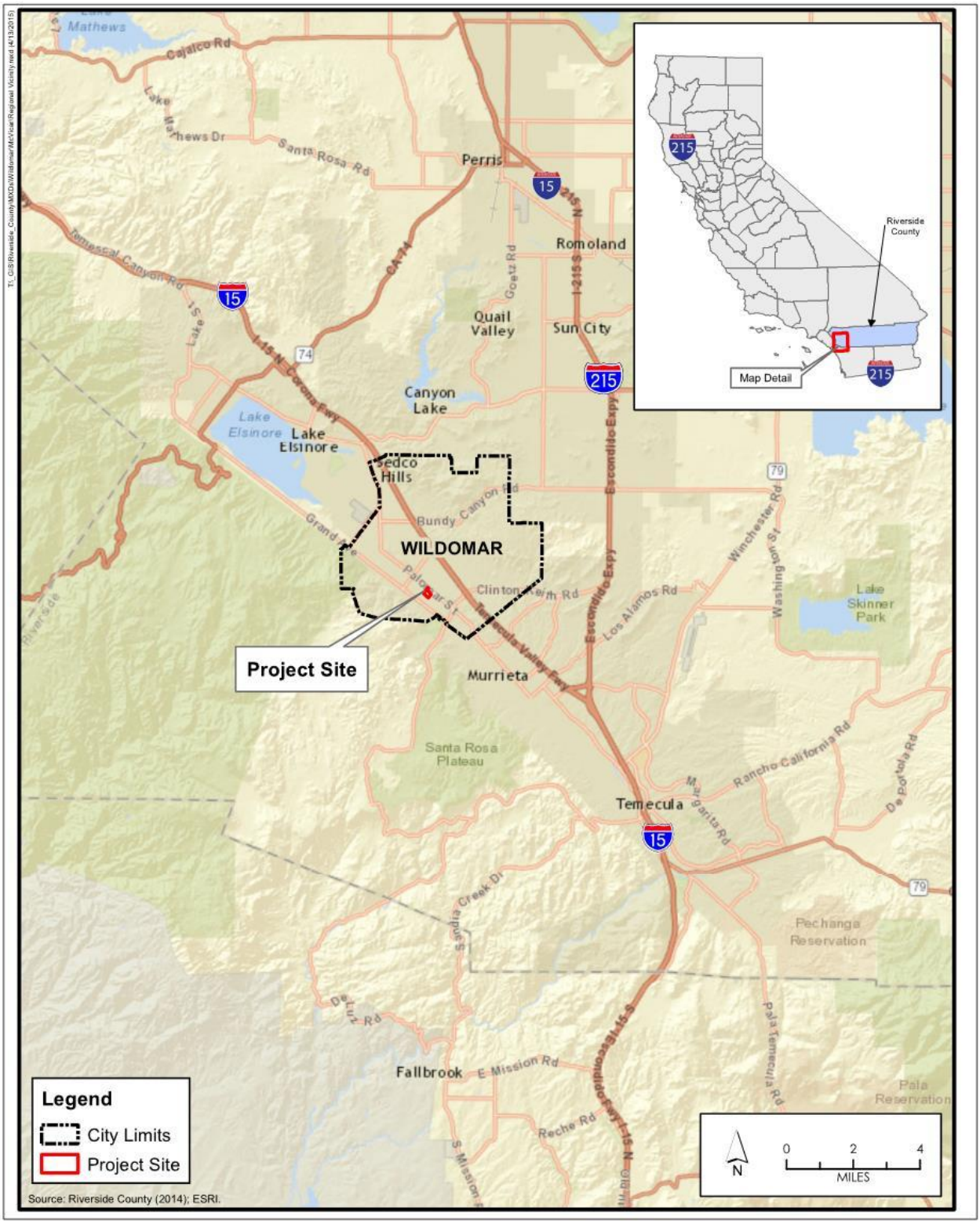


FIGURE 1

Regional/Local Vicinity Map

McVicar Project

Michael Baker INTERNATIONAL

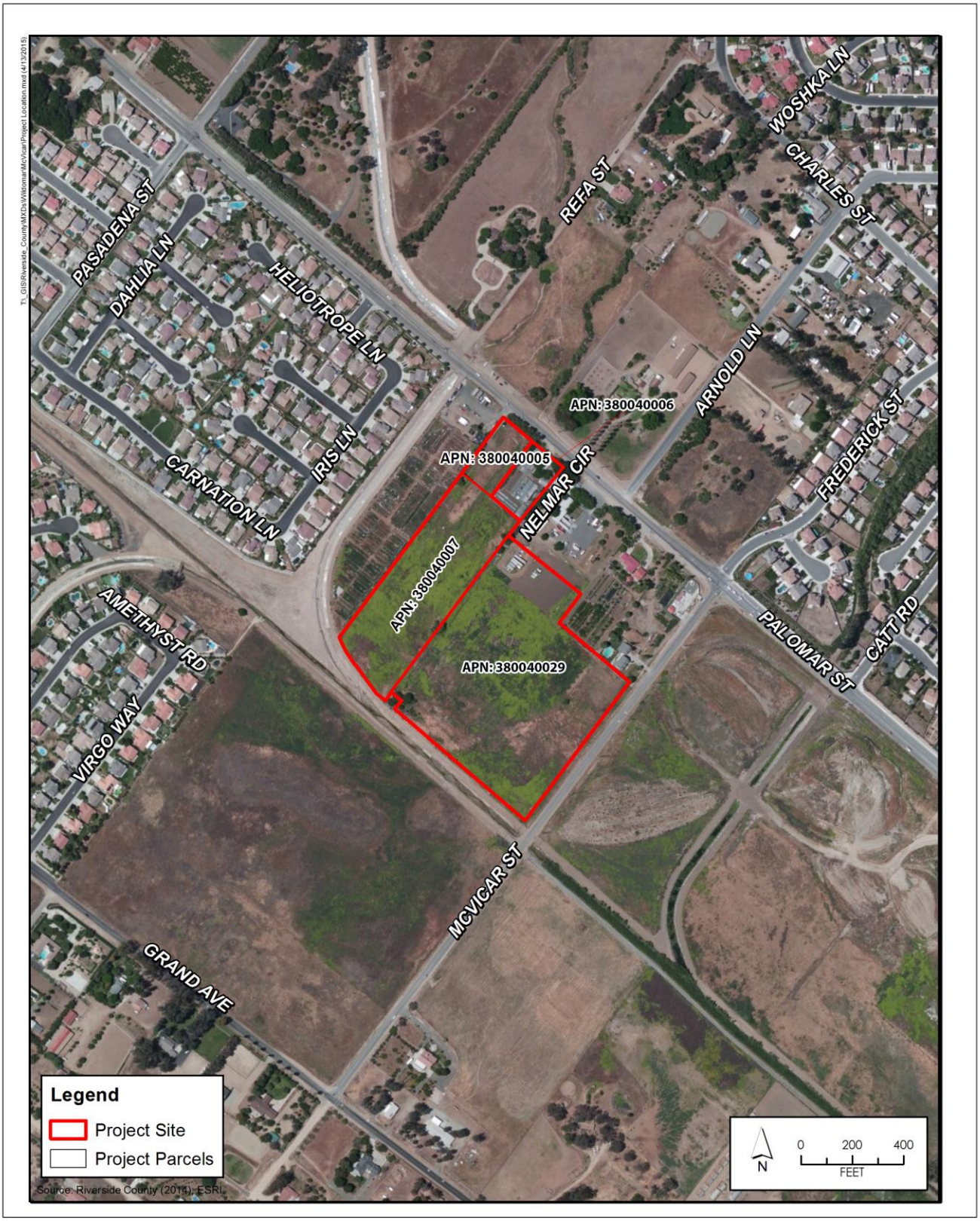


FIGURE 2

Project Location

McVicar Project

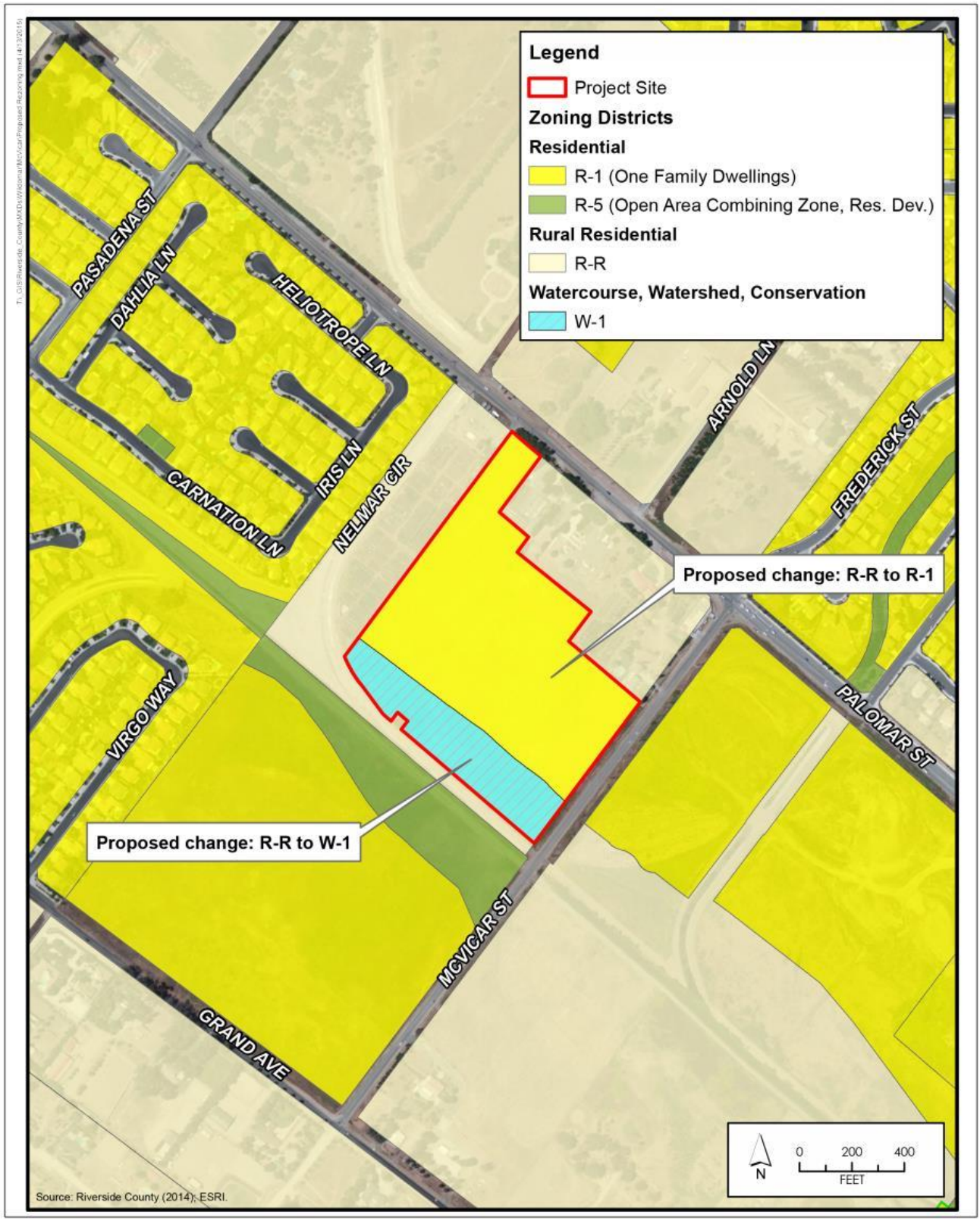
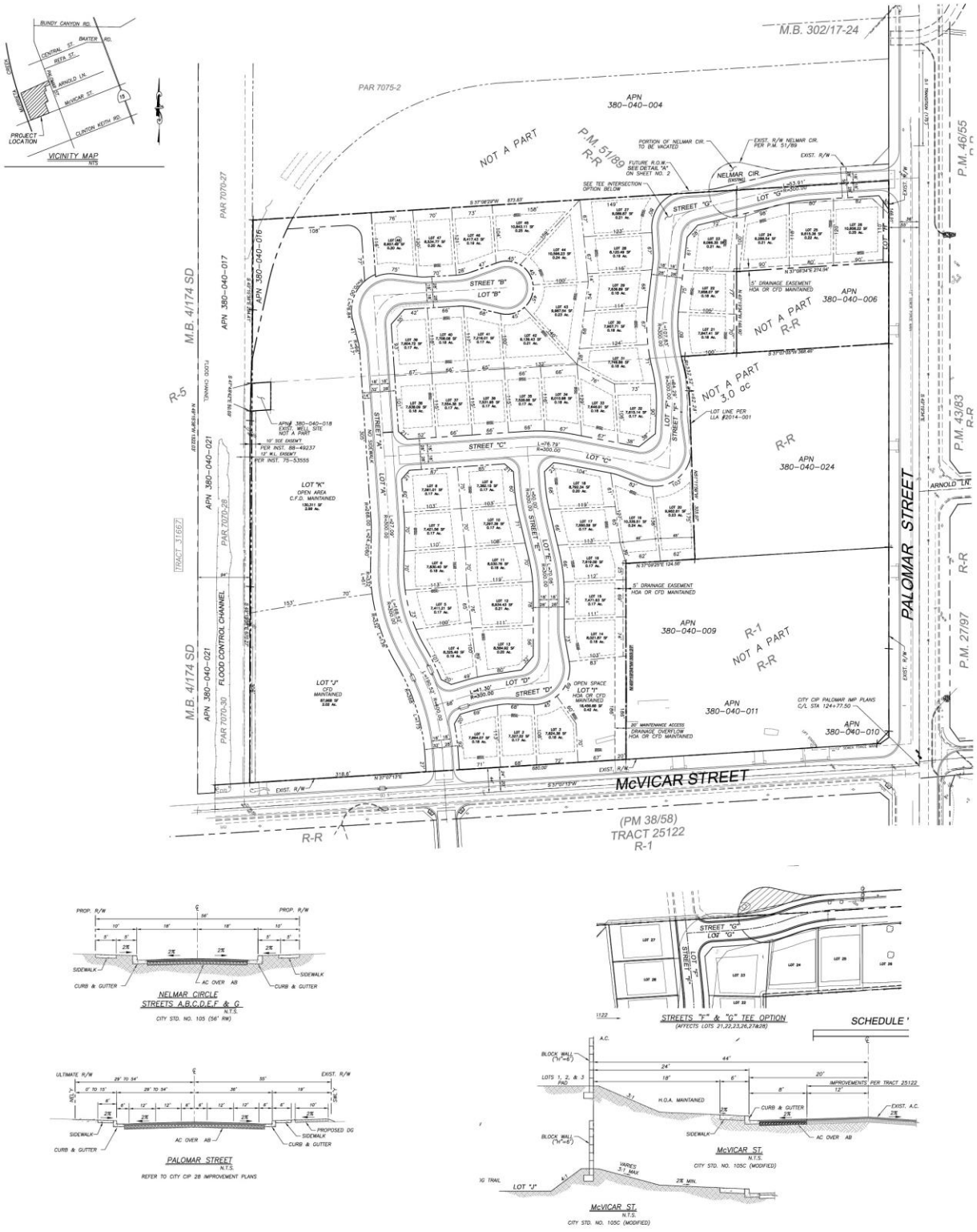


FIGURE 3

Proposed Rezoning

McVicar Project

Michael Baker INTERNATIONAL



Source: SAKE Engineers

1 inch = 60 ft.

FIGURE 4

Tentative Tract Map: Sheet 1

McVicar Project

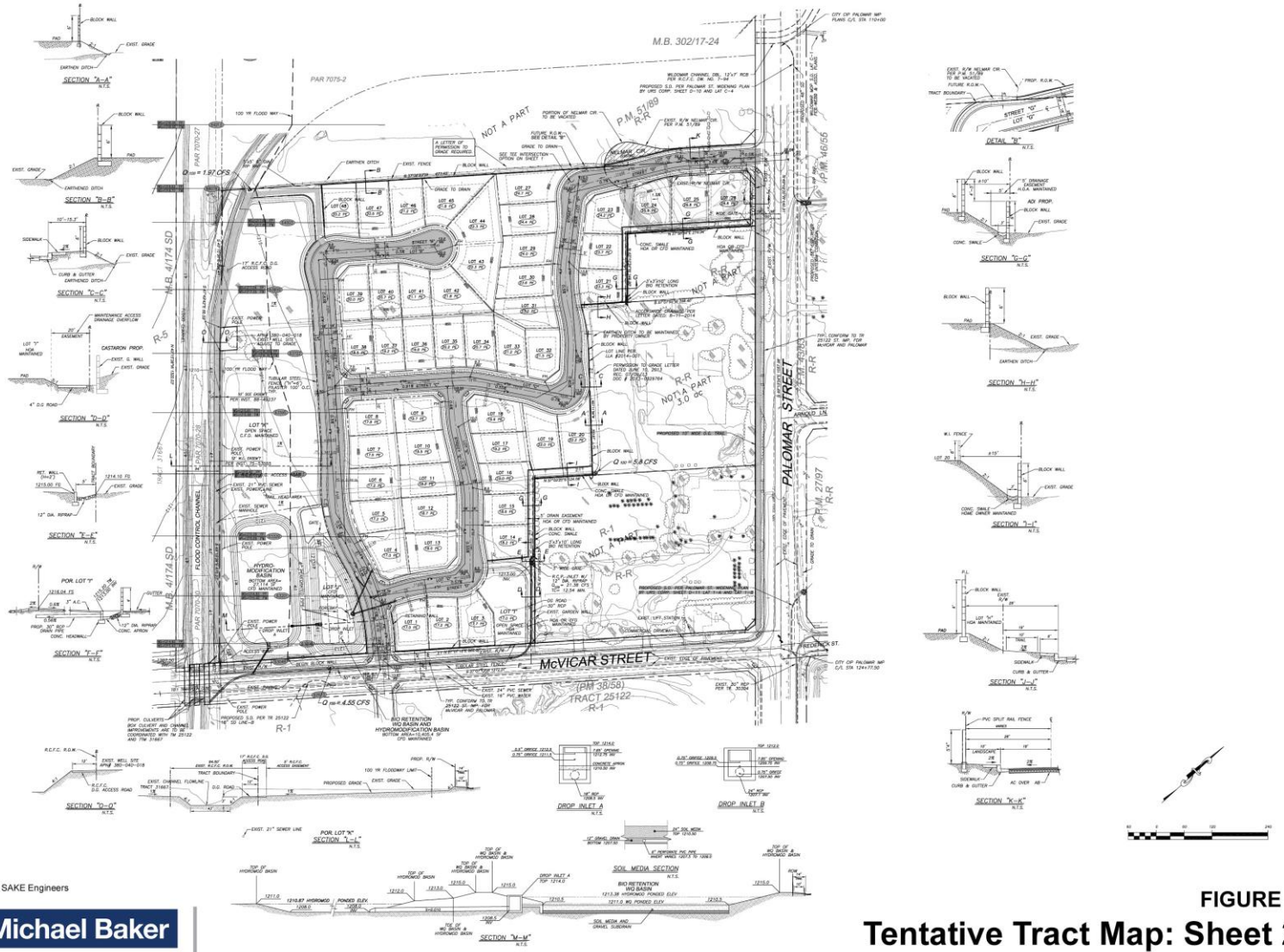


FIGURE 5

Tentative Tract Map: Sheet 2

McVicar Project

II. EXISTING CONDITIONS

Regulatory Setting

The City of Wildomar General Plan was adopted upon incorporation on July 1, 2008 and consists of the Riverside County General Plan as it existed on that date. The Riverside County General Plan was approved in 2003 and updated shortly before the City's incorporation. The land use designation for the project site is Medium Density Residential (MDR), which allows a density range of 2–5 units per acre. The General Plan land use designations for the properties immediately adjacent to the project site and to the north are Medium Density Residential, with Low Density Residential to the southwest of the site.

The project site is currently zoned R-R (Rural Residential). The R-R zone allows single-family dwellings, mobile homes, planned residential developments, public parks, limited commercial, water works facilities, agricultural and farming uses, and mining. The proposed project includes a request to rezone the project area from i R-R (Rural Residential) to R-1 (One-Family Dwelling) and W-1 (Watercourse, Watershed and Conservation Areas) to accommodate the single family residential development. The proposed change of zone will allow a minimum lot size of 7,200 square feet, whereas the R-R zone requires a minimum lot size of 21,780 square feet (one-half acre). Zoning for the adjacent properties includes Open Area Combining Zone, R-5 (Residential Developments) and R-1 (One-Family Dwelling), R-R (Rural Residential) to the north, and R-R (Rural Residential) to the south (see **Figure 2**).

Physical Setting

The project site is currently undeveloped, but highly disturbed. The project site is characterized as heavily disturbed grassland. The Castagnon residence is located along the site's east property line. Land uses surrounding the site include single family dwellings, greenhouses and a flood control channel located to the north, the Rancho Fortunado Estates single-family residential project (rough-graded) to the south across McVicar Street, existing single-family residences to the east across Palomar Street, and the Murrieta Creek (Wildomar Channel) and vacant/undeveloped pastureland to the west (see **Figure 6**).

Approved Projects

Beazer Homes has an approved 108-lot single family residential project (TM 31667) located to the west of the project site across Murrieta Creek, but has not started construction as of the date of this Initial Study. Richmond American Homes has an approved 157-lot single family residential project (TM 25122/TM 32078) located south of the project site which is under construction.

Photo 1

Photo 2

Photo 3

Photo 4

Michael Baker INTERNATIONAL

FIGURE 6
Photos
McVicar Project

III. REGULATORY FRAMEWORK

This section lists specific environmental review and consultation requirements and identifies permits and approvals that may need to be obtained from local, state, and federal agencies prior to implementation of the proposed project.

Federal

Clean Water Act

Section 401 of the federal Clean Water Act (CWA) requires any applicant for a federal license or permit conducting any activity that may result in a discharge of a pollutant into waters of the United States to obtain a certification that the discharge will comply with the applicable effluent limitations and water quality standards. The appropriate Regional Water Quality Control Board (RWQCB) regulates Section 401 requirements.

Section 404 of the CWA prohibits the discharge of dredged or fill material into "waters of the United States" without a permit from the US Army Corps of Engineers (USACE). The USACE and the US Environmental Protection Agency (EPA) administer the Clean Water Act. In addition to streams with a defined bed and bank, the definition of waters of the United States includes wetland areas "that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions" (33 Code of Federal Regulations [CFR] 328.3 7b). The lateral extent of non-tidal waters is determined by delineating the ordinary high water mark (33 CFR Section 328.4(c)(1)).

If adjacent wetlands occur, the limits of jurisdiction extend beyond the ordinary high water mark to the outer edge of the wetlands. The presence and extent of wetland areas are normally determined by examination of the vegetation, soils, and hydrology of a site. The majority of jurisdictional wetlands exhibit three wetland criteria: hydrophytic vegetation, wetland hydrology, and hydric soils.

Substantial impacts to jurisdictional wetlands may require an individual permit. Small-scale projects may require a nationwide permit, which typically has an expedited process compared to the individual permit process. Mitigation of wetland impacts is required as a condition of the 404 permit and may include on-site preservation, restoration, or enhancement and/or off-site restoration or enhancement. The characteristics of the restored or enhanced wetlands must be equal to or better than those of the affected wetlands to achieve no net loss of wetlands.

Endangered Species Act

The federal Endangered Species Act (ESA) protects threatened and endangered plants and animals and their critical habitat. Candidate species are those proposed for listing; these species are usually treated by resource agencies as if they were actually listed during the environmental review process. Procedures for addressing impacts to federally listed species follow two principal pathways, both of which require consultation with the US Fish and Wildlife Service (USFWS), which administers the Endangered Species Act for all terrestrial species. The first pathway, Section 10(a) incidental take permit, applies to situations where a non-federal government entity must resolve potential adverse impacts to species protected under the ESA. The second pathway, Section 7 consultation, applies to projects directly undertaken by a federal agency or private projects requiring a federal permit or approval.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) implements international treaties between the United States and other nations devised to protect migratory birds and their parts, eggs, and nests from activities such as hunting, pursuing, capturing, killing, selling, and shipping, unless expressly authorized in the regulations or by permit. The State of California has incorporated the protection of birds of prey in Sections 3800, 3513, and 3503.5 of the Fish and Game Code (FGC).

All raptors and their nests are protected from take or disturbance under the MBTA (16 United States Code [USC] Section 703 et seq.) and California statute (FGC Section 3503.5). The golden eagle and bald eagle are also afforded additional protection under the Eagle Protection Act, amended in 1973 (16 USC Section 669 et seq.).

Executive Order 13112 – Invasive Species

Executive Order 13112 directs all federal agencies to refrain from authorizing, funding, or carrying out actions or projects that may spread invasive species. The order further directs federal agencies to prevent the introduction of invasive species, control and monitor existing invasive species populations, restore native species to invaded ecosystems, research and develop prevention and control methods for invasive species, and promote public education on invasive species. As part of the proposed action, the USFWS and the USACE issue permits and are responsible for ensuring that the proposed action complies with Executive Order 13112 and does not contribute to the spread of invasive species.

State

Drought Proclamation

Governor Brown's April 1, 2015, declaration of a drought emergency (B-29-15), charged the State Water Resources Control Board (SWRCB) with mandating water restrictions for California. The SWRCB adopted statewide mandates on May 6, 2015 requiring water agencies such as EVMWD to increase conservation efforts and reduce water consumption by 28 percent when compared to 2013 water usage. At a 28 percent water-usage reduction, the EVMWD's district wide cutback is expected to be approximately 18,620 acre-feet. The Water Board also directed urban water suppliers such as EVMWD to develop rate structures and other pricing mechanisms, including but not limited to surcharges, fees, and penalties, to maximize water conservation consistent with statewide water restrictions.

In addition to required goals for the preservation of drinking water, the Water Board was also tasked with updating the State Model Water Efficient Landscape Ordinance and mandating its application through expedited regulation. The City of Wildomar adopted the Water Efficient/Conservation Landscape Standards Manual on November 12, 2015. The ordinance requires increased water efficiency standards for new and existing landscapes through more efficient irrigation systems.

State Water Resources Control Board

The five-member State Water Resources Control Board (SWRCB) allocates water rights, adjudicates water right disputes, develops statewide water protection plans, establishes water quality standards, and guides the nine Regional Water Quality Control Boards located in the major watersheds of the state. The joint authority of water allocation and water quality protection enables the SWRCB to provide comprehensive protection for California's waters. The SWRCB is responsible for implementing the Clean Water Act and

issues National Pollutant Discharge Elimination System (NPDES) permits to cities and counties through Regional Water Quality Control Boards (SWRCB, 2015).

California Endangered Species Act

Under the California Endangered Species Act (CESA), the California Department of Fish and Wildlife (CDFW) has the responsibility for maintaining a list of endangered and threatened species (FGC Section 2070). Sections 2050 through 2098 of the Fish and Game Code outline the protection provided to California's rare, endangered, and threatened species. Fish and Game Code Section 2080 prohibits the taking of plants and animals listed under the CESA. Section 2081 established an incidental take permit program for state-listed species. The CDFW maintains a list of "candidate species," which are species that the CDFW formally notices as being under review for addition to the list of endangered or threatened species.

Pursuant to the requirements of the CESA, an agency reviewing a proposed project within its jurisdiction must determine whether any state-listed endangered or threatened species may be present in the area and determine whether the proposed project will have a potentially significant impact on such species. In addition, the CDFW encourages informal consultation on any proposed project that may impact a candidate species.

Project-related impacts to species on the CESA endangered or threatened list would be considered significant. State-listed species are fully protected under the mandates of the CESA. "Take" of protected species incidental to otherwise lawful management activities may be authorized under FGC Section 206.591. Authorization from the CDFW would be in the form of an incidental take permit.

Native Plant Protection Act

The Native Plant Protection Act of 1977 (FGC Section 1900 et seq.) prohibits the taking, possessing, or sale within the state of any plants with a state designation of rare, threatened, or endangered (as defined by the CDFW). An exception to this prohibition in the act allows landowners, under specified circumstances, to take listed plant species, provided that the owners first notify the CDFW and give that state agency at least 10 days to come and retrieve (and presumably replant) the plants before they are plowed under or otherwise destroyed (FGC Section 1913 exempts from take prohibition "the removal of endangered or rare native plants from a canal, lateral ditch, building site, or road, or other right of way"). Project impacts to these species are not considered significant unless the species are known to have a high potential to occur within the area of disturbance associated with project construction.

California Department of Fish and Wildlife

The California Department of Fish and Wildlife also maintains lists of "species of special concern," which serve as species "watch lists." The CDFW has also identified many species of special concern. Species with this status have limited distribution or the extent of their habitats has been reduced substantially, such that their populations may be threatened. Thus, their populations are monitored, and they may receive special attention during environmental review. While they do not have statutory protection, they may be considered rare under the California Environmental Quality Act (CEQA) and thereby warrant specific protection measures.

Sensitive species that would qualify for listing but are not currently listed are afforded protection under CEQA. CEQA Guidelines Section 15065 (Mandatory Findings of Significance) requires that a substantial reduction in

numbers of a rare or endangered species be considered a significant effect. CEQA Guidelines Section 15380 (Rare or Endangered Species) provides for assessment of unlisted species as rare or endangered under CEQA if the species can be shown to meet the criteria for listing. Unlisted plant species on the California Native Plant Society's (CNPS) Lists 1A, 1B, and 2 would typically be considered under CEQA.

Sections 3500 to 5500 of the FGC outline protection for fully protected species of mammals, birds, reptiles, amphibians, and fish. Species that are fully protected by these sections may not be taken or possessed at any time. The CDFW cannot issue permits or licenses that authorize the take of any fully protected species, except under certain circumstances such as scientific research and live capture and relocation of such species pursuant to a permit for the protection of livestock.

Under FGC Section 3503.5, it is unlawful to take, possess, or destroy any birds in the orders of Falconiformes or Strigiformes (birds of prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto.

State and local public agencies are subject to Section 1602 of the Fish and Game Code, which governs construction activities that will substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake designated by the CDFW. Under Section 1602, a discretionary Streambed Alteration Agreement permit from the CDFW must be issued by the CDFW to the project developer prior to the initiation of construction activities within lands under CDFW jurisdiction. As a general rule, this requirement applies to any work undertaken within the 100-year floodplain of a stream or river containing fish or wildlife resources.

Local

Drought Declaration

The Elsinore Valley Municipal Water District (EVMWD) has approved and implemented the move from a Stage 4a to Stage 3a drought consistent with the EVMWD's 2010 Water Shortage Contingency Plan. The EVMWD Water Shortage Contingency Plan addresses EVMWD's plan to compare projected water supplies and demands, as well as, assesses the overall reliability of EVMWD's future supplies. Table I-1 shows the water usage restrictions set by Stage 3a of the drought contingency plan.

Table I-1. EVMWD Stage 3a Water Usage Restrictions

What is allowed...	What is not allowed...
• Sprinklers and irrigation systems should be adjusted to avoid overspray, runoff and waste • Use sprinkler irrigation systems after 6:00 p.m. and before 6:00 a.m. • Watering by hand with a hose and an automatic shutoff nozzle is okay during daylight hours. • Fix leaks or broken irrigation equipment to reduce waste • Hotels and motels allowing guests to not have towls and bed linens changes daily • Cover your pool to reduce evaporation	• Washing down sidewalks and driveways • Watering during or within 48 hours after a rain event • Filling, refilling, or adding water to your uncovered pool or spa • Overwatering, causing water to run off of a landscaped area • Using a fountain or water feature unless the water is recirculated • Watering on windy days • Providing water at restaurant of food establishments unless requested

Drought Surcharge

In response to California's historic drought, EVMWD implemented a temporary drought surcharge. This

surcharge is designed to encourage additional water conservation, help offset revenue losses due to the Governor's Executive Order and increase compliance with state conservation requirements. The surcharge took effect July 31, 2015 and will continue until further notice. Drought surcharges are applied to all tiers at Stages 3a through Stages 5c.

Stage 4a Fines

The Stage 4a fines are for violations noted by EVMWD staff for water waste during a Stage 4a water shortage. Fines are for any customer in violation of the prohibitions stated in EVMWD water shortage contingency plan. Stage 4a prohibitions are listed on EVMWD's website at www.evmwd.com. Fines include a warning of non-compliance for the first and second offense. For the third and subsequent violations, a monetary fine will be assessed as outlined in the chart to the left. On the sixth violation, EVMWD will install a flow restrictor at the customer's meter to reduce water use or turn off service.

Western Riverside County Multiple Species Habitat Conservation Plan

The Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) is a comprehensive, multijurisdictional habitat conservation plan focusing on conservation of species and their associated habitats in western Riverside County. This plan is one of several large, multijurisdictional habitat planning efforts in Southern California with the overall goal of maintaining biological and ecological diversity in a rapidly urbanizing region. The MSHCP will allow Riverside County and its cities to better control local land-use decisions and maintain a strong economic climate in the region while addressing the requirements of the state and federal endangered species acts. The MSHCP serves as a habitat conservation plan pursuant to Section 10(a)(1)(B) of the federal Endangered Species Act of 1973 (16 USC Section 1531 et seq.), as well as a natural communities conservation plan (NCCP) under the NCCP Act of 2001 (FGC Section 2800 et seq.).

The MSHCP allows the participating jurisdictions to authorize "take" of plant and wildlife species identified within the Plan Area. The USFWS and the CDFW have authority to regulate the take of threatened, endangered, and rare species. Under the MSHCP, the wildlife agencies have granted "take authorization" for otherwise lawful actions, such as public and private development that may incidentally take or harm individual species or their habitat outside of the MSHCP conservation area, in exchange for the assembly and management of a coordinated MSHCP conservation area. The MSHCP is a "criteria-based plan" and does not rely on a hard-line preserve map. Instead, within the MSHCP Plan Area, the MSHCP reserve will be assembled over time from a smaller subset of the Plan Area referred to as the Criteria Area. The Criteria Area consists of Criteria Cells (Cells) or Cell Groupings and flexible guidelines (Criteria) for the assembly of conservation within the Cells or Cell Groupings. Cells and Cell Groupings also may be included within larger units known as Cores, Linkages, or Non-Contiguous Habitat Blocks. Compliance with the MSHCP is required by Wildomar Municipal Code Section 3.42.070.

Other Standard Conditions and Requirements

The following standards will be applied to the project per ordinance, policy, or county, state, or federal law. The standards also address many environmental impacts and as shown below are divided into the respective environmental sections.

Aesthetics (Exterior Lighting)

The following standards are adopted as Chapter 8.64 (Light Pollution), of the Wildomar Municipal Code and is applied to all development in Wildomar at the time of building permit, and inspected prior to

occupancy:

- Low-pressure sodium lamps are the preferred illuminating source.
- All nonexempt outdoor light fixtures shall be shielded.
- All nonexempt outdoor light fixtures are subject to the provisions of Section 8.64.080 of the Municipal Code regarding hours of operation.
- Lighting fixtures used to illuminate an outdoor advertising display shall be mounted on the top of the outdoor advertising structure. All such fixtures shall comply with the lamp source and shielding requirements of Section 8.64.060 and the prohibitions of Section 8.64.080 of the Municipal Code.

Additional requirements for light sources and shielding apply per Wildomar Municipal Code Section 8.64.060. Restrictions are not placed on the use of low-pressure sodium lighting of single-family dwellings for security purposes.

Air Quality

- All necessary measures to control dust shall be implemented by the developer during grading to the satisfaction of the City Engineer. A PM_{10} plan may be required at the time a grading permit is issued.

Hydrology and Water Quality

- Prior to the issuance of grading permits, the project-specific stormwater pollution prevention plan (SWPPP) shall be approved by the City Engineer.
- Prior to issuance of grading permits, the developer shall provide the Engineering Department evidence of compliance with the National Pollutant Discharge Elimination System (NPDES) and obtain a construction permit from the State Water Resources Control Board (SWRCB).

Noise

- The proposed project will comply with the noise standards of the Wildomar General Plan and General Plan EIR and with Chapter 9.48, Noise Regulation, of the Wildomar Municipal Code.

IV. ENVIRONMENTAL CHECKLIST FORM

A. BACKGROUND

1. Project Title:

McVicar Residential Project (PA 09-0380)

2. Lead Agency Name and Address:

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

3. Contact Person and Phone Number:

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

4. Project Location:

The project site is located on the north side of McVicar Street approximately 1,000 feet west of Palomar Street (APNs 380-040-005, -006, -007, and -029). The northern portion of the project site is located in Section 35 of Township 6 South, Range 4 West, and the southern portion is located in Section 2 of Township 7 South, Range 4 West of the San Bernardino Baseline and Meridian. The elevation of the property is approximately 1,220 feet above mean sea level and slopes to the southwest.

5. Project Sponsor's Name and Address:

Martin Boone; Omni Financial; Sherman and Boone Realtors, 1260 41st Avenue, Suite 0, Capitola, CA 95010

6. General Plan Designation:

Medium Density Residential (MDR)

7. Zoning:

Rural Residential (R-R)

8. Description of Project:

An applicant proposed change of zone from R-R (Rural Residential) to R-1 (One-Family Dwelling) and W-1 (Watercourse, Watershed and Conservation Areas) and the review of Tentative Tract Map No. 32035 for the subdivision of 19.20 acres into 48 lots for future single-family residential development.

9. Surrounding Zoning and General Plan Land Uses:

North – Zoning: R-R (Rural Residential) and R-1 (One-Family Dwelling); Land Use: Medium Density Residential (MDR).

South – Zoning: R-R (Rural Residential) and R-1 (One-Family Dwelling); Land Use: Medium Density Residential (MDR).

East – Zoning: R-R (Rural Residential); Land Use: Medium Density Residential (MDR)

West – Zoning: R-5 (Open Area Combining Zone, Residential Developments) and R-1 (One-Family Dwelling Zone); Land Use: Medium Density Residential (MDR)

10. Other Public Agencies Whose Approval Is Required:

The Riverside County Flood Control District will need to approve any improvements to their facilities. The Riverside County Fire Department will need to review and approve any future single family dwellings to be constructed.

B. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

C. DETERMINATION

On the basis of this initial evaluation:

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

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

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

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

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

City Representative

Matthew Bassi

Matthew C. Bassi, Planning Director

9/19/2016

Date

Applicant

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

Martin Boone

Signature

9/19/2016

Date

Martin Boone, Applicant

V. ENVIRONMENTAL ANALYSIS

1. Aesthetics

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

Discussion

a) **No Impact**. Scenic vistas include natural features such as topography, watercourses, rock outcrops, natural vegetation, and man-made alterations to the landscape. The project's surrounding vicinity is developed and consists of typical residential development and undeveloped active and fallow agricultural lands. The project site does not contain unique visual features that would distinguish it from surrounding areas. There are no distinct or distinguishing rock features on the project site. Furthermore, because the property is well below the elevation of the surrounding mountains and is flat, the proposed project is not an impediment to views of the distant Santa Ana Mountains. Therefore, there is no impact.

b) **No Impact**. The proposed project site is located 4,000 feet from Interstate 15 (I-15), which is the only highway in the city eligible to be designated as a state scenic highway (City of Wildomar 2008, Figure C-9; Caltrans 2012). As shown in Photos 1 through 3, there are no unique outcroppings or buildings on the project site. Because there are no unique features on the project site and no scenic highway in the immediate vicinity, there is no impact.

c) **Less Than Significant Impact**. The proposed project is located on a site previously used for farming. As shown in Photos 1 through 3, the site is relatively flat with minimal potential to obscure views of the nearby mountains. In order to remove the pad sites from the floodplain, grading will result in an elevation change along the eastern boundary line of between 5 and 8 feet. As shown in the wall details of **Figure 5**, in areas along the eastern edge of the property there will be two walls, one at the bottom of the slope and the other at the top. The intervening area will be graded at a 2:1 slope. The result of the difference in elevation is that from the adjacent property outside of the project area (e.g., APNs 380-040-006, -009, -011, and -024), the two 6-foot walls will appear as a single wall approaching 10 to 12 feet tall in some areas (see Sections D-D, G-G, and I-I of **Figure 5**). In addition, the pad sites along this boundary will also be higher than the adjacent parcels, which could result in homes appearing to be 5–7 feet higher than other structures in the area. However, because the homes will be set back from the rear property line

and behind the proposed walls, the resulting views will be of rooftops similar to other residential development.

As shown in **Figure 5**, with the exception of the home located at 32555 McVicar Street (APN 380-040-011) and the view to the north from the home located at 22053 Palomar Street (APN 380-040-006), the existing buildings along the eastern property line are between 200 and 300 feet east of the project site. Views of the horizon from this distance will not be significantly obscured by the proposed walls or homes, and the impacts are considered less than significant. The property at 32555 McVicar Street shares approximately 185 feet of property line with the proposed project. This property is adjacent to Lot I, which is the maintenance access to the drainage system. As shown in Section D-D on **Figure 5**, the 32555 McVicar Street property is approximately 4 feet higher than the project site, and there is both an existing wall on the property and a proposed wall on top of Lot 4 that will be separated by 20 feet from Lot I. The combination of the 4-foot elevation change and the 20-foot separation between the proposed walls will result in a less than significant impact from views of the property toward the west.

The property at 22053 Palomar Street borders both the eastern and northern property lines. As shown in Section G-G on **Figure 5**, Lots 23 through 25 will be approximately 5 feet higher. The existing home is located on the southeast corner of the parcel, and views to the north are obscured by existing vegetation (see Photo 4). The combination of the distance and the existing vegetation will result in less than significant impacts. Views from the western property line of all of the above properties will either be obscured by the proposed grading and walls or are already obscured by existing walls. The effect of the walls and grade change between the properties becomes less obvious with distance. In addition, the homes, Lot J (park), and proposed landscaping in the drainage easement will further reduce the visual impact associated with the project. The proposed project's visual impact is considered to be less than significant.

d) **Less Than Significant Impact**. The proposed project would create new sources of light and glare from the required street lighting and the addition of exterior lighting on the homes and from light spilling from windows during evening and nighttime hours. The City regulates lighting through Municipal Code Chapter 8.64, Light Pollution. The code requires full or partial shielding of lights to avoid shining into the night sky, as well as limitations on the size of the lights used in exterior applications. Proposed lighting fixtures are reviewed by Public Works as part of the street improvement standards plan check and by the Building Official as part of the building permit application process. Because all development in the city, including the proposed project, must comply with the Light Pollution ordinance and the ordinance has specific performance standards for exterior lighting, there will be a less than significant impact related to light and glare resulting from the project.

Standard Conditions and Requirements

1. The proposed project must comply with Section 8.64.090 of the Wildomar Municipal Code, which requires all exterior lighting to be fully shielded if feasible and partially shielded in all other cases, and requires lighting to be focused to minimize spill of light into the night sky and onto adjacent properties.

Mitigation Measures

None required.

2. Agriculture and Forestry Resources

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

Discussion

a, e) **Less Than Significant Impact.** The proposed project site is currently designated as Farmland of Local Importance by the Farmland Mapping and Monitoring Program of the California Department of Conservation (2013). The last agricultural use of the site was in 2007. Since the property has not been farmed since 2007, there will be no loss of an existing agricultural enterprise. The project will convert Farmland of Local Importance; however, the project site's conversion of farmland is consistent with the City's General Plan land use designation for the site. Furthermore, this impact was considered as a part of the General Plan EIR. Therefore, this impact is less than significant.

b) **No Impact.** The proposed site is listed as non-enrolled land or land not enrolled in a Williamson Act contract. As a result, there will be no impact.

c, d) **No Impact.** According to the Riverside County Land Information System (2012b), the site is not located within an agricultural preserve. Additionally, the site is part of an urbanizing area of the city as shown in **Figure 2**. The site does not contain any forestland and is not adjacent to any forestland.

Standard Conditions and Requirements

None required.

Mitigation Measures

None required.

3. Air Quality

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

Discussion

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

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

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

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

- Consistency Criterion No. 2: The proposed project will not exceed the assumptions in the AQMP based on the years of project buildout phase.

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

Concerning Consistency Criterion No. 2, the AQMP contains air pollutant reduction strategies and demonstrates that the applicable ambient air quality standards can be achieved within the time frames required under federal law. Growth projections from local general plans adopted by cities in the district are provided to SCAG, which develops regional growth forecasts that are used to develop future air quality forecasts for the AQMP. Development consistent with the growth projections in the City of Wildomar General Plan is considered to be consistent with the Air Quality Management Plan.

b) **Less Than Significant Impact With Mitigation.** As discussed previously, the project site is located in the SoCAB. State and federal air quality standards are often exceeded in many parts of the basin. If a project's air emissions exceed state or federal standards, the project would exacerbate an existing air quality violation and mitigation would be necessary. A discussion of the project's potential short-term construction-period and long-term operational-period air quality impacts is provided below. As shown, the proposed project will not exceed any air quality standards.

Construction Emissions

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

Construction-generated emissions associated with the proposed project were calculated using the CARB-approved CalEEMod computer program, which is designed to model emissions for land use development projects, based on typical construction requirements. Modeling was based primarily on the default settings in the computer program for Riverside County. Construction equipment requirements and usage rates used in the model were based on model default assumptions as shown in **Table 3-1**.

Table 3-1. Construction Details

Construction Phase	Duration	Worker Trips per Day	Equipment	Hours Used per Day
Site Preparation	10 days	18	3 rubber-tired dozers 4 tractors/loaders/backhoes	8 8
Grading	30 days	20	2 excavators 1 grader 1 rubber-tired dozer 2 scrapers 2 tractors/loaders/backhoes	8 8 8 8 8
Building Construction	300 days	17	1 crane 3 forklifts 1 generator set 3 tractors/loaders/backhoes 1 welder	7 8 8 7 8
Paving	20 days	15	2 pavers 2 paving equipment 2 rollers	8 8 8
Painting	20 days	3	1 air compressor	6

*Source: CalEEMod (SCAQMD 2011). See **Appendix 3**. Modeling inputs account for 7,650 cubic yards of soil to be imported during the site preparation and grading phases, which would require 956 heavy-duty truck trips. Modeling also accounts for worker commute trips, which are assumed to be 10.8 miles one way.*

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

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

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

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

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

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

The estimated maximum daily construction emissions, accounting for SCAQMD Rule 403, are summarized in **Table 3-2**. Detailed construction model outputs are presented in **Appendix 3**.

Table 3-2. Maximum Short-Term Construction Emissions: On- and Off-site (Pounds per Day)

Construction Phase	ROG	NOx	CO	SOx	PM_{10}	$PM_{2.5}$
Site Preparation	4.90	51.83	40.31	0.04	10.00	6.50
Grading	6.61	77.40	52.96	0.09	7.64	4.82
Building Construction	3.20	26.86	19.50	0.03	2.01	1.74
Paving	1.66	17.22	15.18	0.02	1.12	0.91
Painting	34.10	2.02	1.99	0.00	0.18	0.16
SCAQMD Threshold	75.00	100.00	550.00	150.00	150.00	55
Exceed Threshold?	No	No	No	No	No	NA

*Source: CalEEMod (SCAQMD 2011). See **Appendix 3**. Emissions equal maximum daily construction emissions. Modeling inputs account for 7,650 cubic yards of soil to be imported during the site preparation and grading phases, which would require 956 heavy-duty truck trips. Modeling also accounts for SCAQMD Rule 403, Fugitive Dust.*
ROG = reactive organic gas
NOx = oxides of nitrogen
CO = carbon monoxide
SO_X = sulfur oxide
PM_{10} = particulate matter equal to or less than 10 microns in diameter
$PM_{2.5}$ = particulate matter less than 2.5 microns in diameter

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

Construction Localized Significance Analysis

The SCAQMD has established that impacts to air quality are significant if there is a potential to contribute or cause localized exceedances of the federal and/or state ambient air quality standards (NAAQS/CAAQS). Collectively, these are referred to as localized significance thresholds (LSTs).

The emissions analyzed under the LST methodology are nitrogen dioxide (NO_2), CO, PM_{10}, and $PM_{2.5}$. For attainment pollutants NO_2 and CO, the LSTs are derived using an air quality dispersion model to back-calculate the emissions per day that would cause or contribute to a violation of any ambient air quality standard for a particular source receptor area. Localized significance thresholds for NO_2 and CO are derived by adding the incremental emission impacts from the project activity to the peak

background NO_2 and CO concentrations and comparing the total concentration to the most stringent ambient air quality standards. The most stringent standard for NO_2 is the 1-hour state standard of 18 parts per hundred million and for CO is the 1-hour and 8-hour state standards of 9 parts per million (ppm) and 20 ppm, respectively. For PM_{10} and $PM_{2.5}$, for which the SoCAB is nonattainment, the localized significance thresholds are derived using an air quality dispersion model to back-calculate the emissions that would be necessary to worsen an existing violation in the specific source receptor area, using the allowable change in concentration thresholds approved by the SCAQMD. For PM_{10} and $PM_{2.5}$, the approved 24-hour concentration thresholds for construction and operation are 10.4 $\mu g/m^3$ and 2.5 $\mu g/m^3$, respectively ($\mu g/m^3$ = microgram per cubic meter).

LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest residence or sensitive receptor. LSTs were developed in response to environmental justice and health concerns raised by the public regarding exposure of individuals to criteria pollutants in local communities. To address the issue of localized significance, the SCAQMD adopted LSTs that show whether a project would cause or contribute to localized air quality impacts and thereby cause or contribute to potential localized adverse health effects. The analysis makes use of methodology included in the SCAQMD Final Localized Significance Threshold Methodology (SCAQMD 2008).

For this project, the closest and therefore most appropriate Source Receptor Area (SRA) for the LST analysis is the Lake Elsinore monitoring station (SRA 25) , which is located approximately 6 miles north of the project site. The SCAQMD produced look-up tables for projects that would disturb less than or equal to 5 acres daily. In order to determine the appropriate methodology for determining localized impacts that could occur as a result of project-related construction, the following process is undertaken:

- The CalEEMod model is utilized to determine the maximum daily on-site emissions that will occur during construction activity.

- The SCAQMD's Fact Sheet for Applying CalEEMod to Localized Significance Thresholds is used to determine the maximum site acreage that is actively disturbed based on the construction equipment fleet and equipment hours as estimated in CalEEMod.

- If the total acreage disturbed is less than or equal to 5 acres per day, the SCAQMD's screening look-up tables are utilized to determine if a project has the potential to result in a significant impact (the SCAQMD recommends that projects exceeding the screening look-up tables undergo dispersion modeling to determine actual impacts). The look-up tables establish a maximum daily emissions threshold in pounds per day that can be compared to CalEEMod outputs.

- If the total acreage disturbed is greater than 5 acres per day, the SCAQMD recommends dispersion modeling to be conducted to determine the actual pollutant concentrations for applicable LSTs in the air. In other words, the maximum daily on-site emissions as calculated in CalEEMod are modeled via air dispersion modeling to calculate the actual concentration in the air (e.g., parts per million or micrograms per cubic meter) in order to determine whether any applicable thresholds are exceeded.

According to the LST methodology, only on-site emissions need to be analyzed. Emissions associated with hauling, vendor trips, and worker trips are mobile source emissions that occur off-site and need not be considered according to LST methodology.

Table 3-3 is used to determine the maximum daily disturbed acreage as to the applicability of the SCAQMD's LST look-up tables. The site-specific construction fleet may vary due to specific project needs at the time of construction. The SCAQMD produced look-up tables for projects less than or equal to 5 acres in size; since the project does not exceed a disturbance area of 5 acres, the SCAQMD's LST look-up tables will be used to determine localized impacts consistent with SCAQMD protocol.

Table 3-3. Maximum Daily Disturbed Acreage

Construction Phase	Equipment Type	Equipment Quantity	Acres Graded per 8-Hour Day (individually)	Operating Hours per Day	Acres Graded per Day
Grading	Crawler Tractors	2	0.5	8	1.0
	Excavators	2	0.5	8	1.0
	Graders	1	0.5	8	0.5
	Rubber-Tired Dozers	1	0.5	8	0.5
	Scrapers	2	1.0	8	2.0
Total Acres Graded per Day					**5.0**

Source: CalEEMod User Guide Appendix A (SCAQMD 2011). The site preparation phase and the grading phase do not occur concurrently.

Sensitive receptors in the project vicinity include existing residences located adjacent to the project site. The closest receptor distance on the LST look-up tables is 25 meters. According to the LST methodology, projects with boundaries closer than 25 meters to the nearest receptor should use localized significance thresholds for receptors located at 25 meters. **Table 3-4** identifies the localized impacts at the nearest receptor location in the vicinity of the project. It is noted that **Table 3-4** accounts for reductions achieved through standard SCAQMD regulatory requirements (SCAQMD Rule 403).

Table 3-4. Construction Local Significance Threshold (LST) Impacts (Pounds per Day)

Emissions Source	Nitrogen Oxide	Carbon Monoxide	PM_{10}	$PM_{2.5}$
Maximum On-Site Site Preparation Emissions	51.75	39.40	9.80	6.40
Maximum On-Site Grading Emissions	69.59	46.81	6.71	4.46
SCAQMD LST Threshold[1]	*371*	*1,965*	*13*	*8*
Significant?	No	No	No	No

Sources: CalEEMod (SCAQMD 2011); [1]SCAQMD 2008

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

Operational Emissions

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

- Area Source Emissions (i.e., paint off-gassing, fireplaces, landscaping equipment, etc.)
- Energy Source Emissions (electricity, natural gas use (in-direct emissions))
- Mobile Source Emissions (automobiles)

Operational-source emissions are summarized in **Table 3-5**. As shown, project operational-source emissions do not exceed applicable SCAQMD regional thresholds of significance. Therefore, impacts are considered less than significant.

Table 3-5. Long-Term Unmitigated Operational Emissions (Pounds per Day)

Emissions Source	ROG	NOx	CO	SOx	PM_{10}	$PM_{2.5}$
Summer						
Area Source Emissions	2.09	0.06	3.90	0.00	0.07	0.07
Energy Use Emissions	0.05	0.41	0.17	0.00	0.03	0.03
Vehicle Emissions	1.62	5.07	17.99	0.05	3.58	1.00
Total	**5.06**	**5.72**	**33.92**	**0.09**	**5.61**	**3.04**
Winter						
Area Source Emissions	2.09	0.05	3.90	0.00	0.07	0.07
Energy Use Emissions	0.05	0.41	0.17	0.00	0.03	0.03
Vehicle Emissions	1.58	5.28	16.83	0.05	3.58	1.00
Total	**5.02**	**5.93**	**32.76**	**0.09**	**5.61**	**3.04**
SCAQMD Threshold	55.00	55.00	550.00	150.00	150.00	NA
Significant?	No	No	No	No	No	NA

*Source: CalEEMod (SCAQMD 2011). See **Appendix 3**. Modeling inputs account for SCAQMD Rule 445, which prohibits the installation of any wood-burning device into new development. Project trip characteristics used to quantify mobile-source greenhouse gas emissions are derived from the traffic impact analysis (Trames Solutions 2014) prepared for the project.*
ROG = reactive organic gas
NO_X = nitrogen oxides
CO = carbon monoxide
SO_X = sulfur oxide
PM_{10} = particulate matter equal to or less than 10 microns in diameter
$PM_{2.5}$ = particulate matter less than 2.5 microns in diameter

Operations Localized Significance Analysis

According to the SCAQMD localized significance threshold methodology, LSTs would apply to the operational phase of a proposed project only if the project includes stationary sources or attracts mobile sources that may spend long periods queuing and idling at the site (e.g., warehouse or transfer facilities). The proposed project does not include such uses. Thus, due to the lack of stationary source emissions, no long-term localized significance threshold analysis is needed, as there would be no impact. Nonetheless, for the purpose of full disclosure, **Table 3-6** shows the calculated emissions for the proposed operational activities compared with the appropriate localized significance thresholds.

The LST analysis only includes on-site sources; however, the CalEEMod model outputs do not separate on- and off-site emissions for mobile sources. For a worst-case scenario assessment, the emissions shown in **Table 3-6** include all on-site project-related stationary (area) sources and 5 percent of the project-related mobile sources. Considering that the weighted trip length used in CalEEMod for the project is approximately 14.7 miles, 5 percent of this total would represent an on-site travel distance for each car and truck of approximately 1 mile or 5,280 feet; thus, the 5 percent assumption is conservative and would tend to overstate the actual impact. Modeling based on these assumptions demonstrates that even within broad encompassing parameters, project operational-source emissions would not exceed applicable LSTs.

Table 3-6. Operational Local Significance Threshold (LST) Impacts (Pounds per Day)

Emissions Source	Nitrogen Oxide	Carbon Monoxide	PM_{10}	$PM_{2.5}$
On-Site Emissions	**0.30**	**5.00**	**0.25**	**0.12**
LST Thresholds	371	1,965	4	2
Significant Emissions?	No	No	No	No

Source: CalEEMod (SCAQMD 2011). Modeling inputs account for SCAQMD Rule 445, which prohibits the installation of any wood-burning device into new development.

Impacts associated with construction and operational air quality would be considered less than significant, as SCAQMD significance thresholds for criteria emissions would not be surpassed (see **Tables 3-2, 3-4**, **3-5**, and **3-6**).

c) **Less Than Significant Impact.** In addition to the proposed project, background growth throughout the SoCAB could contribute to an existing or projected air quality exceedance because the air basin is currently nonattainment for O_3, PM_{10}, and $PM_{2.5}$. With regard to determining the significance of the cumulative contribution from the project, the SCAQMD recommends that any given project's potential contribution to cumulative impacts be assessed using the same significance criteria as for project-specific impacts. Therefore, individual projects that do not generate operational or construction emissions which exceed the SCAQMD's recommended daily thresholds for project-specific impacts would also not cause a cumulatively considerable increase in emissions for those pollutants for which the air basin is in nonattainment and therefore would not be considered to have a significant, adverse air quality impact. Alternatively, individual project-related construction and operational emissions that exceed SCAQMD thresholds for project-specific impacts would be considered cumulatively considerable. As previously noted and as shown in **Tables 3-2, 3-4** and **3-5,** the project will not exceed the applicable SCAQMD regional thresholds for construction and operational-source emissions. As such, the project will result in a cumulatively less than significant impact.

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

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

Diesel Particulate Matter

In April 2005, the California Air Resources Board (CARB) released the *Air Quality and Land Use Handbook: A Community Health Perspective*, which offers guidance on developing sensitive land uses in proximity to sources of air toxics. One particular source of air toxics treated in the guidance is freeways and major roadways. These roadways are sources of diesel particulate matter, which CARB has listed as a toxic air contaminant.

The handbook recommends that sensitive land uses be sited no closer than 500 feet from a freeway or major roadway. This 500-foot buffer area was developed to protect sensitive receptors from exposure to diesel PM and was based on traffic-related studies that showed a 70 percent drop in PM concentrations at a distance of 500 feet from the roadway. Presumably, acute and chronic risks as well as lifetime cancer risk due to diesel PM exposure are lowered proportionately. The project site is not within 500 feet of any highway or interstate (Interstate 15 is located more than 4,000 feet east of the project site). Therefore, the site lies beyond the CARB-recommended buffer area, and future receptors would not be negatively affected by toxic air contaminants generated on a highway or interstate. There are no other potential sources of air toxics in the vicinity of the project site.

Carbon Monoxide

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

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

was performed as part of 1992 CO Plan and subsequent plan updates and air quality management plans.

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

At buildout of the project, the highest number of average daily trips would be 456 (Trames Solutions 2014), which is lower than the values studied in the 1992 CO Plan. Consequently, at buildout of the project, none of the intersections in the vicinity of the proposed project site would have traffic volumes exceeding those at the intersections modeled in the 2003 AQMP, nor would there be any reason unique to the project area meteorology to conclude that this intersection would yield higher CO concentrations if modeled in detail. The SoCAB has been designated as attainment for CO since 2007 and even very busy intersections do not result in exceedances of the CO standard. Therefore, CO hot spots are not an environmental impact of concern for the proposed project. Localized air quality impacts related to mobile-source emissions would be less than significant.

e) **Less Than Significant Impact.** The potential for the project to generate objectionable odors has also been considered. Land uses generally associated with odor complaints include agricultural uses (livestock and farming), wastewater treatment plants, food processing plants, chemical plants, composting operations, refineries, landfills, dairies, and fiberglass molding facilities.

The project does not contain land uses typically associated with emitting objectionable odors. Potential odor sources associated with the proposed project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities, and the temporary storage of typical solid waste (refuse) associated with the proposed project's (long-term operational) uses. Standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and are thus considered less than significant. It is expected that project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the City's solid waste regulations. The proposed project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors associated with the proposed project would be less than significant.

Standard Conditions and Requirements

None required.

Mitigation Measures

None required.

4. Biological Resources

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

Environmental Setting

A PMC biologist conducted an evaluation of the project to characterize the environmental setting on and adjacent to the proposed project. The evaluation involved a review of a previous Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis (Principe and Associates 2014a; **Appendix 4b**), as well as a thorough query of available data and literature from local, state, federal, and non-governmental agencies.

Database searches were performed on the following websites:

- US Fish and Wildlife Service (USFWS) Information Planning and Conservation (IPaC) System (2014a)
- USFWS Critical Habitat Portal (2014b)

- California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB) (2014)
- California Native Plant Society (CNPS) Inventory of Rare, Threatened, and Endangered Plants of California (2014)

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

According to the consistency analysis performed by Principe and Associates (2014a), the entire site, except for some structures and disturbed areas, is characterized as non-native grassland. Murrieta Creek (Wildomar Channel) flows along the southwestern edge of the project site. No riparian vegetation is associated with the channel. Based on a review of historical aerial imagery, the project site used to be developed (Google Earth 2014). Approximately 100 greenhouses were removed from the northern portion of the site, and a house was removed from the southern portion (Principe and Associates 2014a). Surrounding land uses include flood control channels, greenhouses, vacant pastureland, existing residential developments, and residential projects under construction.

Though the site was once developed, the majority of the project area is currently characterized as grassland. The on-site grassland community is composed of primarily non-native annual species, including bromes (*Bromus* spp.), filarees (*Erodium* spp.), Russian thistle (*Salsola tragus*), tree of heaven (*Ailanthus altissima*), oats (*Avena* spp.), mustards (*Brassica* spp.), and horseweed (*Conyza canadensis*). Native species such as doveweed (*Croton setigerus*), fiddleneck (*Amsinckia menzesii*), and mulefat (*Baccharis salicifolia*) are intermixed with the non-native vegetation. For a more detailed description of the project site please refer to the consistency analysis in **Appendix 4b.**

According to the jurisdictional features map (**Appendix 4**), there is a man-made swale in the southeastern portion of the project site. There is also a ditch that drains into Murrieta Creek (Wildomar Channel) near the southern corner of the project site. This ditch appears to occur fully in the right-of-way and does not overlap with the project boundary.

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

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

Special-Status Species

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

1. Listed, proposed, or candidates for listing under the federal Endangered Species Act (50 Code of Federal Regulations [CFR] 17.11 – listed; 61 Federal Register [FR] 7591, February 28, 1996, candidates)
2. Listed or proposed for listing under the California Endangered Species Act (Fish and Game Code [FGC] 1992 Section 2050 et seq.; 14 California Code of Regulations [CCR] Section 670.1 et seq.)
3. Designated as Species of Special Concern by the CDFW
4. Designated as Fully Protected by the CDFW (FGC Sections 3511, 4700, 5050, and 5515).
5. Species that meet the definition of rare or endangered under CEQA (14 CCR Section 15380) including CNPS List Rank 1B and 2

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

Discussion of Impacts

a) **Less Than Significant Impact With Mitigation Incorporated.** The project site provides suitable habitat for several special-status species. Please refer **Appendix 4c** for a summary of the general habitat characteristics required by each species, as well as the potential for each species to be impacted by the project. All special-status species with the potential to occur on the project site are covered under the MSHCP.

Though no sign of burrowing owls was found during previous surveys (Principe and Associates 2014b; **Appendix 4a**), project implementation may result in the loss of western burrowing owls through destruction of active nesting sites and/or incidental burial of adults, young, and eggs, should they become established on-site. Impacts to burrowing owl would be considered a potentially significant impact; however, implementation of mitigation measures **BIO-1**, **BIO-2**, and **BIO-3** would reduce these impacts to a less than significant level.

Habitats on and adjacent to the project site may provide suitable nesting habitat for birds protected under the Migratory Bird Treaty Act and Section 3503.5 of the California Fish and Game Code that were not identified in **Appendix 4c**. The removal of trees/vegetation during construction activities could result in noise, dust, human disturbance, and other direct/indirect impacts to nesting birds on or in the vicinity of the project site. Potential nest abandonment and mortality to eggs, chicks, or individuals would be considered potentially significant impacts.

Implementation of mitigation measure **BIO-1** would ensure that potential impacts to these species are less than significant.

Other special-status species associated with the project site are identified in **Appendix 4b**. All special-status species associated with the project site are covered by the MSHCP. The MSHCP and the Stephens' Kangaroo Rat Habitat Conservation Plan have been analyzed under CEQA. Project compliance with these plans fully mitigates for impacts for these covered species. Implementation of the avoidance and mitigation measures outlined in the MSHCP would reduce potential impacts to special-status plant and wildlife species to a less than significant level.

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

No drainages, stream courses, or other natural water features occur on the project site. According to the jurisdictional features map (**Appendix 4**), there is a man-made swale in the proposed project footprint. Implementation of project activities would result in the loss of a remnant swale in the southern portion of the project site; however, this feature is man-made and appears to be isolated so it is not jurisdictional under the CWA. In addition, the feature lacks suitable habitat to be considered a sensitive community under CDFW or USFWS. This swale may be considered waters of the State by the RWQCB. Consultation with the RWQCB is required by law before filling/disturbing the swale to determine jurisdiction and whether any permits need to be acquired. The project is anticipated to have a less than significant impact on riparian habitat and sensitive natural communities.

c) **No Impact.** The project area contains one potentially jurisdictional feature: the swale in the southeastern portion of the project area. According to the jurisdictional features map (**Appendix 4**), the swale is man-made and non-jurisdictional under the CWA. Although the swale appears isolated and non-jurisdictional to the USACE, consultation is recommended. The project is anticipated to have no impact on federally protected wetlands.

d) **No Impact.** Wildlife corridors refer to established migration routes commonly used by resident and migratory species for passage from one geographic location to another. Movement corridors may provide favorable locations for wildlife to travel between different habitat areas, such as foraging sites, breeding sites, cover areas, and preferred summer and winter range locations. They may also function as dispersal corridors allowing animals to move between various locations within their range.

Available data on movement corridors and linkages was accessed via the CDFW BIOS 5 Viewer (CDFW 2014). Data reviewed included the Essential Connectivity Areas [ds623] layer and the Missing Linkages in California [ds420] layer. There are no documented linkages or essential connectivity areas within or adjacent to the project area. In addition, the project site is not located within a "Special Linkage Area" as defined by the MSHCP. While the project site could occasionally provide opportunity for local wildlife movement, adjacent lands, such as Murrieta Creek (Wildomar Channel), are farther removed from anthropogenic activities and therefore offer more

optimal movement opportunities. As a result, the project would be considered to have no impact to the movements of any native resident or migratory fish or wildlife species, or established native resident or migratory wildlife corridors, or the use of native wildlife nursery sites.

e) **No Impact.** The Wildomar Municipal Code (Chapter 16.44) includes a requirement for street trees; however, these provisions are intended for new trees to be planted along roadways and do not address existing native or non-native trees. As such, the project would not conflict with any local policies or ordinances protecting biological resources. No conflict will occur.

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

Consistency with MSHCP Section 6.1.2: Section 6.1.2 of the MSHCP addresses preservation of riparian, riverine, vernal pool, and fairy shrimp habitats. The man-made swale is the only feature that may be considered under this section. The swale may be considered fairy shrimp habitat. Because the swale is man-made, it does not meet the conditions for riparian/riverine. The proposed project may result in on-site improvements that will have direct permanent impacts to features considered fairy shrimp habitat under the MSHCP. In order to comply with Section 6.1.2, the project applicant must prepare and submit a Determination of Biologically Equivalent or Superior Preservation (DBESP) to the City. Off-site mitigation could be in the form of purchased mitigation credits from the Elsinore-Murrieta-Anza Resource Conservation District. Therefore, impacts to riparian, riverine, vernal pool, or fairy shrimp habitats will be less than significant, and the project is consistent with Section 6.1.2 of the MSHCP.

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

Consistency with MSHCP Section 6.1.4: Section 6.1.4 of the MSHCP addresses the need for certain projects to incorporate measures to address urban/wildland interfaces in or near the MSHCP conservation area. The project site is not located within or adjacent to any MSHCP conservation areas that would require the need for implementation of the Urban/Wildland Interface Guidelines. Furthermore, the 100-year floodway of Murrieta Creek (Wildomar Channel) will be maintained as open space. The project is consistent with Section 6.1.4 of the MSHCP.

Consistency with MSHCP Section 6.3.2: Section 6.3.2 sets forth the survey requirements for various plant and animal surveys. The project is not located within a Criteria Area Species Survey Area. However, the project is located in an additional survey area for burrowing owl. A habitat assessment and nesting season surveys were conducted in May and June 2014, in accordance with the Burrowing Owl Survey Instructions for the Western Riverside MSHCP Area (Principe and Associates 2014b; **Appendix 4a**). The site provides marginal nesting and foraging habitat for burrowing owl. No burrowing owls or their sign were documented during the focused survey;

however, burrowing owls have the potential to become established in the future due to the presence of suitable habitat. As a result, the proposed project could result in impacts to this species. Implementation of mitigation measures **BIO-2** and **BIO-3** would ensure through preconstruction survey and avoidance that impacts to burrowing owls will be mitigated to a less than significant level. As such, the project is consistent with Section 6.3.2.

A final component of the MSHCP is mitigation fee areas, which are land areas that occur within the MSHCP and require a fee for development activities to occur. These fees are utilized to fund the minimization of impacts to certain endemic species. The proposed project is located within the MSHCP mitigation fee area and required to comply with City of Wildomar Ordinance 3.42 and 3.43 that require payment of mitigation fees for compliance with the MSHCP and the Stephens' Kangaroo Rat Habitat Conservation Plan. Payment of the mitigation fees and conducting preconstruction surveys required in mitigation measures **BIO-1** through **BIO-3** will ensure the proposed project has a less than significant impact on adopted habitat conservation plans.

Standard Conditions and Requirements

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

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

Mitigation Measures

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

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

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

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

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

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

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

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

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

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

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

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

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

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

5. Cultural Resources

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

Discussion

a) **Less Than Significant Impact.** On June 9, 2014, an archaeological investigation of the proposed project site and a records search by the Eastern Information Center at the University of California at Riverside identified 14 additional historical/archaeological resources which reported six prehistoric and two historic-period sites within a 1-mile radius of the subject property. Of the 14 historical/archaeological resources recorded, eight consist of historic period buildings and one consists of a historic-period refuse scatter, with one historic-period and two prehistoric isolated finds. None of these resources were found on the project site. This impact is less than significant.

b) **Less Than Significant Impact With Mitigation Incorporated**. The Native American Heritage Commission (NAHC) reported in a letter dated June 19, 2014, that the sacred lands record search identified the presence of Native American traditional sites/places in Township 7 South, Range 4 West.

Joseph Ontiveros of the Soboba Cultural Resources Department stated in a letter dated July 2, 2014, that although the project area is outside the existing reservation, the property does fall within the group's Tribal Traditional Use Areas. The Soboba Band therefore is highly concerned about inadvertent discoveries being unearthed during earthmoving construction activities on the property. In addition, in a letter dated July 15, 2014, Anna Hoover, cultural analyst for the Temecula Band of Luiseño Indians (Pechanga), noted that the project area is not within reservation lands, although it is within the Tribe's ancestral territory. Based on Ms. Hoover's findings, the Tribe believes there is a high possibility of finding cultural resources during earthmoving activities on the property. While it is unlikely that archaeological remains will be disturbed during the implementation of the proposed project, if archaeological remains are encountered during ground-disturbing activities, implementation of mitigation measures **CUL-1** through **CUL-5** will reduce these impacts to a less than significant level.

c) **Less Than Significant Impact With Mitigation Incorporated**. The cultural resources assessment did not identify any records of formal or informal cemeteries on or near the project site. While it is unlikely that human remains would be disturbed during project implementation, should human remains be encountered during ground-disturbing activities, compliance with California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98 would ensure that

any human remains discovered on the project site would be properly managed, thereby reducing this impact to a less than significant level.

Standard Conditions and Requirements

None required.

Mitigation Measures

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

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

Timing/Implementation: During any ground-disturbing construction activities

Enforcement/Monitoring: City of Wildomar Building and Planning Departments

CUL-2 At least 30 days prior to any ground-disturbing activity, the project applicant shall contact the Pechanga Tribe and the Soboba Tribe to notify the Tribe of the proposed grading and shall coordinate with the City of Wildomar and the Tribe to develop a Cultural Resources Treatment and Monitoring Agreement. The agreement shall include, but not be limited to, outlining provisions and requirements for addressing the handling of archaeological resources; project grading and development scheduling; terms of compensation for the monitors; treatment and final disposition of any archeological resources, sacred sites, burial goods, and human remains discovered on the site; and establishing on-site monitoring provisions and/or requirements for professional Tribal monitors during all ground-disturbing activities. The terms of the agreement shall not conflict with mitigation measures **CUL-1**, **CUL-3, CUL-4,** and **CUL-5**. A copy of this signed agreement shall be provided to the Planning Director and the Building Official prior to the issuance of the first grading permit.

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

Enforcement/Monitoring: City of Wildomar Engineering and Planning Departments

CUL-3 With the exception of archaeological resources, sacred items, burial goods, and human remains for which the Cultural Resources Treatment and Monitoring Agreement required by mitigation measure **CUL-2** provides a plan for treatment and final disposition, all archaeological resources that are collected during the grading monitoring program and from any previous archaeological studies or excavations on the project site shall be curated

according to the current professional repository standards. The collections and associated records shall be transferred, including title, to the Pechanga Tribe's curation facility and the Soboba Tribe's, which meets the standards set forth in 36 CFR Part 79 for federal repositories.

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

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

CUL-4 All sacred sites, should they be encountered within the project site, shall be avoided and preserved as the preferred mitigation, if feasible as determined by a qualified professional in consultation with the Pechanga Tribe and Soboba Tribe. To the extent that a sacred site cannot be feasibly preserved in place or left in an undisturbed state, mitigation measures shall be required pursuant to and consistent with Public Resources Code Section 21083.2 and CEQA Guidelines Section 15064.5.

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

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

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

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

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

6. Geology and Soils

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

Discussion

a) i) **Less Than Significant Impact**. Southern California, including the project area, is subject to the effects of seismic activity due to the active faults that traverse the area. Active faults are defined as those that have experienced surface displacement within Holocene time (approximately the last 11,000 years) and/or are in a State-designated Alquist-Priolo Earthquake Fault Zone. According to the fault hazard investigation (2007; **Appendix 6b**) prepared by RGS Engineering, the northeastern portion of the property (extending approximately 310 feet from the centerline of Palomar Street) is located within an Alquist-Priolo Special Study Zone for fault rupture hazard. The zone has been established for the Wildomar fault, which is located just northeasterly of the project site. The main trace of this zone has been identified approximately 200 to 250 feet northeast of the site through the scope of the study. No faulting or related features that could

impact the proposed development have been identified in the study. Additionally, the proposed project would be designed in accordance with California Building Code (CBC) requirements that address structural seismic safety. The proposed project would comply with the CBC, which includes design criteria for seismic loading and other geologic hazards, including design criteria for geologically induced loading that govern sizing of structural members and provide calculation methods to assist in the design process. Thus, while shaking impacts would be potentially damaging, they would also tend to be reduced in their structural effects due to CBC criteria that recognize this potential. The CBC includes provisions for buildings to structurally survive an earthquake without collapsing and includes measures such as anchoring to the foundation and structural frame design. Moreover, the implementation of mitigation measure **GEO-1** would further reduce impacts. Therefore, this impact is less than significant with implementation of mitigation measure GEO-1.

a) ii) **Less Than Significant Impact With Mitigation Incorporated.** Southern California has numerous active seismic faults subjecting people to potential earthquake and seismic-related hazards. Seismic activity poses two types of potential hazards for people and structures, categorized either as primary or secondary hazards. Primary hazards include ground rupture, ground shaking, ground displacement, subsidence, and uplift from earth movement. Primary hazards can also induce secondary hazards such as ground failure (lurch cracking, lateral spreading, and slope failure), liquefaction, water waves (seiches), movement on nearby faults (sympathetic fault movement), dam failure, and fires.

According to the fault hazard investigation (2007; **Appendix 6b**) prepared by RGS Engineering, the primary geologic hazard that exists at the site is ground shaking. The strength of earthquake-induced ground shaking is commonly measured as maximum or peak ground acceleration. Acceleration is defined as the time rate of change of velocity of a referenced point during an earthquake, commonly expressed in percentage of gravity. Its value at a particular site is a function of many factors, including but not limited to earthquake magnitude, distance to causative earthquake, various seismic-source parameters, site location relative to direction of energy propagation, and geologic conditions at the site.

Considering the location of the site relative to the active Wildomar fault (Temecula segment of the Elsinore fault), the site is likely to experience moderate to strong ground shaking during the design life of the proposed development. The seismic hazard may either be primary or secondary, as described above. Although some structural damage is typically not avoidable during a large earthquake, the proposed project components would be constructed to meet existing construction ordinances and the CBC in order to protect against building collapse and major injury during a seismic event. The CBC includes design criteria for seismic loading and other geologic hazards, including design criteria for geologically induced loading that govern sizing of structural members and provide calculation methods to assist in the design process. Thus, while shaking impacts would be potentially damaging, they would also tend to be reduced in their structural effects due to CBC criteria that recognize this potential. The CBC includes provisions for buildings to structurally survive an earthquake without collapsing and includes measures such as anchoring to the foundation and structural frame design. In addition, the project applicant is required to incorporate the recommendations outlined in the geotechnical study provided by RGS Engineering (**Appendix 6b**). Additionally, implementation of mitigation measure **GEO-1** would further minimize the potential for damage associated with strong seismic ground shaking and will reduce this impact to a less than significant level.

a) iii–iv) **Less Than Significant Impact**. According to the fault hazard investigation (2007; **Appendix 6b**) prepared by RGS Engineering, the potential for secondary effects, including ground rupture, flooding, landslides, rockfalls, and settlement, is considered low for the proposed development area. Ground rupture is generally considered most likely to occur along pre-existing faults. Based on the findings in the investigation, the project site is located in an Alquist-Priolo Special Study Zone for fault rupture hazard, however, no fault features have been identified in the established development area. Accordingly, the potential for ground rupture to impact the proposed development is considered low. In addition, since no water storage facility (water tank) is located above the site, the potential for flooding caused by water storage facility failure is considered low. Furthermore, considering the valley location of the subject site and the relatively low relief of surrounding properties, the potential for seismically induced landsliding to impact the proposed development is considered low. In addition, no large rock outcrops or un-rooted boulders were noted on-site or in an upland hillside location that could impact the site should they become dislodged. Accordingly, the potential for rockfall hazard to impact the proposed development is low.

According to the investigation, settlement generally occurs in areas of loose, unsaturated, granular souls with relatively low density. Considering the medium dense to dense nature of the underlying older alluvium, the potential for secondary seismic settlement is considered low. The relatively dense nature of the underlying older alluvial sediment below a depth of 16 feet suggests that liquefaction hazard is low within this unit. The saturated zone of younger alluvial sediment (8 to 16 feet) is relatively loose to medium dense and may yield a potential for liquefaction hazards under extreme conditions of seismic loading during seasonally shallow ground levels. Since secondary seismic impacts are considered low, these impacts will be less than significant.

b) **Less Than Significant Impact With Mitigation Incorporated**. Soil erosion may result during construction of the proposed project, as grading and construction can loosen surface soils and make soils susceptible to the effects of wind and water movement across the surface. The City routinely requires the submittal of detailed erosion control plans with any grading plans. Additionally, all demolition and construction activities related to the proposed project would be subject to compliance with the CBC. Compliance measures may include but are not limited to covering of the soil, use of a dust inhibiting material, landscaping, use of straw and jute, hydro-seeding, and grading in a pattern than slows stormwater flow and reduces the potential for erosion. Additionally, since this project involves clearing, grading, or excavation that causes soil disturbance of 1 or more acres, it is subject to provisions of the National Pollutant Discharge Elimination System (NPDES) State General Permit (Order No. R8-2010-0033). Further, the project would be required to prepare and comply with an approved stormwater pollution prevention plan (SWPPP) that provides a schedule for the implementation and maintenance of erosion control measures and a description of the erosion control practices, including appropriate design details and a time schedule. The SWPPP would consider the full range of erosion control best management practices (BMPs), including any additional site-specific and seasonal conditions. The State General Permit also requires that those implementing SWPPPs meet prerequisite qualifications that would demonstrate the skills, knowledge, and experience necessary to implement such plans. NPDES requirements would significantly reduce the potential for substantial erosion or topsoil loss to occur in association with new development.

As part of the approval process, prior to grading plan approval, the project applicant will be required to comply with Chapter 13.12, Stormwater and Drainage System Protection, of the Wildomar Municipal Code. Water quality features intended to reduce construction-related

erosion impacts will be clearly denoted on the grading plans for implementation by the construction contractor.

Compliance with the CBC and the NPDES would minimize effects from erosion. Additionally, compliance with Wildomar Municipal Code Chapter 13.12 and NPDES requirements would result in less than significant impacts related to soil erosion. Lastly, implementation of mitigation measure **GEO-1** will further reduce this impact to a less than significant level.

c) **Less Than Significant Impact With Mitigation Incorporated**. Subsidence refers to the sudden sinking or gradual downward settling and compaction of soil and other surface material with little or no horizontal motion. Subsidence may be caused by a variety of human and natural activities, including earthquakes. The project site is located in a susceptible subsidence zone. However, the proposed project would be designed in accordance with CBC requirements. This requirement is established in mitigation measure **GEO-1**. According to RGS Engineering (2007; **Appendix 6b**), the project site is underlain at depth by bedrock of the Pauba Formation and as such, the potential for ground deformation due to regional subsidence under these conditions is considered low.

Three factors are required for liquefaction to occur: (1) loose, granular sediment (typically "made" land and beach and stream deposits that are young enough (late Holocene) to be loose); (2) saturation of the sediment by shallow groundwater (water fills the spaces between sand and silt grains); and (3) strong shaking. Liquefaction causes three types of ground failure: lateral spreads, flow failures, and loss of bearing strength. In addition, liquefaction enhances ground settlement and sometimes generates sand boils (fountains of water and sediment emanating from the pressurized liquefied zone). According to the liquefaction evaluation conducted by RGS Engineering (2008) and a subsequent liquefaction evaluation conducted by Leighton and Associates, Inc. (2014a), low groundwater tables were encountered; however, the potential for liquefaction to occur during a major earthquake is limited to a thin layer from 19 to 21 feet below the ground surface (RGS Engineering 2008). Therefore, development of the residential subdivision is considered feasible from a geotechnical standpoint, provided the recommendations for potential liquefaction-related hazards from both studies are included in the project design. Mitigation measure **GEO-1** includes the requirement to adhere to the recommendations outlined in the reports prepared by RGS Engineering (2008) and Leighton and Associates (2014a). Additionally, the CBC and other related construction standards apply seismic requirements and address certain grading activities. The CBC includes common engineering practices requiring special design and construction methods that reduce or eliminate potential expansive soil-related impacts. These methods are project-specific but can include over-excavation of foundations, import of more stable material, positive drainage systems, or changes in structure design. Compliance with CBC regulations would ensure the adequate design and construction of building foundations to resist soil movement. Therefore, implementation of mitigation measure **GEO-1** and adherence to the CBC requirements would reduce impacts to less than significant levels.

d) **No Impact**. Expansive soils contain clay materials that swell when they become wet and shrink when they dry. **Table 6-1** illustrates the soils on the site. Based on the soils found on-site, the proposed project will not be located on expansive soils and will not create substantial risks to life or property. Therefore, no impacts will occur.

Table 6-1. Soil Types for the Proposed Project

Map Unit Symbol	Map Unit Name	Rating (percent)	Acres in AOI	Percentage of AOI
Ce	Chino silt loam, drained	22.5	11.3	38.9%
Cf	Chino silt loam, drained, saline-alkali	22.5	2.0	6.9%
Cg	Chino silt loam, drained, strongly saline-alkali	22.5	2.9	10.1%
EoB	Exeter sandy loam, slightly saline-alkali, 0 to 5 percent slopes	15.0	1.1	3.8%
MmB	Monserate sandy loam, 0 to 5 percent slopes	15.0	0.2	0.6%
PaA	Pachappa fine sandy loam, 0 to 2 percent slopes	11.5	10.4	35.8%
PaC2	Pachappa fine sandy loam, 2 to 8 percent slopes, eroded	11.5	0.5	1.7%
ReC2	Ramona very fine sandy loam, 0 to 8 percent slopes, eroded	11.5	0.6	2.2%
Totals for Area of Interest (AOI)			**29.1**	**100.0%**

Source: NRCS 2014

e) **No Impact**. The project does not propose the use or construction of septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur.

f) **Less Than Significant Impact With Mitigation Incorporated.** A field investigation was completed on June 27, 2014, by CRM TECH archaeologist Michael Hogan, PhD, and Pechanga Cultural Monitor Augie Ortiz (**Appendix 5**). According to the investigation, the project site is not located in an area that is assigned a High Paleontological Sensitivity, meaning that it is not in an area of exposed geologic formations or map-able rock units that contain fossilized body elements and trace fossils on or below the surface. According to this assessment, the project site would not directly or indirectly destroy a unique geologic feature. The investigation states that the project site is relatively level and the soil in the parcel has been imported, though it may be a natural knoll with the top having been leveled. Unanticipated and accidental paleontological discoveries during project implementation have the potential to significantly affect paleontological resources. Implementation of mitigation measure **GEO-2** would reduce impacts on paleontological resources to less than significant.

Standard Conditions and Requirements

1. The proposed project must comply with Chapter 16.12 of the Wildomar Municipal Code governing design and grading of the project site as part of the proposed subdivision.

2. The proposed project is subject to provisions of the National Pollutant Discharge Elimination System (NPDES) State General Permit (Order No. R8-2010-0033).

3. The proposed project would be required to prepare and comply with an approved stormwater pollution prevention plan (SWPPP) that provides a schedule for the implementation and maintenance of erosion control measures and a description of the erosion control practices, including appropriate design details and a time schedule.

Mitigation Measures

GEO-1 The project applicant shall incorporate the recommendations of the fault hazard investigation conducted by RGS Engineering (2007; **Appendix 6b**) and the liquefaction evaluation conducted by RGS Engineering (2008; **Appendix 6c**) and Leighton and Associates (2014a; **Appendix 6a**) into project plans. The project's building plans shall demonstrate that they incorporate all applicable recommendations of the fault hazard study and both liquefaction evaluations and comply with all applicable requirements of the latest adopted version of the California Building Code. A licensed professional engineer shall prepare the plans, including those that pertain to soil engineering, structural foundations, and installation. All on-site soil engineering activities shall be conducted under the supervision of a licensed geotechnical engineer or certified engineering geologist.

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

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

GEO-2 Construction personnel involved in excavation and grading activities shall be informed of the possibility of discovering fossils at any location and the protocol to be followed if fossils are found. A professional meeting the Society of Vertebrate Paleontology standards shall provide the preconstruction training. The City shall ensure the grading plan notes include specific reference to the potential discovery of fossils.

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

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

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

7. Greenhouse Gas Emissions

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

Discussion

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

Area sources would result in GHG emissions generated from the combustion of wood or biomass and are considered biogenic emissions of CO_2. However, the project would be required to comply with SCAQMD Rule 445, which prohibits the use of wood-burning stoves and fireplaces in new development. Another area source includes landscape maintenance equipment, which would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawn mowers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain project landscaping.

Energy source GHG emissions are emitted from buildings as a result of activities for which electricity and natural gas are typically used as energy sources. Combustion of any type of fuel emits CO_2 and other GHG emissions directly into the atmosphere; these emissions are considered direct emissions associated with a building. GHGs are also emitted during the generation of electricity from fossil fuels; these emissions are considered to be indirect emissions.

GHG emissions would also result from mobile sources associated with the project. These mobile source emissions will result from the typical daily operation of motor vehicles by visitors, employees, and residents. Project mobile source emissions are dependent on overall daily vehicle trip generation. Project trip characteristics used to quantify GHG emissions are derived from the traffic impact analysis (Trames Solutions 2014) prepared for the project.

Residential land uses would result in the generation and disposal of solid waste. A large percentage of this waste would be diverted from landfills through a variety of means, such as reducing the amount of waste generated, recycling, and/or composting. The remainder of the waste not diverted will be disposed of at a landfill. GHG emissions from landfills are associated with the anaerobic breakdown of material.

Indirect GHG emissions result from the production of electricity used to convey, treat, and distribute water and wastewater. The amount of electricity required to convey, treat, and distribute water depends on the volume of water as well as the sources of the water. Unless otherwise noted, CalEEMod default parameters were used.

Addressing GHG generation impacts requires an agency to make a determination as to what constitutes a significant impact. The amendments to the CEQA Guidelines specifically allow lead agencies to determine thresholds of significance that illustrate the extent of an impact and are a basis from which to apply mitigation measures. This means that each agency is left to determine whether a project's GHG emissions will have a "significant" impact on the environment. The guidelines direct that agencies are to use "careful judgment" and "make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate" the project's GHG emissions (14 California Code of Regulations Section 15064.4(a)).

A number of expert agencies throughout the state have drafted or adopted varying threshold approaches and guidelines for analyzing 0 operational GHG emissions in CEQA documents. The different thresholds include (1) compliance with a qualified GHG reduction strategy, (2) performance-based reductions, (3) numeric "bright-line" thresholds, and (4) efficiency-based thresholds. The California Supreme Court decision in the Centers for Biological Diversity et al. v. California Department of Fish and Wildlife, the Newhall Land and Farming Company (November 30, 2015, Case No. S217763) (hereafter Newhall Ranch) confirmed that when an "agency chooses to rely completely on a single quantitative method to justify a no-significance finding, CEQA demands the agency research and document the quantitative parameters essential to that method."

AB 32 is a legal mandate requiring that statewide GHG emissions be reduced to 1990 levels by 2020 and efficiency-based thresholds represent the rate of emission reductions needed to achieve a fair share of California's GHG emissions reduction target established under AB 32. In adopting AB 32, the legislature determined the necessary GHG reductions for the state to make in order to sufficiently offset its contribution to the cumulative climate change problem to reach 1990 levels. AB 32 is the only legally mandated requirement for the reduction of greenhouse gases. As such, compliance with AB 32 is the current adopted basis upon which an agency can base its significance threshold for evaluating a project's GHG impacts. However, it is acknowledged that Executive Orders 5-03-05 and B-30-15, SB 375, and the recently signed legislation of SB 32 will ultimately result in GHG emission reduction targets for years beyond 2020.

The SCAQMD has not announced when staff is expecting to present a finalized version of its GHG thresholds to the governing board. On September 28, 2010, the SCAQMD recommended an interim screening level numeric "bright-line" threshold of 3,000 metric tons of CO2e annually and an efficiency-based threshold of 4.8 metric tons of CO2e per service population (residents plus employees) per year in 2020 and 3.0 metric tons of CO2e per service population per year in 2035. These efficiency-based thresholds were developed as part of the SCAQMD GHG CEQA Significance

Threshold Working Group. The GHG Significance Threshold Working Group was formed to assist SCAQMD's efforts to develop a GHG significance threshold and is comprised of a wide variety of stakeholders including the State Office of Planning and Research (OPR), CARB, the Attorney General's Office, a variety of city and county planning departments in the South Coast Air Basin, various utilities such as sanitation and power companies throughout the South Coast Air Basin, industry groups, and environmental and professional organizations. The numeric "bright line" and efficiency-based thresholds were developed to be consistent with CEQA requirements for developing significance thresholds, are supported by substantial evidence, and provides guidance to CEQA practitioners with regard to determining whether GHG emissions from a proposed project are significant.

For the purposes of this evaluation, the proposed project will first be compared to the SCAQMD interim screening level numeric "bright-line" threshold of 3,000 metric tons of CO2e annually. The anticipated GHG emissions during project construction and operation are shown in **Table 7-1**. Per this table, GHG emissions projected to result from both construction (amortized over 30 years) and operation of the proposed project would not exceed the SCAQMD greenhouse gas threshold of 3,000 metric tons of CO_2e per year. The impact is therefore considered less than significant.

Table 7-1. Total Project Greenhouse Gas Emissions (Annual) (Metric Tons per Year)

Emissions Source	Total CO_2e
Annual construction-related emissions amortized over 30 years	18
Area	14
Energy	193
Mobile	628
Waste	26
Water Usage	22
Total	**901**
SCAQMD Threshold	3,000
Significant?	**NO**

*Source: CalEEMod (SCAQMD 2011). See **Appendix 7**. Modeling inputs account for SCAQMD Rule 445, which prohibits the installation of any wood-burning device into new development. Project trip characteristics used to quantify mobile-source GHG emissions are derived from the traffic impact analysis (Trames Solutions 2014) prepared for the project.*

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

business-as-usual emissions projection and reduction target based on revised population, housing, and employment growth estimates. Additionally, there will be a comprehensive inventory update prior to 2020 to track overall progress toward meeting the GHG reduction target.

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

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

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

Standard Conditions and Requirements

None required.

Mitigation Measures

None required.

8. Hazards and Hazardous Materials

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

Setting

A Phase I Environmental Site Assessment was performed by Leighton and Associates, Inc. (2014b; **Appendix 8**). Under existing conditions, a large portion of the property is subject to inundation during the 100-year flood. When observing the site, no hazardous substances, drums, or other chemical containers were found. No evidence of underground storage tanks or aboveground storage tanks (such as vent lines, fill, or overfill ports) was found. Evidence of polychlorinated biphenyls (PCBs) was not found. The subject site appeared to be vacant, and evidence of pits, ponds, lagoons, septic systems, wastewater, sumps, drains, and cisterns was not observed. No pesticide usage, staining, discolored soils or corrosion, or

stressed vegetation was observed. Unusual odors and on-site wells were also not detected or observed on the project site.

However, as part of the assessment, Leighton and Associates observed a 7,200-cubic-foot soil stockpile in the northern portion of the project site and scattered debris/stockpiles in the southern corner of the project site.

Discussion

a) **Less Than Significant Impact With Mitigation Incorporated**. The Riverside County Environmental Health Department issues permits and conducts inspections of businesses that use, store, or handle quantities of hazardous materials and/or waste greater than or equal to 55 gallons or 500 pounds, or 200 cubic feet of compressed gas, at any time. The Riverside County Environmental Health Department also implements the Hazardous Material Management Plans (Business Emergency Plans) that include an inventory of hazardous materials used, handled, or stored at any business in Wildomar.

When completed, the proposed project will be a residential development, which is not expected to store or use any significant quantities of hazardous materials. During the construction phase of the proposed project, compliance with the stormwater pollution prevention program (SWPPP) will address the presence and use of hazardous materials such as vehicle fuels, solvents and paint used for construction on the site. The SWPPP is required by mitigation measure **HYD-1** and will incorporate best management practices (BMPs) to ensure that potential water quality impacts are minimized. BMPs typically include vegetative cover, silt fencing, regular watering of the soil, sedimentation areas, covering of the soil, protection from oil and fuel spills, storage of chemicals, etc. Each set of best management practices is written specifically for the project for which the SWPPP is required based on the specific project construction methods. The SWPPP is submitted to the Regional Water Quality Control Board and to the City for review and approval prior to construction. Through compliance with the SWPPP and with existing environmental health requirements, this impact is considered less than significant.

While hazardous materials will not be handled or disposed of as a routine use of this residential project, according to Leighton and Associates when observing the proposed project site, concrete and asphalt was in a 7,200-cubic-foot soil stockpile in the northern corner of the subject site and as scattered debris/stockpiles in the southern corner of the project site (see Photos 1, 2, 3, and 4 in **Appendix 8**). Because the source of the stockpile is unknown, mitigation measure **HAZ-1** require testing of the materials for organochlorine pesticides (OCPs) and arsenic. If these substances are found in any of the samples, the project applicant will be required to retain a qualified corrosive soils engineer to investigate the project site for corrosive soils before the City issues a grading permit. If organochlorine pesticides and arsenic are not found, the materials can either be recycled as part of the project construction process or used as fill material. Implementation of mitigation measure **HAZ-1** will reduce this impact to less than significant.

b) **Less Than Significant Impact**. Residential development associated with the proposed project would not include uses that utilize large quantities of hazardous materials. As a residential project, the potential for release of hazardous materials into the environment associated with development is considered less than significant.

c) **No Impact**. According to Google Earth (2014), David A. Brown Middle School is located 4,752 feet from the project site, and Ortega High School is 5,808 feet away. Additionally, California Lutheran High School is located 6,336 feet from the project site. As a residential development, the project will not emit hazardous emissions or handle hazardous or acutely hazardous material within one-quarter mile of a school.

d) **Less Than Significant Impact**. The Cortese hazardous waste and substances site list, the list of leaking underground storage tank sites, the list of solid waste disposal sites, and the list of "active" Cease and Desist Orders (CDO) and Cleanup and Abatement Orders (CAO) do not contain a report for Wildomar. Additionally, in the Phase I Environmental Site Assessment performed for the proposed project by Leighton and Associates, Inc. (2014), the subject site was not identified in the Environmental Data Resources (EDR) Radius Map Report. The listings in the database report were reviewed by Leighton and Associates and not interpreted to represent an adverse effect to the subject site at the time of report preparation. There are no database listings regarding the handling, storage, use, or disposal of hazardous materials/waste for the project site. Additionally, nearby facilities that utilized hazardous materials or had releases were not identified; therefore, there does not appear to be a potential for vapor encroachment onto the subject site.

e) **No Impact**. The project site is not located within any airport land use plan. The closest private airport is Skylark Field, which is a private airstrip located at the south end of Lake Elsinore, approximately 3.9 miles northwest of the project site. Skylark Field is used primarily by skydiving aircraft, which commonly drop parachutists into the nearby back-bay area south of the lake. The airport is also used for gliding and other recreational uses.

f) **No Impact**. Skylark Field is a private airstrip located at the south end of Lake Elsinore, approximately 4.4 miles northwest of the project site. Skylark Field is used primarily by skydiving aircraft, which commonly drop parachutists into the nearby back-bay area south of the lake. The airport is also used for gliding and other recreational uses.

g) **No Impact**. Access to the project site is from McVicar Street and Palomar Street. Development of the proposed project will not require the closure or relocation of any roadways, and operation of the proposed project is not expected to interfere with access to either McVicar Street or Palomar Street. As a result, the project will have no impact on any plans for emergency evacuation.

h) **No Impact.** The proposed project is located in a Local Response Area and not in a wildfire hazard area as shown on the Cal Fire Hazards Severity Zone Map for Western Riverside County (Cal Fire 2007).

Standard Conditions and Requirements

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

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

Mitigation Measures

HAZ-1 Prior to any earth disturbance, soil samples of the soil stockpile shall be taken to determine the presence of organochlorine pesticides (OCPs) and arsenic. If recognized environmental conditions (RECs) defined according to ASTM E1527-13 as "the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment" are found, the project applicant shall retain a qualified corrosive soils engineer. The qualified corrosive soils engineer shall investigate the project site for corrosive soils, review all grading and construction/building plans, and recommend mitigation measures that shall be implemented to minimize any potential impacts associated with the site's corrosive soils, including but not limited installation of sacrificial steel, an appropriate cementitious material cover (e.g., grout), surface coatings (e.g., epoxy, zinc), grout-filled corrugated plastic sheath encapsulation, use of stainless steel, or a combination of these or similar factors. Prior to issuance of the project's first building permit, the City Engineer shall review and approve the corrosive soils report, and if required, the project applicant shall modify the foundation design of the project's structures to take into account the recommendations in the corrosive soils report, with such revised foundation designs to be approved by the City Engineer.

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

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

9. Hydrology and Water Quality

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

Overview

Stormwater runoff occurs when rain falls on a surface that cannot absorb the moisture. Stormwater runoff occurs when there is a slope that allows water to travel toward a lower elevation. While many natural surfaces can result in stormwater runoff including rocks, compacted soil, ice, steep slopes, lakes and ponds, in Wildomar most of the stormwater runoff is the result of constructed impervious surfaces such as compacted soil, pavement, sidewalks, driveways and rooftops.

All development is required to plan for and design a stormwater drainage system to accommodate the difference in stormwater runoff from the current physical condition of the property and the proposed built condition. This requirement is expressed as a requirement that "post construction stormwater runoff shall not exceed preconstruction values." This is a requirement of the City of Wildomar Development standards. Flooding occurs when some portion of the stormwater system is incapable of accommodating stormwater runoff. Water seeks the lowest point in the landscape, and as water doesn't compress, if it meets an obstruction floodwater expands until it finds its level.

Depending on the requirements of the agency a project can either retain or detain stormwater. A stormwater retention system would keep the water within the boundaries of the project in ponds or holding tanks, and either allow the stormwater to percolate into the ground or evaporate. A stormwater detention system is intended to delay the increase in stormwater runoff into a channel for a period of time to allow the peak of the storm to pass. Once the peak has passed, the stormwater detention system would gradually drain into the storm drainage system. By delaying the entry of stormwater runoff into the system the peak amount of water is reduced allowing a smaller drainage system to handle more water. There are also water quality benefits associated with slowing the entry of stormwater into a channel such as allowing sediment to settle, debris and garbage to be removed and to slow the water which reduces erosion.

The Murrieta Creek (Wildomar Channel), and adjacent flood plain, is a Riverside County Flood Control District facility and is designed to accommodate a 100-year flood. Because the proposed project is adjacent to Murrieta Creek, the storm drainage system is designed to convey stormwater runoff into the Creek as quickly as possible during a storm. This is different than properties that might be further away that might be required to detain stormwater. A water quality basin is proposed (Lot J) that would detain incidental and low-flow water allowing sediment and debris to settle out of the low flow events before water is conveyed into the Creek. Larger storm events would bypass the water quality basin and flow directly into the Creek. All flow from Murrieta Creek terminates in the Santa Margarita River.

All storm drainage systems are planned around a 'design storm' that estimates a duration and intensity of rainfall in an area. The design storm is used in computer modeling to estimate the amount of stormwater runoff from watershed. Storm drainage system improvements represent a balance between the cost of construction and maintenance of very large storm drainage structures that would be needed for events that occur once every 100 years against the inconvenience of flooding every 10 years or so. As a result, even with a storm drainage system that accommodates the design storm, some flooding may occur, and other improvements such as roadways, parking lots and building sites are designed to accommodate floodwater while minimizing damage to structures. The stormwater system design standard set by the City of Wildomar Public Works Standards is for a 50-year design storm.

Existing Flooding

The existing McVicar Street crossing of Murrieta Creek constricts stormwater flow which results pooling of water upstream of the crossing that expands into, and ultimately beyond the floodplain of the Creek. Flooding has occurred on land adjacent to the Channel, and on McVicar Road. Under current conditions,

during some storm events, stormwater flows overtop the roadway by as much as 2.5 feet, resulting in closure of the crossing for public safety. (Chang 2013) Because closure of the roadway affects adjacent private property and access for emergency vehicles, the most direct solution is to change the McVicar Street crossing to create a less restrictive passage of the stormwater. Improvement to the crossing would also reduce the amount of upstream flooding, and lower the amount of floodwater that would overtop McVicar Street.

McVicar Street Crossing

The City directed that modifications to the McVicar Street crossing be evaluated with the following design goals:

- The facility shall conform to the grading plans for Murrieta Creek (Wildomar Channel) near McVicar Street
- The facility should lower the water-surface profile (flood elevation) for the upstream Channel
- The facility must pass the 100-year flood of 7,200 cubic feet per second with McVicar Street flooding governed by City Ordinance.

The results of the design are presented in Appendices 9A and 9B.

Discussion

a) **Less Than Significant Impact With Mitigation Incorporated.** The City of Wildomar is required to comply with a Municipal Separate Storm Sewer System (MS4) Permit from the San Diego Regional Water Quality Control Board. This permit imposes pollution prevention requirements on planned developments, construction sites, commercial and industrial businesses, municipal facilities and activities, and residential activities. Even though Wildomar is split by two watersheds (Santa Ana and Santa Margarita) that affect some of the properties in the city, the entire city is governed by the MS4 permit for the Santa Margarita region. The proposed project site is not one of the properties split by the jurisdictional boundaries between the Santa Ana and Santa Margarita watersheds. The proposed project drains to the Santa Margarita watershed.

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

Construction activities associated with development of residential uses likely will involve site grading, excavation, and disturbance of the existing vegetation cover and soil. Intense rainfall and associated stormwater runoff during construction activities could result in erosion in areas of exposed or stockpiled soils. If uncontrolled, these soil materials would flow off of the site and into the storm drainage system. Pollutants of concern include trash/debris, oxygen-demanding substances, oil and grease, pesticides, and bacteria and viruses. As previously explained in subsection 8, Hazards and Hazardous Materials, the source of the import fill dirt is unknown and mitigation measures **HAZ-1** and **HAZ-2** require testing of the materials for organochlorine pesticides (OCPs) and arsenic.

The Preliminary Water Quality Management Plan (WQMP) includes requirements that must be followed by the project to address the potential for contaminated storm drainage runoff. For example, the WQMP requires that all roof gutters drain into landscape areas rather than directly into the storm drainage system. This requirement ensures that contaminants, including debris, can be removed by the landscaping rather than being conveyed directly to the storm drainage system. The WQMP also requires that storm drainage drain to a central detention basin with a sand filter system. The proposed project is required to prepare a final WQMP as part of the improvement specifications for the subdivision. The final WQMP will be reviewed by the City for compliance with its MS4 permit.

Mitigation measure **HYD-1** requires the proposed project to prepare a stormwater pollution prevention plan (SWPPP) to be administered during and after construction. The SWPPP will incorporate best management practices (BMPs) to ensure that potential water quality impacts are minimized. BMPs typically include vegetative cover, silt fencing, regular watering of the soil, sedimentation areas, covering of the soil, etc. Each set of best management practices is written specifically for the project for which the SWPPP is required. The SWPPP is submitted to the Regional Water Quality Control Board and to the City for review, and a copy of the SWPPP must be kept accessible on the project site at all times.

The proposed project will be required to submit to the City for review and approval of a final WQMP that identifies specific BMPs and conditions of approval placed on the proposed project. The inclusion of project conditions of approval is a requirement of the final WQMP. Upon approval of the final WQMP and implementation of the BMPs included in the final WQMP, the project will be consistent with the City's MS4 permit and in full compliance with water quality standards. This impact would be less than significant following the implementation of mitigation measure **HYD-1**.

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

Proposed development will increase the imperviousness of the project site. Despite the decrease in permeability of the project site, the proposed project would not result in significant impacts to the recharge of local groundwater supplies because surface water from the proposed project site will not be removed from the Elsinore Basin.

The proposed project does not include groundwater wells and therefore would not affect any existing wells. Coverage of the property would not exceed the Zoning maximum of 50 percent allowing for continued recharge through landscaped and undeveloped areas. (§17.21.020 WMC) Water usage is regulated by EVMWD and subject to the provisions of the current drought declaration of Stage 4a. This declaration limits water usage and establishes a fee structure that encourages conservation. Because the project will still allow for recharge, and water usage will be regulated by EVMWD consistent with the current and any future drought declarations, the project will not substantially interfere with groundwater recharge or deplete groundwater supplies.

However, development on the project site may lead to an increased demand for potable water supply, which is provided by the EVMWD from both groundwater and imported water supplies. The EVMWD imports water to ensure that significant overdraft of local groundwater supplies does not occur. Based on the EVMWD's Urban Water Management Plan (2011), no adverse impacts to groundwater resources were forecast to occur from implementing the approved land uses in the project area as anticipated as part of buildout of the Wildomar General Plan. The proposed project is consistent with the General Plan and is therefore consistent with the Urban Water Management Plan and would not significantly alter groundwater use in the area. This impact will be less than significant.

c) **Less Than Significant Impact With Mitigation Incorporated**. McVicar Street is subject to flooding from Murrieta Creek (Wildomar Channel) under existing conditions. The stormwater from the property, and from areas up stream of the property, sheet flow over the land, or along McVicar to enter the Creek. The proposed project would construct paved roads to City standards that include curb and gutter improvements. Parcels on the site will be graded to direct stormwater flow into the street where the gutters will lead into the proposed stormwater system. Existing stormwater flow from off-site will be collected at Palomar Street and moved around the site through an open earthen ditch ending at McVicar Street where it will be conveyed via pipe to Murrieta Creek. The existing off-site flows will be kept apart from new flows from the proposed project.

The proposed project will create Lot K, as shown on **Figure 4**, adjacent to and just west of Murrieta Creek (Wildomar Channel) and convey the ownership of the parcel to the Riverside County Flood Control District (RCFCD). Lot K represents the extent of the 100-year flood zone associated with Murrieta Creek. As Lot K will be owned by the RCFCD who will maintain the lot to allow for flooding from Murrieta Creek, no construction will occur on the lot; however, it will be graded and edge improvements installed (i.e. sidewalk, curb, gutter) along the proposed onsite roadway (Street "A") in conformance with RCFCD design standards.

Development on the project site and mitigation measure **HYD-1** require preparation of a stormwater pollution prevention plan (SWPPP), which will incorporate BMPs to ensure that potential water quality impacts are minimized. The SWPPP is required to include a counter-measure plan describing measures to ensure proper collection of sedimentation produced on the site. These measures may include, but are not necessary limited to, (1) restricting grading to the dry season; (2) protecting all finished graded slopes from erosion using such techniques as erosion control matting and hydroseeding; (3) protecting downstream storm drainage inlets from sedimentation; (4) using silt fencing and hay bales to retain sediment on the project site; (5) using temporary water conveyance and water diversion structures to eliminate runoff into any receiving water body; and (6) any other suitable measures. Therefore, the proposed project would not result in substantial erosion or siltation on- or off-site following the implementation of mitigation measure **HYD-1**.

d) **Less Than Significant Impact**. The proposed project will modify the McVicar Street crossing of Murrieta Creek (Wildomar Channel) to address the projected stormwater flows from the onsite development of roadways and homes. The crossing modifications will also result in the reduction of flooding that presently occurs at the crossing during storm events. Based on the *Hydraulic Study for Drainage Improvements of Wildomar Creek near McVicar Street Crossing* (Chang, 2015) a five-culvert crossing of the Creek will ensure that flooding on McVicar Street is less than 12 inches

during a 100-year storm event. This is consistent with City standards for design of crossings as it would allow passage of emergency vehicles during flood events. The stormwater flow from the project will be detained in the proposed storm drainage basin shown as Lot J on **Figure 4** before entering Murrietta Creek (Wildomar Channel) upstream of the McVicar Street crossing. The system is designed to ensure that peak stormwater runoff from the project site does not exceed current values. As designed the proposed improvements would both reduce projected stormwater runoff from the proposed project and reduce incidences of flooding attributed to the current McVicar Street crossing of Murrieta Creek.

e) **Less Than Significant Impact**. The water quality basin (Lot J on **Figure 4**) is designed to handle low flow water runoff which can be storms of less than 0.5 inch or runoff from lawn sprinklers. Low flow conditions often result in the largest impact to water quality due to a concentration of urban pollutants in a small amount of runoff. Larger storm events dilute the pollutants from urban runoff. The storm drainage system for the proposed project is designed to accommodate a 100-year storm. This is identical to the design standard for Murrieta Creek (Wildomar Channel). The system is designed to accommodate 100-year storm events and includes a water quality basin for low flow events. Under post-development conditions, stormwater outflow from the basin would be reduced as compared to that which occurs under existing conditions. Therefore, as designed, the project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems. Impacts would be less than significant.

f) **Less Than Significant Impact With Mitigation Incorporated**. The proposed project is a residential subdivision and would not be expected to degrade water quality. As described in this subsection, the proposed stormwater system design ensures that the project would not substantially degrade water quality. Components of the project design include a bio-retention water quality basin and hydromodification basin (Lot J) and compliance with the Water Quality Management Plan through preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) required by law and mitigation measure HYD-1. Water quality impacts are expected to be less than significant with mitigation incorporated.

g, h ,i) **Less Than Significant Impact With Mitigation Incorporated.** The project site is located within a 100-year flood hazard area (according to FEMA Flood Map Numbers 06065C2682G and 06065C2044G). Therefore, the proposed project would place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary, Flood Insurance Rate Map, or other flood hazard delineation map.

Cut and fill grading will be used to achieve design grade. Earthwork will be generally limited to less than 5 feet of cut or fill. According to the Tentative Tract Map, earthwork quantities are estimated as 58,533 cubic yards of raw fill, 25,093 cubic yards of cut, and 33,440 cubic yards of import (after considering an existing 7,200 cubic yards of stockpiled soils are available onsite). Total import for the project is estimated at 26,240 cubic yards. The fill material will be used to raise the building pads at or above the 100 year flood plain consistent with §15.96.060 of the City's Municipal Code.

Under existing conditions, the McVicar Street crossing of the Wildomar Channel is subject to flooding during storm events, and may experience a maximum flood inundation of up to to 2.5 feet during a 100-year event (Chang, 2013). Flooding at this level results in road closure and floodwaters that expand up stream of the crossing, inundating lands on either side of the channel

and along McVicar Street. The projected 100-year flood level would close the McVicar Street crossing of the channel, and the floodwater would extend past the proposed Street "A" potentially closing one of two entrances into the project site.

To reduce the potential for flooding at the McVicar Street crossing of the Wildomar Channel, improvements are proposed. The crossing improvements analyzed in the Hydrology of 50-yr Flood for Wildomar Channel concluded that a new crossing with five culverts that would meet a design standard that would allow some flooding during a 50- and 100-year flood event, but still provide a 12-foot wide travel lane with flooding of one foot or less in depth. This is consistent with the City's design requirements and would ensure that adequate circulation (on a temporary, short-term basis) is maintained during such flooding events.

The improvements made to the channel, including the creation of the basin in Lot L as shown on **Figure 4**, would have the potential to affect the hydrologic or hydraulic characteristics of the channel, and thus, result in the modification of the existing regulatory floodway. The project applicant will therefore be required to prepare and submit a Conditional Letter of Map Revision (CLOMR). The CLOMR will be subject to review and approval by the City of Wildomar Public Works Department and the Riverside County Flood Control and Water Conservation District. The CLOMR indicates whether the project, as built, would be recognized by FEMA. Once the project has been constructed, the City of Wildomar would be required to request a revision to the applicable FEMA Flood Insurance Rate Map (FIRM) to reflect the project. "As-built" certification and other data would be submitted in support of the revision request.

Therefore, these impacts would be less than significant with mitigation measure **HYD-2** incorporated.

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

Standard Conditions and Requirements

None required.

Mitigation Measures

HYD-1 Prior to the approval of the grading permit, the project applicant shall be required to prepare a stormwater pollution prevention plan (SWPPP) consistent with the National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2010-0014-DWQ), which is to be administered through all phases of grading and project construction. The SWPPP shall incorporate best management practices (BMPs) to ensure that potential off-site water quality impacts during construction phases are minimized. The SWPPP shall be submitted for review to the Regional Water Quality Control Board and to the City of Wildomar. A copy of the SWPPP must be kept accessible on the project site at all times. In addition, the project applicant will be required to submit, and obtain City Engineering approval of, a Water Quality Management Plan prior to the issuance of any building or grading permit in order to comply with the Areawide Urban Runoff Management Program. The project shall implement site design BMPs, source control BMPs, and treatment control BMPs as identified in the Water Quality Management Plan. Site design BMPs shall include, but are not limited to, landscape buffer

areas, on-site ponding areas, roof and paved area runoff directed to vegetated areas, and vegetated swales. Treatment control BMPs shall include vegetated swales and a bioretention water quality basin/hydromodification basin.

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

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

HYD-2 Prior to filing of a final map, the applicant shall reconstruct the McVicar Street crossing of the Wildomar Channel consistent with the 150 foot / 5 culvert design alternative as presented in the *Hydrology of 50-yr Flood for Wildomar Channel, November 15* 2015.

Timing/Implementation: *Prior to Filing of a Final Map*

Enforcement/Monitoring: *City of Wildomar Engineering Department*

10. Land Use and Planning

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

Discussion

a) **No Impact**. Land uses surrounding the project site include residences, greenhouses, and a farmers market, with Palomar Street and residences to the northeast. The site is bordered to the northwest by vacant land and residences. The Murrieta Creek (Wildomar Channel) borders the site to the southwest, along with vacant undeveloped land. McVicar Street borders the site to the southeast, with vacant undeveloped land beyond the roadway. Development of the proposed project would be consistent with the existing and planned development on surrounding properties and would not impede movement through the area. No impact would occur.

b) **Less Than Significant Impact.** The General Plan land use designation for the project site is Medium Density Residential (MDR). The MDR land use allows for 2-5 dwelling units per acre. **Figure 4** shows this requirement has been met. Since the land use is consistent, General Plan Policy LU 22.1, to accommodate the development of single- and multi- family residential units in areas appropriately designated by the General Plan and area plan land use maps is met accordingly. General Plan Land Use Policy 22.3 requires that adequate and available circulation facilities, water resources, and sewer facilities exit to meet the demands of the proposed residential land use. Section 17, Utilities assesses the demands needed. The design of the proposed project meets the Riverside County Design Standards and Guidelines and therefore is consistent with General Plan policy LU 22.10 which requires that residential units/projects be designed to consider their surroundings and to visually enhance, not degrade, the character of the immediate area.

Land to the north, east, and west of the site also has a land use designation of MDR. However, land to the *southwest* of the site has a land use designation of Low Density Residential (LDR).

The proposed project includes a proposed rezone request by the Applicant from R-R (Rural Residential) to R-1 (*One*-Family Dwelling) to support Tentative Tract Map No. 32035. This change would decrease the minimum lot size for each parcel on the project site from 21,780 square feet to 7,200 square feet. The interior lot width would decrease from 80 feet to 60 feet with the change of zone. The MDR land use designation allows a density range of 2–5 units per acre with lot sizes ranging from 5,500 to 20,000 square feet (Land Use Table LU-4), with typical lot sizes of 7,200 square feet. The rezone request also includes a change from R-R (Rural Residential) to W-1 (Watershed,

Watercourse and Conservation Areas) to support the tentative map that would decrease the allowable lot area from 21,780 square to 0 since no development would be allowed in the W-1 zone. The current R-R zoning requires a minimum lot size of 21,780 square feet (i.e., one-half acre) with a minimum average lot width of 80 feet and depth of 100 feet, while the R-1 zone allows residential lots to have a minimum lot area of 7,200 square feet with a minimum lot width of 60 feet and a minimum depth of 100 feet. The proposed W-1 zoning will cover the 100-year floodway area along the flood control channel shown as Lot K. The W-1 zoning prevents all development within the floodway (see **Figure 3**).

The proposed project will not eliminate any streets in the area or create any new arterial roadways or structures that would divide the community. Additionally, the project will not eliminate existing residential buildings. Furthermore, as discussed in subsection 4, Biological Resources, the project would be required to comply with the provisions contained in the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). Compliance with the MSHCP would result in the project having no impact related to this issue area. This impact would be less than significant.

c) **Less Than Significant Impact.** As discussed in section 4 (a), Biological Resources, the City of Wildomar participates in the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) and the Stephen's Kangaroo Rat Habitat Conservation Plan (SKR HCP). Th**e** proposed project is subject to the MSHCP and SKR HCP but is outside of any Criteria Area or Cell. Payment of the mitigation fees as required by the Municipal Code ensures compliance with the habitat conservation plans and results in a less than significant impact.

Standard Conditions and Requirements

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

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

Mitigation Measures

None required.

11. Mineral Resources

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

Discussion

a) **No Impact.** The proposed project is located in an area designated as MRZ-3 by the Wildomar General Plan (2008). The MRZ-3 zone includes areas where the available geologic information indicates that while mineral deposits are likely to exist, the significance of the deposit is undetermined. The Phase I Environmental Site Assessment prepared for the project site by Leighton and Associates, Inc. (2014b; **Appendix 8**) did not reveal any significant potential for mineral resources on the site.

b) **No Impact.** There are no known locally important mineral resource recovery sites identified on the project site in the Wildomar General Plan or in a specific plan or other land use plan of value to the region or to the residents of the state.

Standard Conditions and Requirements

None required.

Mitigation Measures

None required.

12. Noise

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

Discussion

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

Construction Noise

Noise levels associated with typical construction equipment are summarized in **Table 12-1.** Based on these typical noise levels, construction activities associated with future development may result in noise levels that range from 71 to 99 dBA at 50 feet. However, noise levels would attenuate as noise source distance increases away from sensitive receptors. A common attenuation rate for noise levels is a 3 dBA reduction in noise level for every doubling of distance.

Table 12-1. Typical Construction Equipment Noise Levels

Type of Equipment	Range of Maximum Sound Levels Measured (dBA at 50 feet)
Rock Drills	83–99
Jackhammers	75–85
Pneumatic	78–88
Pumps	74–84
Dozers	77–90
Scrapers	83–91
Haul Trucks	83–94
Cranes	79–86
Portable Generators	71–87
Rollers	75–82
Tractors	77–82
Front-End Loaders	77–90
Hydraulic Backhoes	81–90
Hydraulic Excavators	81–90
Graders	79–89
Air Compressors	76–89
Trucks	81–87

Source: FTA 2006

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

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

Without an adopted construction noise standard, the proposed project cannot generate noise in excess of currently established standards.

Operational Noise

Development of the project site may result in increases in ambient noise levels above existing levels without the project resulting from personal automobiles, lawn mowers, radios, televisions, and children playing outside. While this is an increase in the current noise levels on the vacant site, it is similar to other residential noises in the city and not considered significant. The homes will also have air conditioning/heating systems (HVAC) that will generate noise. HVAC units are reviewed during the building permit review process for placement. Additional trips generated by the residents will increase noise levels at sensitive receptors located along city roadways. However, a traffic data evaluation prepared by Trames Solutions Inc. (2014) evaluated the daily and peak-hour trip generation for the proposed project. The evaluation indicates that the proposed development will generate approximately 466 trips per day with 36 trip ends during the AM peak hour and 49 trip ends during the PM peak hour. Based on the analysis, this level of trip generation will fall below the 50-trip threshold requiring a traffic study. Furthermore, the adjacent intersection of Palomar Street/McVicar Street will only experience approximately 24 trips during the AM peak hour and 32 trips during the PM peak hour. This impact is considered less than significant.

Construction activity on the project site would temporarily increase ambient noise levels above existing levels. This is expected to occur as the site is graded and as the homes and other site improvements are constructed. These noise impacts have the potential to be significant considering the proximity to adjacent residences. To determine a threshold for construction noise, worker noise safety standards of other agencies were reviewed. The rationale is that if a maximum construction noise level is generally safe for construction workers who are exposed to the noise all day, then the noise level should be also be safe for adjacent residents who are typically farther from the noise source and exposed only briefly during the day. Noise standards from the California Department of Transportation (Caltrans), the American National Standards Institute (ANSI), the American Conference of Governmental Industrial Hygienists (ACGIH), the Federal Railroad Administration (FRA), and the California Department of Industrial Relations (DIR) were reviewed. Their limits are as follows:

Caltrans Standard Specifications Section 14-8

Do not exceed 86 dBA LMax (maximum instantaneous sound level) at 50 feet from the job site activities from 9 p.m. to 6 a.m.

The American National Standards Institute

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

The American Conference of Governmental Industrial Hygienists

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

Federal Railroad Administration

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

California Department of Industrial Relations

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

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

Table 12-2. Construction Equipment Noise Levels

Equipment	Noise Level (dBA) at 50 Feet	Typical Duty Cycle
Auger Drill Rig	85	20%
Backhoe	80	40%
Chain Saw	85	20%
Clam Shovel	93	20%
Compactor (ground)	80	20%
Compressor (air)	80	40%
Concrete Mixer Truck	85	40%
Concrete Pump	82	20%
Concrete Saw	90	20%
Crane (mobile or stationary)	85	20%
Dozer	85	40%
Dump Truck	84	40%
Excavator	85	40%
Front-End Loader	80	40%
Generator (25 KVA or less)	70	50%
Generator (more than 25 KVA)	82	50%
Grader	85	40%
Hydra Break Ram	90	10%
In situ Soil Sampling Rig	84	20%

Table 12-3, continued

Equipment	Noise Level (dBA) at 50 Feet	Typical Duty Cycle
Jackhammer	85	20%
Mounted Impact Hammer (hoe ram)	90	20%
Paver	85	50%
Pneumatic Tools	85	50%
Pumps	77	50%
Rock Drill	85	20%
Scraper	85	40%
Tractor	84	40%
Vacuum Excavator (vac-truck)	85	40%
Vibratory Concrete Mixer	80	20%

Source: PlaceWorks 2014a, pp. 9–10
KVA – kilovolt amps

With implementation of mitigation measure **NOI-1** and compliance with Municipal Code Section 9.48.048 which limits times of construction, ensure that construction noise impacts will not result in sleep disturbance Temporary construction noise would also not violate any City noise standards or applicable standards of other agencies. Mitigation measure **NOI-1** and both existing ordinances and the plot plan review process will ensure that development also meets the City's noise standards. As mitigated and regulated by the City of Wildomar, this impact is considered less than significant.

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

Table 12-3. Typical Construction Equipment Vibration Levels

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

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

Development on the project site may require the use of bulldozers and trucks. According to the Federal Transit Administration (FTA) (2006), the vibration level associated with the use of a large bulldozer is 0.089 inches per second (in/sec) peak particle velocity (PPV) and 87 vibration decibels

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

e) **No Impact**. The project site is not located within the influence area for any airport. The closest public general aviation airfield is French Valley Airport, approximately 10.7 miles southeast of the project site. The project site is outside of the airport noise and safety influence or flight surface control areas. As a result, no impacts are anticipated.

f) **Less Than Significant Impact**. Skylark Field is located approximately 3.9 miles northwest of the project site in the City of Lake Elsinore. Skylark Airport is used primarily by skydiving aircraft. Given the type of aircraft that routinely use the airfield and the airfield's limited use, less than significant impacts are anticipated.

Standard Conditions and Requirements

1. All construction and general maintenance activities shall be limited to the hours described in Wildomar Municipal Code Chapter 9.48.

Mitigation Measures

NOI-1 Development on the project site shall implement the following construction noise mitigation measures to reduce potential construction noise impacts:

- Construction equipment staging and storage areas shall be located as far from existing residential land uses as possible.
- All construction equipment shall be properly maintained with operating mufflers and air intake silencers as effective as those installed by the original manufacturer.
- Residents living up to 1,000 feet from the property line shall be provided with a construction schedule and contact information to file a complaint. Timely notification shall accompany any major changes to this schedule.
- A temporary noise barrier shall be erected along the eastern project boundary (i.e. homes facing McVicar and Palomar) during all construction activities.

Timing/Implementation: *During construction activities*

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

13. Population and Housing

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

Discussion

a) **Less Than Significant Impact.** The proposed development will result in 48 single-family homes. Using January 2014 California Department of Finance estimates, an average of 3.3 persons per household is assumed for residences in the city. Considering this estimate, the proposed project will result in 158 new residents. The addition of 158 residents to the city's current (2016) population of 35,168 represents a 0.01 percent increase in the current population and is considered less than significant.

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

Standard Conditions and Requirements

None required.

Mitigation Measures

None required.

14. Public Services

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

Discussion

a) **Less Than Significant Impact.** The Riverside County Fire Department (RCFD) provides fire protection and safety services to the City of Wildomar. The proposed project will be primarily served by Wildomar Fire Station #61, located at 32637 Gruwell Street, approximately 1.2 miles from the project site. In addition to Fire Station #61, several other Riverside County fire stations in the surrounding area would be able to provide fire protection safety services to the project site if needed. The 2013 RCFD annual report concluded that there were a total of 2,794 incidents in 2013 in Wildomar. When the calls for service are divided by the 11,047 households in Wildomar, the result is 0.25 calls per household. When applied to the proposed 47 homes, the increase would be approximately 12 calls or an approximately 0.43 percent increase in calls.

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

b) **Less Than Significant Impact.** Police protection services are provided by the Riverside County Sheriff's Department (RCSD). The nearest sheriff's station is located at 333 Limited Street in Lake Elsinore, approximately 8.5 miles from the project site. Traffic enforcement is provided for Riverside County in this area by the California Highway Patrol, with additional support from the local Riverside County Sheriff's Department.

For the purpose of establishing acceptable levels of service, the Riverside County Sheriff's Department maintains a recommended servicing of 1.2 sworn law enforcement personnel for every 1,000 residents (City of Wildomar 2007). As stated in Impact a) in subsection 13, Population and Housing, of this Initial Study, the proposed project will result in approximately 155 new residents. Considering the RCSD's recommended servicing level, the population increase resulting from the proposed project would require 0.01 additional sworn law enforcement personnel.

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

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

According to the LEUSD's (2012) School Facilities Needs Analysis, the generation rates for single-family homes are 0.2877 per unit for elementary school (K–5), 0.1376 per unit for middle school (grades 6–8), and 0.1702 per unit for high school (grades 9–12). Based on these rates, the project will generate 14 elementary school students, 6 middle school students, and 8 high school students, for a total of 28 students. As of the 2011/12 academic year, the LEUSD enrolled 22,171 students. The proposed project will represent an increase in LEUSD enrollment of less than 1 percent.

Current state law requires that impacts to current school facilities be mitigated though mandatory development impact fees. The school impact fees are maintained by the LEUSD and paid directly to the district. The City requires that payment of school fees be demonstrated prior to issuance of a building permit. Payment of the school impact fees reduces impacts to the LEUSD to less than significant.

d) **No Impact.** The City of Wildomar owns and manages four public parks: Marna O'Brien Park, Regency Heritage Park, Grove Park and Windsong Park. In addition, the city contains 306.93 acres of land dedicated to open space recreation and 220.92 acres of land dedicated to open space conservation. Upon city incorporation in 2008, the City of Wildomar adopted the Riverside County Municipal Code. The code includes an open space requirement of 3 acres of neighborhood and community parkland per 1,000 residents. The completion of the proposed project will result in a population increase of approximately 158 residents generating a demand for 0.46 acres of parkland. The proposed project includes Lot J as a private park of approximately 0.47 acres, maintained by the homeowners association. The project also includes a multipurpose trail that will link with the regional trail system. Between the proposed park on Lot J and compliance with the City's Development Impact Fee Program (Chapter 3.44, Fees, of the Wildomar Municipal Code), which includes a Parkland Acquisition Fee and a Park Improvement Fee, there is no impact.

e) **Less Than Significant Impact.** Development associated with the proposed project may result in a slight increase in the demand for other governmental services, economic development, and the other community support services commonly provided by the City of Wildomar, including but not limited to City Hall, the Mission Trail Library, and the Animal Friends of the Valleys animal shelter. As stated in Impact a) in subsection 13, Population and Housing, the proposed project will result in approximately 158 new residents. Considering the 2016 population of Wildomar of 35,168, the proposed project would result in an estimated 0.01 percent population increase. Impacts to community support services by a population increase of 0.01 percent are less than significant.

A standard condition of approval for the proposed project includes the payment of standard development impact fees pursuant to Wildomar Municipal Code Section 3.44.080. The proposed

project is not expected to result in activities that create unusual demands on local government services. Any impacts would be considered incremental and less than significant.

Standard Conditions and Requirements

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

2. Prior to issuance of any building permit, the project applicant must demonstrate payment of impact mitigation fees established by the Lake Elsinore Unified School District and in effect at the time of building permit issuance.

3. The Applicant shall be subject to, and comply with, the following four (4) state mandated codes/ordinances including all other applicable state & local codes/ordinances already in effect:

    - California Building Code, Chapter 7A;
    - California Residential Code, Section R327;
    - California Referenced Standards Code, Chapter 12-7A; and
    - California Fire Code, Chapter 49.

Mitigation Measures

None required.

15. Recreation

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

Discussion

Discussion

a, b) **Less than Significant.** Chapter 16.20 of the City's Municipal Code defines a park as a parcel or parcels of land, exclusive of natural open space, which is open and available for use by the general public and which serves the recreational needs of the public. The current park standard established by the City (Wildomar Municipal Code Chapter 16.20) requires dedication of parkland at a ratio of 3 acres per 1,000 residents or fees in lieu of parkland dedication. According to the Municipal Code, these regulations apply in cases where land is to be subdivided for residential use.

The amount of land to be dedicated, or fees paid, is determined by multiplying the number of dwelling units in the development by the average number of persons per unit by the number of acres of parkland required per person. Fees are based either on the fair market value of the land or on a fixed in-lieu fee rate as adopted by the City Council.

The City's current parkland inventory includes four neighborhood parks with a combined acreage of 14.27 acres. The existing parks are Regency Heritage Park (3.26 acres), Marna O'Brien Park (8.94 acres), Windsong Park (2.07 acres), and Grove Park (1.8 acres). All four parks are located in existing residential neighborhoods west and east of Interstate 15.

As shown in **Table 15-1**, the City requires 0.0093 acre per single-family residential dwelling unit of parkland to be set aside in compliance with the Quimby Act (Wildomar 2015). **Table 15-2** illustrates how the acreage per residential unit was derived. Alternatively, if the City chooses to collect in-lieu fees rather than requiring dedication of parkland, those fees would be based on the most currently adopted development impact fee schedule. Therefore, the required amount of parkland to be dedicated by the proposed project would be .4 acre. The proposed project as currently designed would not provide any acreage for public parkland.

As identified in **Table 15-2**, the City currently has a deficit of approximately 89.43 acres of parkland. With the increase in people that would result from development of the project, the City would have an increased parkland deficit of 89.84 acres. Payment of the in-lieu fees in Section

16.20.020 from the City of Wildomar Municipal Code will help the City toward the acquisition and development of a new park. As a result, the project meets City requirements for parkland dedication. Therefore, the proposed project would not result in the physical cumulative deterioration of existing recreational facilities.

Table 15-1. Acres per Unit for Parkland Dedication

Development Type	Dwelling Units[1]	Acres per Capita[2]	Persons per Unit[3]	Acres per Unit[4]
Residential, Single-Family	DU	0.003	3.10	0.0093
Residential, Multi-Family	DU	0.003	2.20	0.0066

Source: City of Wildomar 2015a (Table 5.3)

Notes:

1. *DU = dwelling unit*
2. *Acres per capita based on the Quimby Act minimum of 3.0 acres per 1,000 residents*
3. *Persons per dwelling unit; these numbers are based on estimates found in Table 2.1 of the City of Wildomar Impact Fee Study Report (April 30, 2013)*
4. *Acres per unit = acres per capita multiplied by persons per unit*

Table 15-2. Existing Parkland and Parkland Requirements

	Without Project (Existing)	With Project
Population[1]	35,168	35,326
Parkland Required[2]	105.50 acres	Approximately 105.9 acres
Existing Parkland[3]	16.07 acres	16.07 acres
Parkland Deficit	Deficit of 89.43 acres	Deficit of 89.83 acres

Sources:

1. *California Department of Finance 2016*
2. *City of Wildomar requirement for 3.0 acres of parkland per 1,000 residents*
3. *Only includes City parks*

The proposed project would result in less than .5 acre increase of parkland deficit within the City. In addition, the proposed project would include an open space lot, multipurpose trail and trailhead facility. The total acreage and open space of the proposed project exceeds the requirements of the City ordinance and the Quimby Act. In addition, Lots J and K as seen on the Tentative Tract Map shows 5.17 acres of open space that is reserved for proposed passive parkland. The proposed project would not be expected to require the construction or expansion of new recreational facilities. Therefore, no impacts will occur.

Standard Conditions and Requirements

None required.

Mitigation Measures

None required.

16. Transportation/Traffic

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

The proposed development is projected to generate a total of approximately 456 trip ends per day with 34 vehicles per hour during the AM peak hour and 47 vehicles per hour during the PM peak hour. Furthermore, the adjacent intersection of Palomar Street/McVicar Street will experience approximately 23 trips during the AM peak hour and 30 trips during the PM pear hour. Palomar Street/Nelmar Circle and McVicar Street will provide primary access to the proposed project site and a continuous connection through the site. These three public streets will be improved to meet City of Wildomar Municipal Code Section 16.08. Nelmar Circle, an existing cul-de-sac, will be realigned through the site as a through street. A portion of the existing Nelmar Circle will be vacated to accomplish this circulation design. A network of public streets and cul-de-sacs will provide internal circulation.

As shown in **Figure 4**, Nelmar Circle and Streets A, B, C, D, E, F and G will meet City Standard 105. Palomar Street will include a trail connection and meet City Standard 92. Streets “F” and “G” Tee Option will affect lots 22, 23, 26, 27, and 28 by re-aligning the “F” Street and providing continuation of the street for future

development proposals. This will result in slightly reducing lots 26, 27 and 28 and increasing lots 22 and 23. Furthermore, McVicar Street will meet "City Standard 105C (modified)".

Public transportation will be provided by the bus stop located on the cross streets of Central and Palomar which is approximately 0.8 miles away from the project site or a 15 minute walk.

In addition, a multipurpose trail will link with the regional trail system. According to the City of Wildomar Trail Map, Ben and Fanny Taylor Regional Trail runs along the channel. Andrew Difani Trail connects with Ben and Fanny Taylor Regional Trail then runs above the project site and to Palomar Street and Mary Soules Trail connects with Ben and Fanny Taylor Regional Trail and then west of the project site.

Discussion

a) **Less Than Significant Impact.** A traffic data evaluation prepared for the proposed project by Trames Solutions Inc. (2014) evaluated the daily and peak-hour trip generation for the proposed project. The evaluation indicates that the proposed development will generate approximately 456 trips per day with 34 trip ends during the AM peak hour and 47 trip ends during the PM peak hour. Based on the analysis, this level of trip generation is below the City's 50-trip threshold requiring a traffic study. Furthermore, the adjacent intersection of Palomar Street/McVicar Street will experience approximately 23 trips during the AM peak hour and 30 trips during the PM peak hour. As a result, this impact is less than significant.

b) **Less Than Significant Impact**. Every county in California is required to develop a Congestion Management Program (CMP) that looks at the links between land use, transportation, and air quality. In its role as Riverside County's Congestion Management Agency, the Riverside County Transportation Commission (RCTC) prepares and periodically updates the county's CMP to meet federal Congestion Management System guidelines as well as state CMP legislation. The Southern California Association of Governments (SCAG) is required under federal planning regulations to determine that CMPs within its region are consistent with the Regional Transportation Plan. The RCTC's current Congestion Management Program was adopted in March 2010; of the roadways in Wildomar, Interstate 15 (I-15) is included in the CMP.

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

Some of the vehicle trips generated by residential development on the project site will connect to the CMP network at Interstate 15, and development associated with the proposed project may add an additional increment of traffic to the designated CMP network.

The proposed project is estimated to result in 456 daily vehicle trips. If these vehicle trips were to travel on Interstate 15, this increase would represent an increase of 0.01 percent to the 2011 vehicle counts of 125,000 along I-15 at the Clinton Keith interchange (Caltrans 2013). Furthermore, the City of Wildomar Housing Element EIR (2013-2021) analyzed the following intersections within Table 16-1. Table 16-1 shows that the proposed project is anticipated within the City General Plan Buildout. Therefore, any impacts would be less than significant.

Table 16-1. General Plan Buildout (2035) Peak-Hour Intersection LOS

ID #	Intersection	Traffic Control	Jurisdiction	Delay (Seconds)		LOS		Delay (Seconds)		LOS		Delay (Seconds)		LOS	
				AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
				Existing Conditions				2035 Without Project				2035 With Project			
1	Palomar Street/Central Street	TS	Wildomar	36.1	29.2	D	C	42.3	43.6	D	D	42.2	44.4	D	D
2	Palomar Street/Clinton Keith Road	TS	Wildomar	44.5	42.9	D	D	40.9	54.1	D	D	41.1	54.8	D	D

Source: City of Wildomar Housing Element EIR (2013-2021)

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

d) **Less Than Significant Impact.** Access to the project will be from McVicar and Palomar Streets. City design criteria in the City of Wildomar Municipal Code Section 16.08 governs the design of roadways to ensure adequate site distance and turning movements. These roadways shown on **Figures 4 and 5** meet these provisions and will be reviewed again during consideration of the improvement plans by the City Engineer. As such, this impact is considered less than significant.

e) **Less Than Significant Impact With Mitigation Incorporated.** The proposed project would include access from Palomar Street/Nelmar Circle and McVicar Street, and internal circulation has been designed to provide adequate emergency access. Therefore, the proposed project would not interfere with area-wide emergency access or the implementation of local emergency response plans.

During 100-year flood events, it is likely that the intersection of McVicar Street and Street A would be inundated and impassable to traffic due to floodwaters. However, as discussed in the Hydrology and Water Quality section under item "g", implementation of mitigation measure HYD-2 would allow for a 12-foot wide travel lane with flooding of one foot or less on McVicar Street. Implementation of HYD-2 would result in additional culverts under the McVicar crossings of Wildomar Channel that would alleviate most of the flooding from a 50- and 100-year flood event. The improved crossing would ensure a 12 foot travel lane inundated to 1 foot or less during the 50- and 100-year storm event. (Chang, 20 Palomar Street would remain unaffected by the projected floodwater.15) With the implementation of HYD-2 this impact is less than significant.

f) **Less Than Significant Impact.** All sidewalk improvements associated with the proposed project would be designed to comply with design criteria contained in Title 12 of the Wildomar Municipal Code, including the construction of sidewalks, curbs, and gutters. The City's plot plan application process would review the proposed project's need to provide bicycle lanes, bus turnouts, or other design components to support alternative transportation as part of project design. Any necessary improvements would be a condition of development approval.

Standard Conditions and Requirements

1. Prior to issuance of any building permit on the project site, the project applicant shall comply with Chapter 3.40, Western Riverside County Transportation Uniform Mitigation Fee, of the City of Wildomar Municipal Code.

2. Prior to issuance of any building permit on the project site, the project applicant shall comply with Chapter 3.44, Development Impact Fees, of the Wildomar Municipal Code.

Mitigation Measures

Implementation of **HYD-2** as described in Section 9. Hydrology and Water Quality.

17. Utilities and Service Systems

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

Discussion

a) **Less Than Significant Impact.** The San Diego Regional Water Quality Control Board regulates wastewater discharges in the portion of Wildomar encompassing the project site. Development on the project site would receive wastewater services from the Elsinore Valley Municipal Water District (EVMWD). Sewer service will flow from the entrance to the proposed site at Palomar Street and eventually connect to an existing 8-inch gravity feed sewer line in McVicar Street. Wastewater will be delivered to the Lake Elsinore Wastewater Treatment Facility located at 14980 Strickland Avenue in the City of Lake Elsinore. Per California Regional Water Quality Control Board Order No. R8-2005-0003, the treatment plant has a capacity of 8 million gallons per day (mgd) with an average flow of approximately 4.66 mgd, resulting in a treatment capacity of approximately 3.34 mgd (EVMWD 2008). The proposed project will not result in a flow of wastewater that exceeds the permitted flow of this facility. Any impacts would be less than significant.

b) **Less Than Significant Impact**. The Elsinore Valley Municipal Water District will provide water and wastewater services for the proposed project as shown in the EVMWD service commitment letter (**Appendix 10**). The EVMWD has an adopted Urban Water Management Plan (UWMP), 2011, and

a Wastewater Master Plan (WWMP), 2008, that are designed to meet the service needs of future growth.

The EVMWD Urban Water Management Plan established a baseline per capita water demand for residents within its service area by compiling overall water demands for a 10-year period from 1999 to 2008. This per capita demand rate is measured in gallons per capita per day (gpcd). The 2010 baseline water demand is 248 gpcd. When applied to the estimated 155 residents, the proposed project would result in an increased daily water demand of 38,440 gallons or approximately 0.12 acre-feet per year. The UWMP states that the current average daily production of potable water is 43,800 acre-feet per year and that the EVMWD has the capacity to produce 66,500 acre-feet per year of potable water. Considering the incremental increase in potable water production required by the proposed project and the EVMWD's remaining production capacity, the proposed project will have a less than significant impact on water treatment and conveyance facilities.

As a result of the Governor's Executive Order issued on April 1, 2015, the State Water Resources Control Board's updated Emergency Water Conservation regulations went into effect on May 18, 2015. The EVMWD and its customers are mandated to meet a total 28 percent district-wide reduction in potable water usage. At a 28 percent water-usage reduction, the EVMWD's cutback is expected to be approximately 18,620 acre-feet.

In response to California's historic drought, the EVMWD is implementing a temporary drought surcharge. This surcharge is designed to encourage additional water conservation, help offset revenue losses due to the Governor's Executive Order, and increase compliance with state conservation requirements. The surcharge took effect July 31, 2015, and will continue until further notice.

For this study, assumptions on wastewater production from the proposed project are based on the estimated water demand of 38,440 gallons per day (26.7 gpm). Current capacity at the Robards Way lift station is 1,000 gallons per minute, which would allow for flows from the proposed project (EVMWD 2008). Per California Regional Water Quality Control Board Order No. R8-2005-0003, the Lake Elsinore Wastewater Treatment Facility has a capacity of 8 mgd with an average flow of approximately 4.66 mgd, resulting in a treatment capacity of approximately 3.34 mgd. Estimated wastewater flows from the proposed project would result in an incremental increase to treatment demands at the treatment plant. Any impact would be less than significant.

c) **Less Than Significant Impact**. The hydrology report (Chang Consultants 2013) states that under existing conditions McVicar Street is subject to flooding during 100-year storm events. The proposed project will be graded to direct flow through the streets and to the southwest corner of the project, where it will be collected in three proposed catch basins and discharged to the water quality basin. Additionally, a storm drain pipe crossing the project will be constructed. Environmental effects from grading of the site and any construction have been analyzed and when needed, mitigated throughout this Initial Study. Therefore, this impact is less than significant.

d) **Less Than Significant Impact**. The project site is within the service boundary for the EVMWD, and development on the project site would be connecting to EVMWD water service infrastructure via 8-inch connections in Palomar Street and McVicar Street. The EVMWD utilizes 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 groundwater supplies does not occur. Imported water is obtained from the Metropolitan Water District, local surface water from Canyon Lake, and local groundwater from the Elsinore Basin. The EVMWD has access to groundwater from the Elsinore Basin, Coldwater Basin, San Bernardino Bunker Hill Basin, Rialto-Colton Basin, and Riverside-North Basin. Almost all of the groundwater production for potable use occurs in the Elsinore Basin. Imported water supply is purchased from the Metropolitan Water District via the Eastern Municipal Water District and Western Municipal Water District. The EVMWD plans to expand its recycled water system to provide recycled water for irrigation users and to maintain water levels in Lake Elsinore during normal and dry years (EVMWD 2011). Per the Metropolitan Water District's (2010) Regional Urban Water Management Plan (RUWMP), the district indicates that its existing supplies are adequate to meet the projected demands in all hydrologic conditions through 2035. Implementation of planned supplies by the Metropolitan Water District increases reliability and maintains an adequate reserve. Based on the district's 2010 RUWMP, it is assumed that imported water is fully reliable during average, dry, and wet years. The EVMWD's (2011) Urban Water Management Plan projects a 2035 water demand of 65,258 acre-feet per year, with a projected supply of 70,581 acre-feet per year. Development of the project was considered in the EVMWD Urban Water Management Plan as part of the City of Wildomar General Plan. Any impact would be less than significant.

e) **Less Than Significant Impact**. As described above, development on the project site would connect to existing water and sewer service infrastructure. Development would be conditioned to obtain approvals from the Riverside County Department of Environmental Health. Consequently, the proposed project development would not impact the Elsinore Valley Municipal Water District's ability to serve existing customers. Impacts are considered less than significant.

f) **Less Than Significant Impact.** The main disposal site in the vicinity of the project site is the El Sobrante Landfill in Corona. The El Sobrante Landfill (CalRecycle Solid Waste Information System Number 33-AA-0217) is projected to reach full capacity of 184,930,000 tons in 2045 (CalRecycle 2011). The landfill covers approximately 1,322 acres and receives approximately 16,054 tons of solid waste per day.

The California Department of Resources Recycling and Recovery (CalRecycle) collects and maintains data that records the rate of solid waste disposal at local, regional, and statewide levels. CalRecycle inputs this data into the Disposal Reporting System (DRS), which is used to determine per capita disposal rates as well as other solid waste disposal statistics. There is currently no regional reporting system in place for inland Southern California, so for this analysis the statewide per capita disposal rate will be used. The most current data available (2013) from the CalRecycle DRS assigns a disposal rate of 4.4 pounds per day to the residents of California (CalRecycle 2013). Using the CalRecycle DRS disposal rates for California residents, the 155 residents of the proposed project may be expected to generate 713 pounds per day of solid waste. This incremental generation is well within the capacity of the El Sobrante Landfill, and impacts would be less than significant.

g) **Less Than Significant Impact**. Development on the project site would be subject to the Solid Waste Reuse and Recycling Access Act of 1991. The act requires that adequate areas be provided for collecting and loading recyclable materials such as paper products, glass, and other recyclables. Compliance with the required standard conditions will allow any solid waste impacts resulting from residential development to be less than significant.

Standard Conditions and Requirements

As required by Public Resources Code Section 42911, 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.

Mitigation Measures

None required.

18. Mandatory Findings of Significance

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

Discussion

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

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

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

Aesthetics

Implementation of the proposed project would not contribute to cumulative visual resource or aesthetic impacts. The City's plot plan application process will ensure development is in compliance with City zoning and design standards regulating building design, mass, bulk, height, color, etc. Thus, less than cumulatively considerable impacts to aesthetic resources are anticipated under cumulative conditions.

Agriculture and Forestry Resources

Implementation of the proposed project would not contribute to cumulative impacts to agricultural resources or forestland impacts. Thus, less than cumulatively considerable impacts to agricultural and forestry resources are anticipated under cumulative conditions.

Air Quality

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

Biological Resources

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

The potential for the proposed project to result in direct biological impacts is addressed through mitigation measures **BIO-1** through **BIO-3**, resulting in the proposed project having a less than cumulatively considerable impact on biological resources.

Cultural Resources

Development on the project site would contribute to an increase in cultural resource impacts. However, mitigation measures **CUL-1** though **CUL-8** would reduce the potential impacts associated with development on the project site. Thus, the project would have a less than cumulatively considerable impact.

Geology and Soils

Project-related impacts on geology and soils associated with development on the project site are site-specific, and development on the site would not contribute to seismic hazards or water quality impacts associated with soil erosion. However, implementation of mitigation measure **GEO-1** would result in a decreased exposure to the risks associated with seismic activity and unstable soils. In addition, implementation of mitigation measure **GEO-2** would reduce impacts on paleontological resources. Therefore, the proposed project is anticipated to have no impact on cumulative geophysical conditions in the region.

Greenhouse Gas Emissions

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

Hazards and Hazardous Materials

The proposed project is not expected to utilize or contribute to hazards associated with the accidental release of hazardous materials. However, even if hazardous materials are used on the site, implementation of mitigation measures **HAZ-1** and **HAZ-2** and compliance with federal, state, and City regulations will ensure that cumulative hazard conditions are less than cumulatively considerable.

Hydrology and Water Quality

Development on the project site has the potential to result in cumulative hydrology and water quality impacts. However, implementation of mitigation measure **HYD-1** and **HYD-2** would reduce the project's potential cumulative impacts on hydrology and water quality to less than cumulatively considerable.

Land Use and Planning

The proposed project is consistent with the existing land use designation of the Wildomar General Plan and would be consistent with the proposed zoning following the proposed change of zone. The proposed division of the site is consistent with other residential development in the project area. Because the proposed project area is surrounded by urban development and land designated for urban development, and the project would be consistent with both the General Plan and proposed zoning for the site, the project would result in no cumulative impacts to land uses.

Mineral Resources

Currently, no mineral resources are known to exist at the proposed project site and there is no significant potential that unknown mineral resources exist at the site. No known locally important mineral resource recovery sites are identified by the Wildomar General Plan, and the proposed project will not impact access to any unknown mineral sites located outside of the proposed project boundaries. Any impacts would be less than cumulatively considerable.

Noise

As a residential development, the proposed project will be consistent with current land uses surrounding the project site. This consistency will prevent the proposed project from contributing to any significant cumulative operational noise impacts. Development on the project site would result in temporary and permanent changes in ambient noise levels in the vicinity. Potential direct temporary noise impacts of the proposed project on surrounding residents will be mitigated through the implementation of mitigation measure **NOI-1.** However, construction may simultaneously occur with surrounding projects, Richmond American Homes and Beazer Homes which would cause temporary noise impacts. Given that this impact is anticipated in the General Plan EIR, this impact is considered less than cumulatively considerable.

Population and Housing

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

Public Services

Implementation of the proposed project, in combination with other existing, planned, proposed, approved, and reasonably foreseeable development in the immediate area, may increase the demand for public services. However, with payment of fees as required by the Municipal Code, impacts to public services are less than cumulatively considerable.

Recreation

The proposed project would satisfy the City's adopted requirement of 3 acres of neighborhood and community parkland per 1,000 residents by developing and maintaining a 0.47-acre park on Lot J, providing a multipurpose trail with trailhead, and payment of development impact fees for community park services. Since requirements for recreation facilities will be exceeded by the proposed project, no cumulative impacts are expected.

Transportation/Traffic

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

Utilities and Service Systems

Construction activities related to development of the project site may result in impacts to utilities and service systems, including solid waste. However, any impacts would be less than cumulatively considerable.

c) **Less Than Significant Impact With Mitigation Incorporated**. The proposed project does not have the potential to significantly adversely affect humans, either directly or indirectly. While a number of the impacts were identified as having a potential to significantly impact humans, with implementation of the identified mitigation measures, these impacts would be less than significant. All significant impacts are avoidable, and the City of Wildomar will ensure that measures imposed to protect human beings are implemented.

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