

ATTACHMENT A - EXHIBIT 2

Walmart Final Environmental Impact Report (FEIR)



Wildomar Walmart Project

(Planning Application No. 13-0086)

Final Environmental Impact Report

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

Prepared by:
Applied Planning, Inc.
5817 Pine Avenue, Suite A
Chino Hills, CA 91709



December 2014

FINAL ENVIRONMENTAL IMPACT REPORT

for the

Wildomar Walmart Project

State Clearinghouse Number:
2014011014

Prepared for:

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Chino Hills, CA 91709

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1.0 INTRODUCTION

1.0 INTRODUCTION

1.1 OVERVIEW

This document, combined with the Draft Environmental Impact Report (DEIR), constitutes the Final EIR for the Wildomar Walmart Project (Project). The DEIR describes existing environmental conditions relevant to the proposal, evaluates the Project's potential environmental effects, and identifies mitigation measures to reduce or avoid the potentially significant impacts. The DEIR was circulated for public review and comment from August 22 through October 6, 2014.

1.2 CONTENT AND FORMAT

Subsequent to this introductory Section 1.0, Section 2.0 of this Final EIR presents revisions and errata corrections to the DEIR text. Responses to comments received on the DEIR are presented at Final EIR Section 3.0. The EIR Mitigation Monitoring Plan is presented at Final EIR Section 4.0.

1.3 DRAFT EIR COMMENTORS

1.3.1 Overview

The complete list of Draft EIR commentors, along with copies of comment letters and responses to comments, is presented at Section 3.0 of this Final EIR. The following list identifies the comment letters received in regard to the Draft EIR:

- Governor's Office of Planning and Research, State Clearinghouse
- California Department of Transportation, District 8
- Elsinore Valley Municipal Water District
- Cornerstone Community Church
- Johnson & Sedlack

- Ms. Martha Bridges & Mr. John Burkett
- Mr. Paul Colmer
- Ms. Beryl Yasinovsky

1.3.2 Presentation of Comments and Responses

All comment letters received in regard to the Draft EIR are included, along with corresponding responses, in their entirety at Final EIR Section 3.0, “Comments and Responses.”

1.4 LEAD AGENCY AND POINT OF CONTACT

The Lead Agency for the Project and EIR is the City of Wildomar. Any questions or comments regarding the preparation of this document, its assumptions, or its conclusions, should be referred to:

Mr. Matthew Bassi, Planning Director
City of Wildomar
23873 Clinton Keith Road, Suite 201
Wildomar, CA 92595

1.5 PROJECT SUMMARY

The following information is summarized from the Project Description in the Draft EIR. For additional detail in regard to Project characteristics and Project-related improvements, along with analyses of the Project’s potential environmental impacts, please refer to Draft EIR Sections 3.0 and 4.0, respectively.

1.5.1 Project Location

The Project site is located within the central portion of the City of Wildomar, within Riverside County. The site is an irregularly-shaped parcel located southeasterly of the Interstate 15 (I-15) and Bundy Canyon Road interchange. Specifically, Bundy Canyon Road forms the site’s northerly boundary. The site is bordered on the east and west by Monte Vista Drive and I-15, respectively. Canyon Drive (alignment) borders the site to the south.

1.5.2 Project Overview

The Project includes the proposed Wildomar Walmart, one outparcel building, on- and off-site supporting improvements, and associated discretionary actions necessary to realize the proposed development (*see also*: City Planning Application No. 13-0086, available through the City of Wildomar). In summary, approval of the Project would result in up to 207,800 square feet of new retail/commercial uses on the approximately 24.5-acre subject site. The Project also includes on-site supporting infrastructure, parking, landscaping/hardscaping, and signs. The Project would further implement those off-site improvements necessary to ensure safe and efficient operations of the proposed development.

1.5.3 Project Objectives

The primary goal of the Project is the development of the subject site with a productive mix of commercial/retail uses. Complementary Project Objectives include the following:

- To capitalize on the site's location proximate to the I-15/Bundy Canyon Road interchange;
- To create a complementary mix of commercial/retail uses;
- To take advantage of available infrastructure; enhance and improve local infrastructure systems to the benefit of the Project and surrounding areas; and to maximize access opportunities for the convenience of patrons;
- To provide a commercial/retail development that meets the current unmet demand for goods and services from consumers residing in the trade area and future residential developments;
- To provide a commercial/retail shopping center that serves the local market area and beyond, and to attract new customers and retailers into the City of Wildomar;

- To provide goods and services at a local site, thereby reducing the number of trips currently being made to shop for these same goods and services outside the City of Wildomar;
- To provide a convenient source of grocery and food items to serve the local community;
- To provide convenience-oriented retail sale of food, beverage, and related products and convenience-oriented services to the currently underserved area;
- Improve and maximize economic viability of the currently vacant and underutilized Project site and area through the establishment of a new commercial center;
- Maximize and broaden the City's sales tax base by providing local and regional tax-generating uses and by increasing property tax revenues;
- Expand and provide new retail options, with updated, modern and energy efficient buildings, proximate to local consumers by providing daytime and nighttime shopping opportunities in a safe and secure environment;
- Create additional employment-generating opportunities for the citizens of Wildomar and surrounding communities.

1.5.4 Discretionary Actions

1.5.4.1 Lead Agency Discretionary Actions and Permits

Requested decisions, or discretionary actions, necessary to realize the Project include, but may not be limited to the following:

- Certification of the EIR;
- Approval of a zone change from Rural Residential (RR) to Scenic Highway Commercial (C-P-S);

- Approval of a Tentative Parcel Map or Parcel Merger to merge the four existing parcels into two parcels;
- Plot Plan approval for Project design and architectural details;
- Approval of a Conditional Use Permit to allow alcohol sales for off-site consumption;
- Approval of a Master Sign Program.

Additionally, the Project would require a number of non-discretionary construction, grading, drainage and encroachment permits from the City to allow implementation of the Project facilities.

1.5.4.2 Responsible and Trustee Agency Discretionary Actions, Permits, and Consultation

CEQA Guidelines Section 15124 also states that the EIR should, to the extent known, include a list of all the agencies expected to use the EIR in their decision-making (Responsible Agencies) and a list of permits and other approvals required to implement the project. Based on the current Project design concept, the anticipated permits to realize the proposal (and associated Responsible Agencies) will likely include, but are not limited to, the following:

- Permitting may be required by/through the South Coast Air Quality Management District (SCAQMD) for certain aspects of the Project operations and its associated equipment.
- Permitting may be required by/through the Santa Ana Regional Water Control Board and/or the San Diego Regional Water Control Board.
- Permitting (i.e., utility connection permits) may be required from utility providers.
- Permitting may be required from Army Corps of Engineers.

- Permitting may be required from California Department of Fish and Wildlife.
- Other ministerial permits necessary to realize all on and offsite improvements related to the development of the site.

2.0 REVISIONS AND ERRATA CORRECTIONS

2.0 REVISIONS AND ERRATA CORRECTIONS

2.1 INTRODUCTION

As no substantive new or different information was provided through the public comment process, the findings and conclusions of the Draft EIR are not affected. The Lead Agency has determined that no revisions to the Draft EIR's text or graphic illustrations are needed.

3.0 COMMENTS AND RESPONSES

3.0 COMMENTS AND RESPONSES

3.1 INTRODUCTION

The following Section presents written comments received pursuant to public review of the DEIR, and provides responses to those comments as required by California Code of Regulations, Title 14 (hereinafter, “*CEQA Guidelines*”) Sections 15089, 15132, and 15088. Specifically, *CEQA Guidelines* Section 15088 (a) requires that: “[t]he lead agency . . . evaluate comments on environmental issues received from persons who reviewed the draft EIR and . . . prepare a written response. The lead agency shall respond to comments received during the noticed comment period and any extensions and may respond to late comments.” The 45-day comment period on the Draft EIR commenced on August 22, 2014 and concluded October 6, 2014.

In summary, the City’s written responses describe the disposition of significant environmental issues raised and any necessary revisions to the Draft EIR are made as a result of the comments. Additionally, the City’s written responses provide a good faith, reasoned analysis of all environmental issues raised and cite to specific factual and legal support for the Draft EIR’s conclusions.

3.1.1 Comments Received

The following Section presents a list of the comment letters received during the Draft EIR public review period. Comment letters have been generally organized by state agencies; regional agencies; and local organizations and individuals. Each letter has been assigned an identifying designation (generally an acronym or name abbreviation), and topical items within each letter have been numbered. Table 3-1 lists all DEIR commentors and the designation assigned to each. Commentor correspondence and correlating responses are

presented subsequently. Comments have been reproduced verbatim and without grammatical or typographical correction.

Table 3-1
DEIR Commentors

Commentor	Acronym Assigned	Correspondence Date
State Agencies		
State Clearinghouse	SCH	
California Department of Transportation, District 8	DOT	October 1, 2014
Regional Agencies		
Elsinore Valley Municipal Water District	EVMWD	September 22, 2014
Individuals and Organizations		
Cornerstone Community Church	CCC	October 6, 2014
Johnson & Sedlack	JS	October 8, 2014
Ms. Martha Bridges & Mr. John Burkett	MBJB	October 8, 2014
Mr. Paul Colmer	PC	September 27, 2014
Ms. Beryl Yasinovsky	BY	October 7, 2014

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Monday, October 14, 2013


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Wildomar Walmart Project

SCH Number: 2014011014

Document Type: EIR - Draft EIR

Project Lead Agency: Wildomar, City of

Project Description

The project proposes construction of ~207,800 sf of commercial/retail uses within the ~24.5 acre project site. The project includes an ~200,000 sf Walmart Store and a 7,800 sf commercial outpad use. Onsite detention/infiltration basins and various infrastructure dedications and improvements are also proposed.

Contact Information

Primary Contact:

Matthew Bassi
City of Wildomar
951.677-7751
23873 Clinton Keith Road, Suite 201
Wildomar, CA 92595

Project Location

County: Riverside
City: Wildomar
Region:
Cross Streets: Bundy Canyon Road, Monte Vista Drive
Latitude/Longitude:
Parcel No: 367-100-033, 034, 035, 037
Township:
Range:
Section:
Base:
Other Location Info:

Proximity To

Highways: I-15
Airports: Skylark Field
Railways: No
Waterways: No
Schools: 5 ES, 2 HS, 3 Private
Land Use: Vacant, Undeveloped/Z: Rural Residential (RR)/GP: Commercial Retail (CR)

Development Type

Commercial

Local Action

Rezone, Site Plan

Project Issues

Archaeologic-Historic, Biological Resources, Drainage/Absorption, Geologic/Seismic, Noise, Public Services, Traffic/Circulation, Water Quality, Water Supply, Landuse, Air Quality

Reviewing Agencies (Agencies in **Bold Type** submitted comment letters to the State Clearinghouse)

Resources Agency; Department of Fish and Wildlife, Region 6; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 8; Air Resources Board; Regional Water Quality Control Board, Region 9; Regional Water Quality Control Board, Region 8; Native American Heritage Commission

Date Received: 8/22/2014 **Start of Review:** 8/22/2014 **End of Review:** 10/6/2014

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STATE OF CALIFORNIA
GOVERNOR'S OFFICE OF PLANNING AND RESEARCH
STATE CLEARINGHOUSE
SCH No. 2014011014

Response SCH-1

State Clearinghouse receipt of the Wildomar Walmart Project Draft EIR is acknowledged, as is distribution of the Draft EIR to the listed State Agencies. The State-assigned Clearinghouse reference number (SCH No. 2014011014) and dates of the public review period for the Draft EIR (August 22, 2014 through October 6, 2014) are also acknowledged.

DEPARTMENT OF TRANSPORTATION

DISTRICT 8

PLANNING (MS 722)

464 WEST 4th STREET, 6th Floor

SAN BERNARDINO, CA 92401-1400

PHONE (909) 383-4557

FAX (909) 383-5936

TTY (909) 383-6300

www.dot.ca.gov/dist8



Serious drought
Help save water!

October 1, 2014

Matthew Bassi
Planning Director
City of Wildomar
Planning Department
23873 Clinton Keith Road, Suite 201
Wildomar, CA 92595

Mr. Bassi:

City of Wildomar Wal-Mart (Planning Application Number 13-0086) Environmental Impact Report (EIR) Notice of Preparation (NOP). APN 367-100-033/034 & 035, 037(Riv 15 PM 16.37)

We have received the Notice for Availability for the above referenced project, located east of Interstate-15 (I-15) right-of-way, at the intersection of Bundy Canyon Road. Total project development consists of a new 200,000 square foot Wal-Mart located in the southern portion of the site. The constructions of a new 7,800 square foot out-pad use located in the northerly portion of the site on approximately 2.54 acres.

DOT-1

As the owner and operator of the State Highway System (SHS), it is our responsibility to coordinate and consult with local jurisdictions when proposed development may impact our facilities. As the responsible agency under the California Environmental Quality Act (CEQA), it is also our responsibility to make recommendations to offset associated impacts with the proposed project. Although the project is under the jurisdiction of the City of Wildomar to the Project's potential impact to State facilities it is also subject to the policies and regulations that govern the SHS.

DOT-2

If this development proposal is later modified in any way, please forward copies of revised plans as necessary so that we may reevaluate all proposed changes for potential impacts to the SHS.

If you have any questions regarding this letter, please contact Talvin Dennis at (909) 806-3957 or myself at (909) 383-4557 for assistance.

DOT-3

Sincerely,

MARK ROBERTS

Office Chief

Intergovernmental Review/Community and Regional Planning

California Department of Transportation, District 8
464 West 4th Street, 6th Floor
San Bernardino, CA 92401

Letter Dated October 1, 2014

Comment DOT-1

We have received the Notice of Availability for the above referenced project, located east of Interstate 15 (I-15) right-of-way, at the intersection of Bundy Canyon Road. Total project development consists of a new 200,000 square foot Wal-Mart located in the southern portion of the site. The constructions [sic] of a new 7,800 square foot out-pad use located in the northerly portion of the site on approximately 2.54 acres.

Response DOT-1

The Department of Transportation's (DOT's) summary of the Project is mostly correct, however, the actual acreage of the site is 24.5 (Walmart Parcel = 20.13, Outparcel = 1.83, Infrastructure = 2.54).

Comment DOT-2

As the owner and operator of the State Highway System (SHS), it is our responsibility to coordinate and consult with local jurisdictions when proposed development may impact our facilities. As the responsible agency under the California Environmental Quality Act (CEQA), it is also our responsibility to make recommendations to offset associated impacts with the proposed project. Although the project is under the jurisdiction of the City of Wildomar to the Project's potential impact to State facilities it is also subject to the policies and regulations that govern the SHS.

Response DOT-2

DOT's responsibility for the SHS and role under CEQA are noted. The City acknowledges ongoing coordination and consultation with DOT regarding the Project.

Comment DOT-3

If this development proposal is later modified in any way, please forward copies of revised plans as necessary so that we may reevaluate all proposed changes for potential impacts to the SHS.

If you have any questions regarding this letter, please contact Talvin Dennis at (909) 806-3957 or myself at (909) 383-4557 for assistance.

Response DOT-3

DOT's request to be added to the Project distribution list is noted. The additional contact information provided is appreciated.

From: [April Carpenter](#)
To: [Matthew Bassi](#)
Cc: [Christina Badinski](#)
Subject: Planning App. No. 13-086 - Request for Review - 14-074
Date: Monday, September 22, 2014 3:20:41 PM
Attachments: [im aqe.002.png](#)

Subject: Planning Application No. 13-0086
Wildomar Walmart Project DEIR
EVMWD WO# 2014-074

On August 22, 2014 the District received the above request for review and comments. The project consists of the construction of a new Walmart, out-pad use and infrastructure dedications and improvements. We have the following comments:

- ◆ Developer will need to submit a Will Serve Application
- ◆ Developer will be required to submit plans per Districts Development process, and pay all applicable fees.

EVMWD-1

EVMWD-2

EVMWD-3

Please feel free to call Imad Baiyasi at (951) 674-3146, Ext. 8786, should you have any questions.

ORIGINAL SENT VIA USPS

April K. Carpenter



Engineering Services Assistant
(951) 674-3146, ext. 8337
Fax (951) 674-7554
acarpenter@evmwd.net



P.O. Box 3000
31315 Chaney Street
Lake Elsinore, CA 92530

This email and any files transmitted with it may contain privileged or otherwise confidential information. If you are not the intended recipient, or believe that you may have received this communication in error, please advise the sender via reply email and delete the email you received.

Elsinore Valley Municipal Water District
P.O. Box 3000
31315 Chaney Street
Lake Elsinore, CA 92530

Letter Dated September 22, 2014

Comment EVMWD-1

On August 22, 2014 the District received the above request for review and comments. The project consists of the construction of a new Walmart, out-pad use and infrastructure dedications and improvements. We have the following comments:

Response EVMWD-1

EVMWD's receipt of the Draft EIR and brief summary of the Project are noted.

Comment EVMWD-2

Developer will need to submit a Will Serve Application.

Response EVMWD-2

Developer has already submitted a Will Serve Application to EVMWD.

Comment EVMWD-3

Developer will be required to submit plans per Districts Development process, and pay all applicable fees.

Response EVMWD-3

Should the Project be approved, the developer will submit plans per EVMWD requirements, and pay all applicable fees.

Matthew Bassi

From: Rosen, Jeff <JRosen@go2cornerstone.com>
Sent: Monday, October 06, 2014 11:17 AM
To: Matthew Bassi
Subject: Wal Mart DEIR Comment

RECEIVED
OCT 06 2014
CITY OF WILDOMAR

Dear Mr. Bassi,

Cornerstone Community Church is not opposed to the Wildomar Wal Mart project, in fact we believe this will be a positive addition to our community. We do however have serious concerns regarding the proposed traffic flow, specifically that Wal Mart customers exiting from the east exit, will be forced to turn right onto southbound Monte Vista, with no option to turn left towards Bundy Canyon Rd. We believe it would be beneficial to everyone for the plans to be revised to allow for left turns from the east exit.

CCC-1

Please confirm receipt of this email comment. On behalf of our staff and congregation, thank you very much for your thoughtful consideration of our concern.



Jeff Rosen
Senior Associate Pastor
Office 951.674.8661 ext. 1009
Mobile 909.262.5970
jrosen@go2cornerstone.com
www.go2cornerstone.com

Mr. Jeff Rosen
Cornerstone Community Church
34570 Monte Vista Drive
Wildomar, CA 92595

Letter Dated October 6, 2014

Comment CCC-1

Cornerstone Community Church is not opposed to the Wildomar Wal Mart project, in fact we believe this will be a positive addition to our community. We do however have serious concerns regarding the proposed traffic flow, specifically that Wal Mart customers exiting from the east exit, will be forced to turn right onto southbound Monte Vista, with no option to turn left towards Bundy Canyon Rd. We believe it would [be] beneficial to everyone for the plans to be revised to allow for left turns from the east exit.

Response CCC-1

Cornerstone Community Church's support of the Project is noted; as are the traffic flow concerns regarding patrons exiting the Project site along Monte Vista Drive.

As proposed (and described within Section 3.4.5 of the Draft EIR), patrons exiting the Project site would use their choice of three driveways:

- The main Project driveway, located along Bundy Canyon Road, would be signalized providing both right and left turns out of the Project site.
- The northerly driveway along Monte Vista Drive would provide STOP-controlled right-out movement. Full access at this location would be restricted due to the proximity to Bundy Canyon Road.
- The southerly driveway along Monte Vista Drive (at Canyon Drive) would be signalized, allowing both right and left turns exiting the Project site.

The Project provides ample patron egress in all directions depending on the exit chosen. No revisions are necessary, the results and conclusions of the EIR are not affected.

Johnson & Sedlack

ATTORNEYS AT LAW

Raymond W. Johnson, Esq. AICP
 Carl T. Sedlack, Esq. Retired
 Abigail A. Smith, Esq.
 Kimberly Foy, Esq.
 Kendall Holbrook, Esq.

26785 Camino Seco, Temecula, CA 92590

E-mail EsqAICP@WildBlue.net

Abby.JSLaw@gmail.com
 Kim.JSLaw@gmail.com
 Kendall.JSLaw@gmail.com
 Telephone: 951-506-9925
 Facsimile: 951-506-9725

October 8, 2014

Matthew Bassi
 Planning Director
 City of Wildomar
 23873 Clinton Keith Road Suite #201
 Wildomar, CA 92595
 mbassi@cityofwildomar.org

VIA US MAIL AND EMAIL

RE: Comments on Wildomar Walmart Project Draft Environmental Impact Report

To the City of Wildomar:

The following comments are submitted on behalf of local residents regarding the Draft Environmental Impact Report for the Wildomar Wal-Mart project located south of Bundy Canyon Road and west of Monte Vista Drive in the City of Wildomar.

We submit that additional analysis and mitigation is required under the California Environmental Quality Act (CEQA), for the following reasons.

GENERAL COMMENTS

The DEIR, Section 1.2.1 states that the City shall have flexibility to “later determine location and sizes of proposed uses” with respect to the project. To the extent that the location and sizes of proposed uses are subject to change, the analysis and mitigation described in the EIR may no longer be applicable. This is also not a certain and finite “Project Description” within the meaning of CEQA.

JS-1

Similarly, there is currently no tenant for the out parcel(s). The DEIR asserts that “the location of loading areas for this use would be designed, constructed, and operated to preclude visual or noise impacts.” (DEIR p. 3-32). It is not clear that a post-project review of the out parcel(s) will ensure that noise and visual impacts are reduced to levels of less-than-significant. Analysis and mitigation of impacts must occur at the EIR and project approval stages. For instance, there is no proposal to limit the hours of operation of the out parcels to ensure that noise impacts to nearby residences (located, for instance, within 100 feet across Monte Vista) will be less than significant.

JS-2

The DEIR repeatedly “credits” the project for the purported diversity of uses among other so-called design features. This is not appropriate. The project constitutes an automobile-oriented

JS-3

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supercenter development. For instance, it is not a mixed-use project inclusive of residential and community-serving commercial uses. Notably also, there is no transit service currently projected for the project site. (DEIR p. 4.2-19)

JS-3
cont'd.

Finally, the DEIR relies on compliance with existing regulations, such as SCAQMD Rule 403, as “mitigation” for project impacts. This is improper. Compliance with the law cannot be claimed as mitigation. The DEIR should explore additional measures as mitigation for project impacts particularly in the area of operational air quality impacts, which are shown to be significant.

JS-4

AIR QUALITY

Construction air quality impacts should be deemed significant as to NO_x. The analysis is divided between years 2015 and 2016 (*see*, DEIR p. 4.3-52) but the project is not a phased development in that the entire project will be built at one time. If years 2015 and 2016 are considered together, NO_x impacts would exceed the significant threshold. We submit there are numerous construction air quality mitigation measures available:

1. Gravel pads must be installed at all access points to prevent tracking of mud onto public roads.
2. Install and maintain trackout control devices in effective condition at all access points where paved and unpaved access or travel routes intersect (eg. Install wheel shakers, wheel washers, and limit site access.)
3. All roadways, driveways, sidewalks, etc., should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.
4. Pave all construction roads.
5. Pave all construction access roads at least 100 feet on to the site from the main road.
6. Limit fugitive dust sources to 20 percent opacity.
7. Require a dust control plan for earthmoving operations.
8. When materials are transported off-site, all material shall be covered, effectively wetted to limit visible dust emissions, and at least six inches of freeboard space from the top of the container shall be maintained.
9. All streets shall be swept at least once a day using SCAQMD Rule 1186 certified street sweepers utilizing reclaimed water trucks if visible soil materials are carried to adjacent streets.
10. The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite.
11. Post a publicly visible sign with the telephone number and person to contact regarding dust complaints. This person shall respond and take corrective action within 24 hours.
12. Extend grading period sufficiently to reduce air quality impacts below a level of significance.
13. The simultaneous disturbance of the site shall be limited to five acres per day.
14. Any vegetative cover to be utilized onsite shall be planted as soon as possible to reduce the disturbed area subject to wind erosion. Irrigation systems required for these plants shall be installed as soon as possible to maintain good ground cover and to minimize

JS-5

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Page 3

- wind erosion of the soil.
15. Any on-site stockpiles of debris, dirt or other dusty material shall be covered or watered three times daily.
 16. Any site access points within 30 minutes of any visible dirt deposition on any public roadway shall be swept or washed.
 17. A high wind response plan shall be formulated for enhanced dust control if winds are forecast to exceed 25 mph in any upcoming 24-hour period.
 18. Implement activity management techniques including a) development of a comprehensive construction management plan designed to minimize the number of large construction equipment operating during any given time period; b) scheduling of construction truck trips during non-peak hours to reduce peak hour emissions; c) limitation of the length of construction work-day period; and d) phasing of construction activities.*
 19. Develop a trip reduction plan to achieve a 1.5 AVR for construction employees
 20. Require high pressure injectors on diesel construction equipment.*
 21. Restrict truck operation to "clean" trucks, such as a 2007 or newer model year or 2010 compliant vehicles.*
 22. Require the use of CARB certified particulate traps that meet level 3 requirements on all construction equipment.*
 23. Utilize only CARB certified equipment for construction activities.*
 24. The developer shall require all contractors to turn off all construction equipment and delivery vehicles when not in use and/or idling in excess of 3 minutes.*
 25. Restrict engine size of construction equipment to the minimum practical size.*
 26. Use electric construction equipment where technically feasible.*
 27. Substitute gasoline-powered for diesel-powered construction equipment.*
 28. Require use of alternatively fueled construction equipment, using, e.g., compressed natural gas, liquefied natural gas, propane, or biodiesel.*
 29. Use methanol-fueled pile drivers.*
 30. Install catalytic converters on gasoline-powered equipment.*
 31. Require the use of Alternative Diesel Fuels on diesel equipment used. Alternative diesel fuels exist that achieve PM10 and NOx reductions. PuriNOx is an alternative diesel formulation that was verified by CARB on January 31, 2001 as achieving a 14% reduction in NOx and a 63% reduction in PM10 compared to CARB diesel. It can be used in any direct-injection, heavy-duty compression ignition engine and is compatible with existing engines and existing storage, distribution, and vehicle fueling facilities. Operational experience indicates little or no difference in performance and startup time, no discernable operational differences, no increased engine noise, and significantly reduced visible smoke.
 32. Electrical powered equipment shall be utilized in-lieu of gasoline-powered engines where technically feasible.*
 33. All forklifts shall be electric or natural gas powered.*
 34. Suspend use of all construction equipment operations during second stage smog alerts.*
 35. Provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow.*
 36. Provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site.*

JS-5
cont'd.

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37. Reroute construction trucks away from congested streets and sensitive receptor areas.*
38. Configure construction parking to minimize traffic interference.*
39. Prior to the issuance of a grading and building permit, the applicant shall submit verification that a ridesharing program for the construction crew has been encouraged and will be supported by the contractor via incentives or other inducements.*
40. Minimize construction worker trips by requiring carpooling and providing for lunch onsite. *
41. Provide shuttle service to food service establishments/commercial areas for the construction crew.*
42. Provide shuttle service to transit stations/multimodal centers for the construction crew.*

JS-5
cont'd.

In addition, Air Quality Technical Report Appendix 3.1 is not available on the City's website as of October 7, 2014, thus it is not possible to review and comment on the assumptions of the construction air quality analysis. For instance, are the soil import trips for the 60,000 cubic yards of fill included in the analysis? Are worker trips included? Incorporated by reference is the DEIR's Air Quality Technical Report available on the City's website as of October 8, 2014 which omits Appendix 3.1:

<http://cityofwildomar.org/uploads/files/environmental/13-0086/D-1.0%20Air%20Quality%20Impact%20Analysis.pdf>

JS-6

The Greenhouse Gas Emission Technical Report also omits Appendix 3.1:

<http://cityofwildomar.org/uploads/files/environmental/13-0086/D-1.2%20Greenhouse%20Gas%20Analysis.pdf>

As to operational air quality, it is not appropriate to take "credit" for the so-called design features listed on Air Quality Technical Report p. 29. It is not reasonable to say that the project – a mega superstore – "increases the diversity of land uses," etc. Thus to the extent that the so-called design features are employed to credit the project in the reduction of air quality emissions, this is improper. Moreover, the design features are not fully articulated in the text of the DEIR and Appendix 3.1 is missing from the documents available online. As such, the information regarding the reductions taken for the design features is not made available for review and comment. The same comment can be made of the Greenhouse Gas Emissions Technical Report which credits the project for the so-called design features (p. 29). That is, the report asserts that the project achieves a reduction of over 30% from the BAU standard, but it is not clear from the available information that credits for the design features are appropriate for this project.

JS-7

Furthermore, we submit there are additional operational mitigation measures available for air quality impacts:

1. All spaces utilizing refrigerated storage, including restaurants and food or beverage stores, shall provide an electrical hookup for refrigeration units on delivery trucks. Trucks incapable of utilizing the electrical hookup for powering refrigeration units shall be prohibited from accessing the site. All leasing documents shall include these requirements and provide that violation of those provisions will constitute a material

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- breach of the lease that will result in the termination of the lease.*
2. Electrical powered equipment should be utilized in-lieu of gasoline-powered engines where technically feasible.*
3. Utilize only electrical equipment for landscape maintenance.*
4. All forklifts shall be electric or natural gas powered.*
5. Prohibit idling of trucks for periods exceeding three minutes.*
6. Provide electrical vehicle ("EV") and compressed natural gas ("CNG") vehicles in vehicle fleets.*
7. Install EV charging facilities for a minimum of 10% of all parking spaces.*
8. Install a CNG fueling facility.*
9. Provide preferential parking locations for EVs and CNG vehicles.*
10. Plant shade trees in parking lots to provide minimum 50% cover to reduce evaporative emissions from parked vehicles.*
11. Plant at least 50 percent low-ozone forming potential (Low-OFP) trees and shrubs, preferably native, drought-resistant species, to meet city/county landscaping requirements.*
12. Plant Low-OFP, native, drought-resistant, tree and shrub species, 20% in excess of that already required by city or county ordinance. Consider roadside, sidewalk, and driveway shading.*
13. Orient 75 percent or more of buildings to face either north or south (within 30 degrees of N/S) and plant trees and shrubs that shed their leaves in winter nearer to these structures to maximize shade to the building during the summer and allow sunlight to strike the building during the winter months.*
14. Provide grass paving, tree shading, or reflective surface for unshaded parking lot areas, driveways, or fire lanes that reduce standard black asphalt paving by 10% or more.*
15. Require each user to establish a carpool/vanpool program.*
16. Provide preferential parking for carpool/vanpool vehicles.*
17. Provide subsidies or incentives to employees who use public transit or carpooling, including preferential parking.*
18. Provide direct, safe, attractive pedestrian access from project to transit stops and adjacent development.*
19. Provide direct safe, direct bicycle access to adjacent bicycle routes.*
20. Connect bicycle lanes/paths to city-wide network.*
21. Construct transit facilities such as bus turnouts/bus bulbs, benches, shelters, etc.*
22. Provide a display case or kiosk displaying transportation information in a prominent area accessible to employees.
23. Provide shuttle service to transit stations/multimodal centers.*
24. All buildings shall be constructed to LEED Platinum standards.*
25. Design buildings for passive heating and cooling and natural light, including building orientation, proper orientation and placement of windows, overhangs, skylights, etc.*
26. Construct photovoltaic solar or alternative renewable energy sources sufficient to provide 100% of all electrical usage for the entire Project.*
27. Install an ozone destruction catalyst on all air conditioning systems.*
28. Construct renewable energy sources sufficient to offset the equivalent of 100% of all greenhouse gas emissions from mobile sources (internal combustion engines) for the entire Project.*

JS-8
cont'd.

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29. Purchase only green/ renewable power from the electric company.*
30. Install solar water heating systems to generate all hot water requirements.*

JS-8
cont'd.

(* Would reduce impacts to GHGs as well)

TRAFFIC

Traffic mitigation is uncertain and improperly deferred in violation of CEQA. The fact that impacts are deemed significant does not excuse the lead agency from adopting all feasible mitigation at the time of project approval.

For instance, the DEIR states that if a particular traffic improvement mitigation measure is “ultimately excluded” from the City’s DIF program that the applicant will be required to contribute “fair share” fees to some other fund. Thus, apparently new “fair share” programs will be established in the event that a particular measure does not fall under an existing fee-based program (see, DEIR p. 4.2-59). This represents uncertain mitigation. For instance, there is no evidence that other funds will be collected from other projects under these newly created fee accounts, and, thus, there is no assurance that the necessary improvements will be built in the foreseeable future. Notably, many of the impacts tied to the necessary improvements are significant in the project’s opening year, thus making the measures necessary in the short term. In total, traffic mitigation is not shown to be tied to a particular program for the implementation of necessary traffic mitigation measures, nor is there any evidence how much funding has been collected thus far under a particular program, or any timetable on when the particular improvements can be expected to be implemented. There is mention of the City’s DIF Program and the TUMF program but no disclosure of which improvements fall under these programs. Creating new fee accounts for measures not otherwise covered by the existing programs is not sufficient to show that traffic improvements are reasonably certain to occur in the future, let alone contemporaneously with the demonstrated time of need.

JS-9

Furthermore, the project is inconsistent with General Policies relative to traffic, for instance C.25, where in some instances according to the DEIR, are no established programs for the improvement of the facilities impacted by the development.

JS-10

Finally, we comment that traffic signal is needed at the intersection of Baxter and Monte Vista concurrent with the project’s operation.

JS-11

NOISE

As to noise impacts, the analysis (Table 4.4-9) assumes that the “proposed” eight-foot high screen wall will be constructed. This wall must be made a mandatory requirement of the project in order to rely upon it in the calculation of noise impacts.

JS-12

Noise also must be deemed significant during nighttime hours. Table 4.4-8 states that receptor R4 will experience nighttime noise at 47.8 dbA due to the project. This is a significant impact per the adopted threshold of significance (City Ordinance setting a maximum of 45 dbA at nighttime). As such, mitigation must be adopted for this impact pursuant to CEQA. For instance,

JS-13

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the store's operating hours or truck delivery hours could be restricted during nighttime hours. Certain parking lot areas could likewise be restricted at nighttime.

JS-13
cont'd.

HYDROLOGY/WATER QUALITY

This is natural drainage occurring on the site. There is concern that with the project the drainage plan is incomplete or dependent on the development of the residential tract so that drainage issues have not been fully addressed for the project.

JS-14

ALTERNATIVES

The alternatives analysis fails to satisfy CEQA's requirements. First, CEQA provides that an EIR shall consider a "reasonable range" of project alternatives. The DEIR considers only two alternatives, one of which is described as a "no project" alternative, which is mandated for consideration under CEQA. The evaluation of only one alternative apart from the no-project alternative is not a "reasonable" range of alternatives. Second, the no-project alternative is not a no-development/ no-build alternative, but rather assumes the development of the site with high density multi-family residential. Arguably this does not meet the requirements for description and analysis of a "no project" alternative. Third, the Reduced Density Alternative is inadequately described and it apparently involves only a reduction of the size of the outparcel. No alternative is proposed involving a reduction in the size or scope of the Wal-Mart store. For instance, the elimination of some element of the Wal-Mart, such as the grocery store component, may reduce traffic and mobile emissions. Notably, such an alternative involving a smaller store would still meet project objectives, where, for instance, grocery store sales are not a tax-generating activity.

JS-15

CONCLUSION

Thank you for your consideration of the above comments and for notifying my office when the Final EIR is available.

Sincerely,



Raymond W. Johnson
JOHNSON & SEDLACK

Mr. Raymond W. Johnson
Johnson & Sedlack
26785 Camino Seco
Temecula, CA 92590

Letter Dated October 8, 2014

Comment JS-1

The DEIR, Section 1.2.1 states that the City shall have flexibility to “later determine location and sizes of proposed uses” with respect to the project. To the extent that the location and sizes of proposed uses are subject to change, the analysis and mitigation described in the EIR may no longer be applicable. This is also not a certain and finite “Project Description” within the meaning of CEQA.

Response JS-1

The actual citation can be found within Section 1.2.2, “Development Concept.” As an introduction to Table 1.2-1, “Wildomar Walmart Project, Proposed Land Uses,” the Draft EIR notes the following: “It is noted that the location and sizes of proposed uses within the Project site are approximate, but considered accurate for planning and environmental purposes. Ultimate configuration and orientation of uses proposed by the Project are subject to City review and approval.”

This language is included to recognize that minor changes typically occur throughout the development process; however, these changes seldom affect the overall environmental process. For example, the orientation of a building may be changed to provide more efficiency or to meet a specific tenants needs. Driveway and parking fields may also need to be adjusted based on unforeseen constraints. Under no circumstances would the overall intensity of the changes exceed the intensity proposed and evaluated within the Draft EIR.

Findings and conclusions of the Draft EIR are not affected; no revisions are necessary.

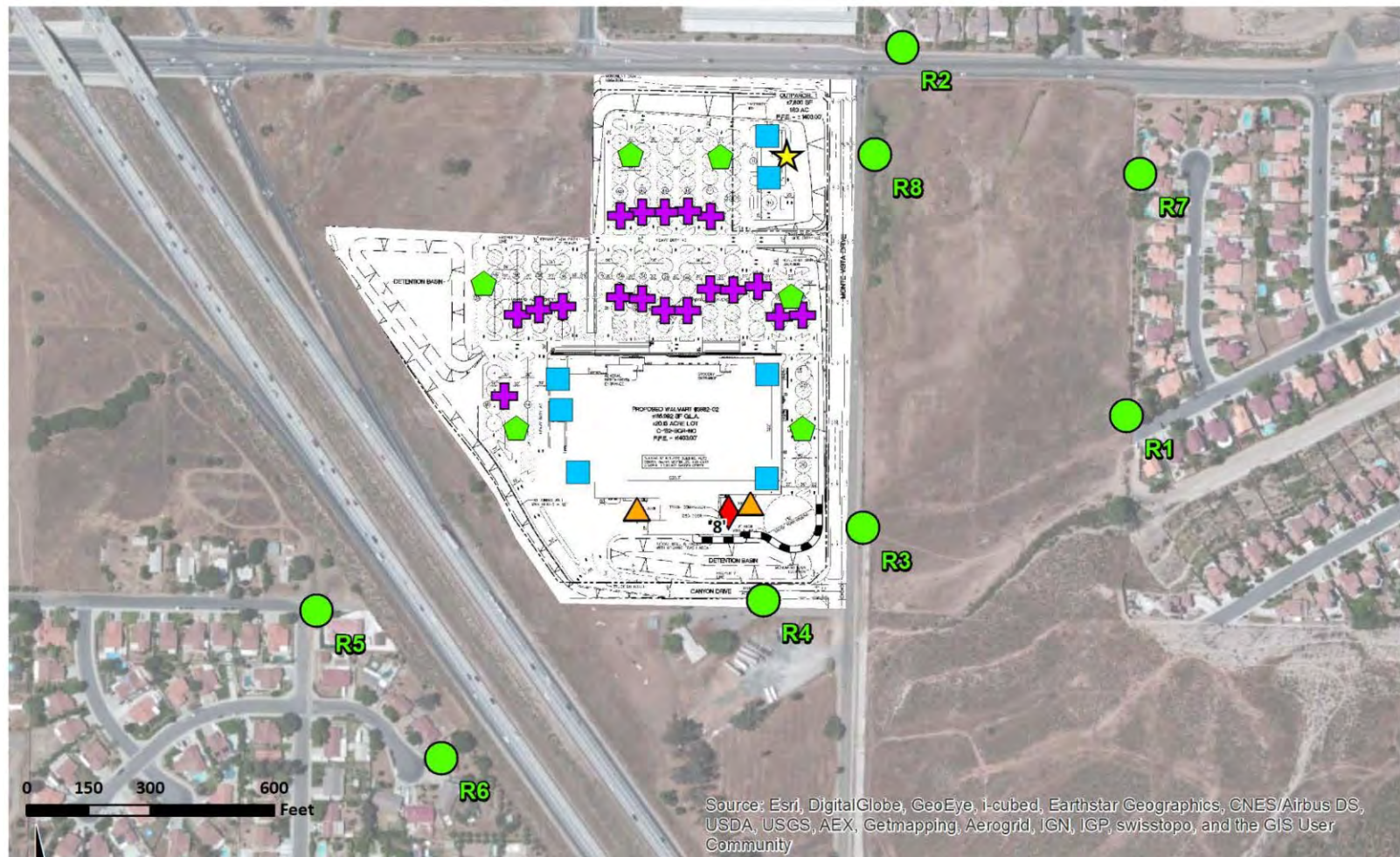
Comment JS-2

Similarly, there is currently no tenant for the out parcel(s). The DEIR asserts that “the location of loading areas for this use would be designed, constructed, and operated to preclude visual or noise impacts.” (DEIR p. 3-32). It is not clear that a post-project review of the out parcel(s) will ensure that noise and visual impacts are reduced to levels of less-than-significant. Analysis and mitigation of impacts must occur at the EIR and project approval stages. For instance, there is no proposal to limit the hours of operation of the out parcels to ensure that noise impacts to nearby residences (located, for instance, within 100 feet across Monte Vista) will be less than significant.

Response JS-2

In order to directly respond to the comment, a receiver location (identified as R8 on the following graphic, Exhibit A) has been identified in the Project study area. The purpose of this receiver location is to describe the potential operational noise impacts identified in the *Wildomar Walmart Noise Impact Analysis*, prepared by Urban Crossroads, Inc., in March 2014. Currently, receiver location R8 represents a vacant lot located approximately 115 feet east of the Project site at the southeast corner of Bundy Canyon Road and Monte Vista Drive. This property is zoned residential. The Project grading plan shows that this outparcel will be developed approximately 21 feet below the grade of Monte Vista Avenue. The finished floor of the outparcel will be at 1404 feet (msl) and Monte Vista Avenue is at 1425 feet (msl). Therefore, the roof of the outparcel building will be approximately 10 feet below the existing grade of the street and the future residences across Monte Vista Avenue. This fact coupled with the extensive landscaping (trees) proposed between the building and Monte Vista Avenue will more than alleviate any concerns regarding visual impacts.

Related to noise, the existing ambient noise levels at this location are expected to exhibit exterior noise levels similar to those observed at noise level measurement location L3, shown on Exhibit 5-A of the Noise Impact Analysis, which was collected roughly 100 feet east of the Project site. At location L3 the background ambient noise levels ranged from 62.9 to 70.6 dBA Leq during the daytime hours to levels of 55.3 to 68.9 dBA Leq during the nighttime hours. The energy (logarithmic) average daytime noise level was calculated at 66.0 dBA Leq with an average nighttime noise level of 64.0 dBA Leq.



LEGEND:

- | | | | |
|---------------------|------------------------|-------------------------|--------------------------|
| Air Condensing Unit | Parking Lot | Drive-Thru Speakerphone | Noise Receiver Locations |
| Loading Dock | Shopping Cart Carousel | Trash Compactor | Screen Wall |

Source: Urban Crossroads, Inc.

As established in the *Wildomar Walmart Noise Impact Analysis*, Section 9.48.040 of the City of Wildomar Municipal Code establishes the exterior noise level standards of 55 dBA Leq during daytime hours (7:00 a.m. to 10:00 p.m.) and 45 dBA Leq during the nighttime hours (10:00 p.m. to 7:00 a.m.) for the residential properties adjacent to the Project site. The Municipal Code exterior noise level standards are used to evaluate the operational noise levels from the Project site at the nearby residential receiver locations.

Reference noise level measurements were collected from similar types of activities to represent the noise levels expected with the loading docks, roof-top air condenser units, shopping cart carousels, parking lot, trash compactors and drive-thru speakerphone activities at the Project site. The Noise Impact Analysis provides a detailed description of the reference noise level measurements on Table 9-1, which are used to estimate the Project operational noise impacts. It is important to note that the projected noise levels assume the worst-case noise environment with the loading docks, roof-top air condenser units, shopping cart carousels, parking lot, trash compactors and drive-thru speakerphones activities all operating simultaneously. Exhibit A shows the location of receiver R8 and the noise sources identified within the Project site.

Receiver location R8 does not have a direct line of sight to the loading dock activities and trash compactor locations. At a distance of approximately 262 feet from receiver location R8, the air condenser units will create noise levels of 44.5 dBA Leq. Shopping cart carousels, located approximately 424 feet from location R8, will create noise levels approaching 29.5 dBA Leq. With a distance of 373 feet from receiver R8, parking lot activity will produce noise levels of 22.6 dBA Leq. Further, the drive-thru speakerphone located approximately 212 feet from receiver R8 will create noise levels of 28.1 dBA Leq. The combined Project-related operational noise levels are expected to approach 44.8 dBA Leq, which will satisfy the City of Wildomar 55 dBA Leq daytime and 45 dBA Leq nighttime noise level standards at this receiver location. Therefore, the direct Project-only operational noise levels at receiver location R8 will be less than significant.

To describe the potential cumulative Project operational noise level impacts at receiver location R8, the Project operational noise levels were combined and then compared with

the existing ambient noise level measurements. The difference between the combined Project and ambient noise levels describe the Project noise level contributions and potential cumulative impacts. To assess the cumulative Project operational noise level impacts, the Project contributions are compared with the cumulative significance criteria, outlined in Section 4.2 of the Noise Impact Analysis, for the daytime and nighttime periods. The cumulative noise analysis shows that the Project's 44.8 dBA Leq operational noise levels will not contribute to the ambient noise levels during the daytime hours, and will contribute up to 0.1 dBA Leq during the nighttime hours. Based on the significance criteria presented in Section 4.2, the Project-related noise level increase of 0.1 dBA Leq will be less than significant at receiver location R8.

The noise levels at receiver location R8 will also be influenced by traffic noise south of Bundy Canyon Road along Monte Vista Drive, however, the Project contribution at this roadway segment was shown to be less than significant for Existing, Year 2016, and Year 2035 conditions based on the findings of the Noise Impact Analysis. Therefore, the Project-related operational and off-site traffic noise level impacts are expected to be less than significant at receiver location R8. The findings and conclusions of the Draft EIR are not affected; no revisions are necessary.

Comment JS-3

The Draft EIR repeatedly "credits" the project for the purported diversity of uses among other so-called design features. This is not appropriate. The project constitutes an automobile-oriented supercenter development. For instance, it is not a mixed-use project inclusive of residential and community-serving commercial uses. Notably also, there is no transit service currently projected for the site. (DEIR p. 4.2-19)

Response JS-3

The commentor does not provide a specific reference to these "credits," making a specific response difficult. The Draft EIR does reference the fact that the site is located within a Community Center Overlay which allows, but does not require, mixed use development, integrating a variety of land uses including: residential, commercial, retail, office and business park, transit facilities, civic uses, and recreational open space. The Project would

implement commercial/retail uses allowed under the Community Center Overlay designation.

Within the commercial/retail genre, by definition, a large format store reduces vehicle trips by providing a variety of goods and services under one roof. Customers are able to combine their food shopping, general retail shopping, banking, and (for example) optometry or pharmacy needs without requiring multiple automobile trips. This is referred to as “internal trip capture.” As the trip generation for the site was conservatively estimated based on individual land uses as opposed to the overall ITE Shopping Center rate, an internal capture reduction of ten percent was applied to recognize the interactions that would occur between the various complementary land uses. For example, patrons of the free-standing discount superstore may also visit the specialty retail or fast food restaurant without leaving the site. These vehicle trips that are internal to the site are reflected in the ten percent internal trip capture rate noted above.

Table 7.1 of the ITE Trip Generation Handbook indicates that the internal capture percentage between retail-to-retail land uses is approximately 29 percent during the weekday mid-day peak hour and approximately 20 percent during the weekday PM peak hour. The ten percent internal capture reduction that was utilized in the Draft EIR analysis is therefore considered a conservative underestimation of internal trip capture that would be realized under the Project.

The commentor correctly states that transit service is not currently provided to the Project site. Draft EIR page 4.2-19 states, “Bus transit services are currently provided to the Project area by the Riverside Transit Authority (RTA), a public transit agency serving the unincorporated Riverside County region near the City of Wildomar. While there is currently no transit service provided to the Project site, transit service is reviewed and updated by RTA periodically to address ridership, budget and community demand needs. Changes in land use can affect these periodic adjustments, which may lead to enhanced or altered service.” Since the time that the Draft EIR was circulated for public review, the Applicant has added a bus stop/turn-out on the Project site. It is noted that the expansion of transit services is driven by demand, and the Project site is currently vacant. The addition

of the bus stop and the future demand generated by a retail use should entice the RTA to consider service to the area. However, the determination to expand the service is the responsibility of the RTA and is outside of the purview of the Project Applicant.

The findings and conclusions of the Draft EIR are not affected; no revisions are necessary.

Comment JS-4

Finally, the DEIR relies on compliance with existing regulations, such as SQAQMD Rule 403, as “mitigation” for project impacts. This is improper. Compliance with the law cannot be claimed as mitigation. The DEIR should explore additional measures as mitigation for project impacts particularly in the area of operational air quality impacts, which are shown to be significant.

Response JS-4

The Draft EIR acknowledges that the Project must comply with SCAQMD Rule 403 and includes the following measure (Draft EIR page 4.3-51), referenced by the commentor:

4.3.1 The following requirements shall be incorporated into Project plans and specifications in order to ensure implementation of SCAQMD Rule 403, which limits fugitive dust emissions:

- *All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 miles per hour;*
- *The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the Project site are watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the mid-morning, afternoon, and after work is done for the day; and*
- *The contractor shall ensure that traffic speeds on unpaved roads and Project site areas are reduced to 15 miles per hour or less.*

The inclusion of Rule 403 as a mitigation measure was done for administrative tracking purposes. Inclusion of the measure allows these requirements to be included within the Final Mitigation Monitoring Plan, as a means for City staff to easily monitor compliance throughout the construction process.

It is noted that the Project would be subject to these same requirements even without the inclusion of this mitigation measure within the Draft EIR. Therefore, any reduction in Project impacts would be realized whether the measure was included within the Mitigation Monitoring Plan or not. The measure simply allows the City to more easily assure that monitoring and reporting can be undertaken on an ongoing basis during the development process. The findings and conclusions of the Draft EIR are not affected; no revisions are necessary.

Comment JS-5

Construction air quality impacts should be deemed significant as to NO_x. The analysis is divided between years 2015 and 2016 (*see*, DEIR p. 4.3-52) but the project is not a phased development in that the entire project will be built at one time. If years 2015 and 2016 are considered together, NO_x impacts would exceed the significant threshold. We submit there are numerous construction air quality mitigation measures available:

1. Gravel pads must be installed at all access points to prevent tracking of mud onto public roads.
2. Install and maintain trackout control devices in effective condition at all access points where paved and unpaved access or travel routes intersect (eg. Install wheel shakers, wheel washers, and limit site access.)
3. All roadways, driveways, sidewalks, etc., should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.
4. Pave all construction roads.
5. Pave all construction access roads at least 100 feet on to the site from the main road.
6. Limit fugitive dust sources to 20 percent opacity.
7. Require a dust control plan for earthmoving operations.

8. When materials are transported off-site, all material shall be covered, effectively wetted to limit visible dust emissions, and at least six inches of freeboard space from the top of the container shall be maintained.
9. All streets shall be swept at least once a day using SCAQMD Rule 1186 certified street sweepers utilizing reclaimed water trucks if visible soil materials are carried to adjacent streets.
10. The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite.
11. Post a publicly visible sign with the telephone number and person to contact regarding dust complaints. This person shall respond and take corrective action within 24 hours.
12. Extend grading period sufficiently to reduce air quality impacts below a level of significance.
13. The simultaneous disturbance of the site shall be limited to five acres per day.
14. Any vegetative cover to be utilized onsite shall be planted as soon as possible to reduce the disturbed area subject to wind erosion. Irrigation systems required for these plants shall be installed as soon as possible to maintain good ground cover and to minimize wind erosion of the soil.
15. Any on-site stockpiles of debris, dirt or other dusty material shall be covered or watered three times daily.
16. Any site access points within 30 minutes of any visible dirt deposition on any public roadway shall be swept or washed.
17. A high wind response plan shall be formulated for enhanced dust control if winds are forecast to exceed 25 mph in any upcoming 24-hour period.
18. Implement activity management techniques including a) development of a comprehensive construction management plan designed to minimize the number of large construction equipment operating during any given time period; b) scheduling of construction truck trips during non-peak hours to reduce peak hour emissions; c) limitation of the length of construction work-day period; and d) phasing of construction activities.*
19. Develop a trip reduction plan to achieve a 1.5 AVR for construction employees
20. Require high pressure injectors on diesel construction equipment.*

21. Restrict truck operation to “clean” trucks, such as a 2007 or newer model year or 2010 compliant vehicles.*
22. Require the use of CARB certified particulate traps that meet level 3 requirements on all construction equipment.*
23. Utilize only CARB certified equipment for construction activities.*
24. The developer shall require all contractors to turn off all construction equipment and delivery vehicles when not in use and/or idling in excess of 3 minutes.*
25. Restrict engine size of construction equipment to the minimum practical size.*
26. Use electric construction equipment where technically feasible.*
27. Substitute gasoline-powered for diesel-powered construction equipment.*
28. Require use of alternatively fueled construction equipment, using, e.g., compressed natural gas, liquefied natural gas, propane, or biodiesel.*
29. Use methanol-fueled pile drivers.*
30. Install catalytic converters on gasoline-powered equipment.*
31. Require the use of Alternative Diesel Fuels on diesel equipment used. Alternative diesel fuels exist that achieve PM₁₀ and NO_x reductions. PuriNO_x is an alternative diesel formulation that was verified by CARB on January 31, 2001 as achieving a 14% reduction in NO_x and a 63% reduction in PM₁₀ compared to CARB diesel. It can be used in any direct-injection, heavy-duty compression ignition engine and is compatible with existing engines and existing storage, distribution, and vehicle fueling facilities. Operational experience indicates little or no difference in performance and startup time, no discernable operational differences, no increased engine noise, and significantly reduced visible smoke.
32. Electrical powered equipment shall be utilized in-lieu of gasoline-powered engines where technically feasible.*
33. All forklifts shall be electric or natural gas powered.*
34. Suspend use of all construction equipment operations during second stage smog alerts.*
35. Provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow.*
36. Provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site.*

37. Reroute construction trucks away from congested streets and sensitive receptor areas.*
38. Configure construction parking to minimize traffic interference.*
39. Prior to the issuance of a grading and building permit, the applicant shall submit verification that a ridesharing program for the construction crew has been encouraged and will be supported by the contractor via incentives or other inducements.*
40. Minimize construction worker trips by requiring carpooling and providing for lunch onsite. *
41. Provide shuttle service to food service establishments/commercial areas for the construction crew.*
42. Provide shuttle service to transit stations/multimodal centers for the construction crew.*

Response JS-5

The commentor correctly states that the Project is not a phased development, but would span two calendar years. As noted within the Draft EIR (page 4.3-50), "Project construction is expected to commence in June 2015 and would last through January 2016." However, the commentor misinterprets the analysis. The commentor references page 4.3-52, where he concludes the analysis is "divided between years 2015 and 2016," and the following table is presented:

Table 4.3-6
Maximum Daily Construction-Source Emissions (lbs/day)–With Mitigation

Year	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
2015	8.72	92.60	81.58	0.20	12.10	6.39
2016	62.34	62.60	56.71	0.10	6.84	4.19
Maximum Daily Emissions	62.34	92.60	81.58	0.20	12.10	6.39
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

Source: Wildomar Walmart Air Quality Impact Analysis, City of Wildomar (Urban Crossroads, Inc.) April 3, 2014.

The commentor erroneously suggests that the emissions presented (in Table 4.3-6) for 2015 and 2016 be added together, thus resulting in an exceedance of the NO_x threshold. As noted within the title, the Table presents the maximum **daily** construction emissions. The table compares the maximum construction emissions on the most intensive day of construction activities (regardless of the year in which they occur) with applicable SCAQMD **daily** thresholds. As such, there is no need to add the figures together.

As further explanation, the air quality modeling presents the anticipated Project construction emissions based on the respective years. This is due to the fact that construction occurs in distinct phases: grading, building construction, painting, paving, etc. Although minor overlap can occur, for the most part, one construction phase must be completed before the next phase can be accomplished. This is not done to “divide the analysis between years,” rather to acknowledge the distinctive properties of construction. In addition, this method identifies which construction phase(s) are anticipated to generate the most emissions, allowing mitigation measures (and their timing) to be as specific and effective as possible.

Based on the incorrect assumption that a new significant impact has been identified, the commentor also provides a list of 42 mitigation measures to be incorporated into the Project. However, based on the preceding discussion, there is no new significant impact that requires the incorporation of the suggested mitigation measures. In fact, CEQA Guidelines Section 15126.4(a)(3) states that mitigation measures are not required for effects which are not found to be significant. The findings and conclusions of the Draft EIR are not affected; no revisions are necessary.

Comment JS-6

In addition, Air Quality Technical Report Appendix 3.1 is not available on the City's website as of October 7, 2014, thus it is not possible to review and comment on the assumptions of the construction air quality analysis. For instance, are the soil import trips for the 60,000 cubic yards of fill included in the analysis? Are worker trips included? Incorporated by reference is the DEIR's Air Quality Technical Report available on the City's website as of October 8, 2014 which omits Appendix 3.1:

<http://cityofwildomar.org/uploads/files/environmental/13-0086/D-1.0%20Air%20Quality%20Impact%20Analysis.pdf>

The Greenhouse Gas Emission Technical Report also omits Appendix 3.1:

<http://cityofwildomar.org/uploads/files/environmental/13-0086/D-1.2%20Greenhouse%20Gas%20Analysis.pdf>

Response JS-6

The commentor notes that the City's website did not include Appendix 3.1 of the Air Quality Impact Analysis. The City apologizes for this inadvertent oversight. Appendix 3.1 contains the CALEEMOD emissions model output, which are summarized within the body of the technical study and summarized within the Draft EIR. While the City puts its environmental documents online for the public's convenience, there are other methods of obtaining copies of environmental documents and their technical appendices. The City, just as they provided the commentor with a copy of the Draft EIR, would have provided any additional materials that were requested. At no point during the 45-day public review period did the commentor request additional information or clarification.

It is noted that the SCAQMD requested (and received) the modeling data during the public review period. As the SCAQMD had no comments on the Draft EIR, it can be assumed they were satisfied with the data contained in the modeling and report.

Comment JS-7

As to operational air quality, it is not appropriate to take "credit" for the so-called design features listed on Air Quality Technical Report p. 29. It is not reasonable to say that the project – a mega superstore – "increases the diversity of land uses," etc. Thus to the extent that the so-called design features are employed to credit the project in the reduction of air quality emissions, this is improper. Moreover, the design features are not fully articulated in the text of the DEIR and Appendix 3.1 is missing from the documents available online. As such, the information regarding the reductions taken for the design features is not made available for review and comment. The same comment can be made of the Greenhouse Gas Emissions Technical Report which credits the project for the so-called design features (p. 29). That is, the report asserts that the project achieves a reduction of over 30% from the BAU standard, but it is not clear from the available information that credits for the design features are appropriate for this project.

Response JS-7

As previously stated in the response to JS-3, by definition, a large format store reduces vehicle trips by providing a variety of goods and services under one roof. Customers are afforded a combination of retail and service options and are able to combine their food shopping, general retail shopping, banking, and (for example) optometry or pharmacy needs without requiring multiple automobile trips. The combination or “diversity of land uses is referred to as “internal trip capture.”

As the trip generation for the site was conservatively estimated based on individual land uses as opposed to the overall ITE Shopping Center rate, an internal capture reduction of ten percent was applied to recognize the interactions that would occur between the various complementary land uses. For example, patrons of the free-standing discount superstore may also visit the specialty retail or fast food restaurant without leaving the site. These vehicle trips that are internal to the site are reflected in the ten percent internal trip capture rate noted above.

Table 7.1 of the ITE Trip Generation Handbook indicates that the internal capture percentage between retail-to-retail land uses is approximately 29 percent during the weekday mid-day peak hour and approximately 20 percent during the weekday PM peak hour. The ten percent internal capture reduction that was utilized in the Draft EIR analysis is therefore considered a conservative underestimation of internal trip capture that would be realized under the Project.

The commentor also questions the appropriateness of taking “credit” for “so called” design features listed in the Air Quality Analysis. The Draft EIR (at Section 3.4.11) presents a complete discussion of energy efficiency/sustainability features of the Project. The discussion covers lighting, HVAC, dehumidification, white roofs, refrigeration, heat reclamation, central energy management, water conservation, the use of recycled building materials, and construction waste management plans. The discussion also identifies the landscaping, pedestrian connections, and bicycle racks, and onsite lockers to be provided by the Project. These Project features are acknowledged within the Air Quality Analysis.

The commentor is directed to Draft EIR Table 4.3-17, which presents the annual emissions that would be generated by the Project under BAU Scenario assumptions compared to emissions that would result pursuant to GHG emissions reductions achieved through the Project design and operational programs in combination with state policies and requirements. Detailed reductions by source and reduction measures are presented at Draft EIR Table 4.3-18.

Findings and conclusions of the Draft EIR are not affected; no revisions are necessary.

Comment JS-8

Furthermore, we submit there are additional operational mitigation measures available for air quality impacts:

1. All spaces utilizing refrigerated storage, including restaurants and food or beverage stores, shall provide an electrical hookup for refrigeration units on delivery trucks. Trucks incapable of utilizing the electrical hookup for powering refrigeration units shall be prohibited from accessing the site. All leasing documents shall include these requirements and provide that violation of those provisions will constitute a material breach of the lease that will result in the termination of the lease.*
2. Electrical powered equipment should be utilized in-lieu of gasoline-powered engines where technically feasible.*
3. Utilize only electrical equipment for landscape maintenance.*
4. All forklifts shall be electric or natural gas powered.*
5. Prohibit idling of trucks for periods exceeding three minutes.*
6. Provide electrical vehicle ("EV") and compressed natural gas ("CNG") vehicles in vehicle fleets.*
7. Install EV charging facilities for a minimum of 10% of all parking spaces.*
8. Install a CNG fueling facility.*
9. Provide preferential parking locations for EVs and CNG vehicles.*
10. Plant shade trees in parking lots to provide minimum 50% cover to reduce evaporative emissions from parked vehicles.*

11. Plant at least 50 percent low-ozone forming potential (Low-OFP) trees and shrubs, preferably native, drought-resistant species, to meet city/county landscaping requirements.*
12. Plant Low-OFP, native, drought-resistant, tree and shrub species, 20% in excess of that already required by city or county ordinance. Consider roadside, sidewalk, and driveway shading.*
13. Orient 75 percent or more of buildings to face either north or south (within 30 degrees of N/S) and plant trees and shrubs that shed their leaves in winter nearer to these structures to maximize shade to the building during the summer and allow sunlight to strike the building during the winter months.*
14. Provide grass paving, tree shading, or reflective surface for unshaded parking lot areas, driveways, or fire lanes that reduce standard black asphalt paving by 10% or more.*
15. Require each user to establish a carpool/vanpool program.*
16. Provide preferential parking for carpool/vanpool vehicles.*
17. Provide subsidies or incentives to employees who use public transit or carpooling, including preferential parking.*
18. Provide direct, safe, attractive pedestrian access from project to transit stops and adjacent development.*
19. Provide direct safe, direct bicycle access to adjacent bicycle routes.*
20. Connect bicycle lanes/paths to city-wide network.*
21. Construct transit facilities such as bus turnouts/bus bulbs, benches, shelters, etc.*
22. Provide a display case or kiosk displaying transportation information in a prominent area accessible to employees.
23. Provide shuttle service to transit stations/multimodal centers.*
24. All buildings shall be constructed to LEED Platinum standards.*
25. Design buildings for passive heating and cooling and natural light, including building orientation, proper orientation and placement of windows, overhangs, skylights, etc.*
26. Construct photovoltaic solar or alternative renewable energy sources sufficient to provide 100% of all electrical usage for the entire Project.*
27. Install an ozone destruction catalyst on all air conditioning systems.*
28. Construct renewable energy sources sufficient to offset the equivalent of 100% of all

greenhouse gas emissions from mobile sources (internal combustion engines) for the entire Project. *

29. Purchase only green/ renewable power from the electric company.*
30. Install solar water heating systems to generate all hot water requirements.*

(* Would reduce impacts to GHGs as well)

Response JS-8

The commentor provides numerous additional measures as a means to reduce the operational threshold exceedances of VOC and NO_x identified within the Draft EIR. However, no indication as to the efficacy of the proposed measures in reducing Project impacts is provided, nor is nexus provided between the proposed measures and their implied environmental benefit vis-à-vis Project impacts. Certain other suggested measures proposed by the commentor replicate project components, existing policies/requirements/regulations, and would not constitute an “additional” mitigation measure. Both of these exceedances are primarily derived from tailpipe exhausts from customers. In fact, 99 percent of the NO_x emissions and 77 percent of the VOC emissions are from tailpipe exhaust.

In *Santa Clarita Organization for Planning the Environment v. City of Santa Clarita* (“SCOPE”) (2011) 197 Cal.App.4th 1042, opponents challenged an EIR, which concluded that the increased GHG emissions associated with Project vehicles and transportation sources would be significant, and that there were no feasible mitigation measures to reduce the impact to a less-than-significant level. The opponents challenged this latter claim, citing a comprehensive list of suggested mitigation measures for GHG emissions prepared by the California Attorney General’s office.

In response, the court ruled that the city was not required to address the feasibility of each of the numerous measures recommended by the Attorney General, distinguishing cases where courts faulted an agency for not considering specific, potentially feasible measures (see, e.g., 197 Cal.App.4th at 1055 (“Considering the large number of possible mitigation measures . . . as well as the [opponent’s admission] that not all measures would be

appropriate for every project, it is unreasonable to impose on the city an obligation to explore each and every one.”). Furthermore, the Court noted that emissions from vehicle exhaust are controlled by the state and federal government, and were therefore outside the control of the project.

The Court’s holding in SCOPE is analogous to the Project at issue, where the new Walmart building would be constructed to maximize building efficiency, in accordance with Walmart’s building practices as well as California Code of Regulations Title 24. However, the greatest emissions associated with the proposed Project are generated by motor vehicles. As a commercial project, only about two percent of the vehicle trips are generated by employees. The remaining trips would be generated by customers. There are no feasible measures to reduce or restrict the number of customer vehicles traveling to and from the site to a level where the net increase in operational emissions would not exceed the thresholds of significance recommended by the SCAQMD for NO_x or VOC. Any such measures would be beyond the control of the City and the Project.

In sum, this comment does not appear to identify any substantive inadequacy within the EIR, and merely suggests that “something could be done” to reduce emissions. Particularly in light of the court’s ruling in SCOPE, these potential other mitigation measures were not required to be discussed in the Draft EIR.

All feasible mitigation measures to reduce operational emissions were adequately addressed within the Draft EIR, and no further response is necessary.

Comment JS-9

Traffic mitigation is uncertain and improperly deferred in violation of CEQA. The fact that impacts are deemed significant does not excuse the lead agency from adopting all feasible mitigation at the time of project approval. For instance, the DEIR states that if a particular traffic improvement mitigation measure is “ultimately excluded” from the City’s DIF program that the applicant will be required to contribute “fair share” fees to some other fund. Thus, apparently new “fair share” programs will be established in the event that a particular measure does not fall under an existing fee-based program (see, DEIR p. 4.2-59).

This represents uncertain mitigation. For instance, there is no evidence that other funds will be collected from other projects under these newly created fee accounts, and, thus, there is no assurance that the necessary improvements will be built in the foreseeable future. Notably, many of the impacts tied to the necessary improvements are significant in the project's opening year, thus making the measures necessary in the short term. In total, traffic mitigation is not shown to be tied to a particular program for the implementation of necessary traffic mitigation measures, nor is there any evidence how much funding has been collected thus far under a particular program, or any timetable on when the particular improvements can be expected to be implemented. There is mention of the City's DIF Program and the TUMF program but no disclosure of which improvements fall under these programs. Creating new fee accounts for measures not otherwise covered by the existing programs is not sufficient to show that traffic improvements are reasonably certain to occur in the future, let alone contemporaneously with the demonstrated time of need.

Response JS-9

CEQA Guidelines, Section 15130 specially addresses the commentor's concerns: "A projects contribution is less than cumulatively considerable if the project is required to implement or fund its fair share of a mitigation measure designed to alleviate the cumulative impact." As such, the payment of fees is an appropriate form of mitigation for cumulative impacts.

The Draft EIR explains that development projects are only required to mitigate their proportional share of the identified impact. To this end, the City of Wildomar currently has a number of programs, including the Riverside County Transportation Uniform Mitigation Fee (TUMF), Riverside County Road and Bridge Benefit District, and the City of Wildomar Development Impact Fee. The Project would be further required to pay fair share fees to identified intersections that are not included within these programs. As explained on Draft EIR page 4.2-43, the Project would contribute a fair share percentage towards the costs of recommended improvements. Fair share fees assessed of the Project in this manner would be collected by the City and deposited to a dedicated Capital Improvement Project account created for the express purpose of constructing the improvements.

All Cities have this type of Capital Improvement Project account which allows them to prioritize the funding and construction of improvements based on need. This process fulfills the Project's responsibility to fund its fair share of specific improvements.

The Draft EIR further explains (page 4.2-77):

"Improvements required to mitigate potentially significant cumulative impacts would be implemented consistent with demonstrated demands and pursuant to priorities established through jurisdictional capital improvements programs. In these regards, the City as the Lead Agency is considered authoritative in determining when and how City improvements should be programmed and implemented to ensure near-term and long-term adequacy of the City roadway system. Similarly, other jurisdictional authorities, e.g., Caltrans, would determine appropriate programming and implementation of required improvements under their control.

Project proportional responsibilities for construction of necessary improvements is addressed through fee payments noted previously. However, depending on jurisdictional improvements priorities and coordination with broader transportation planning objectives, timing of these off-site improvements may or may not coincide with construction and opening of the Project.

Further, within areas that are extra-jurisdictional to the City, or are under shared jurisdictional control, neither the Lead Agency nor the Project Applicant can autonomously construct improvements. Thus, while the physical improvements identified at these extra-jurisdictional or shared-jurisdictional locations may be capable of mitigating potentially significant impacts, these improvements cannot be feasibly implemented or assured by the Project Applicant or the City of Wildomar, nor can their timely completion be assured. Furthermore, there are not any plans to improve these intersections within the Project's estimated opening date and the City of

Wildomar does not have an existing agreement with any of these jurisdictions regarding the improvement or timing of improvement of these intersections.”

From a mitigation stand point, the Project has fulfilled its requirements. However, the Draft EIR identifies the impact as significant and unavoidable in an effort to provide the decision-makers and the public with the knowledge that although the Project will fund its share of the improvements, the timing of their construction is beyond the control of the Project. Findings and conclusions of the Draft EIR are not affected; no revisions are necessary.

Comment JS-10

Furthermore, the project is inconsistent with General Policies relative to traffic, for instance C.25, where in some instances according to the DEIR, are no established programs for the improvement of the facilities impacted by the development.

Response JS-10

Policy C.25 states “The cumulative and indirect impact of development may be mitigated through the payment of various impact mitigation fees, such as City Development Impact Fees, Road and Bridge Benefit Fees, and Transportation Uniform Mitigation Fees to the extent that these programs provide funding for the improvement if facilities impacted by development.”

This policy embodies the approach that has been used in developing the traffic mitigation for the Project. For all the reasons set forth in the previous response (JS-9), the proposed Project and the approach to mitigation used in the Draft EIR are completely consistent with City Policy C.25.

It can be further argued that the use of a fair share funding process goes beyond the intent of Policy C.25 by creating a mechanism to assure all Project impacts (whether or not the improvement has been included in a defined impact fee program) are funded and constructed. Findings and conclusions of the Draft EIR are not affected; no revisions are necessary.

Comment JS-11

Finally, we comment that traffic signal is needed at the intersection of Baxter and Monte Vista concurrent with the project's operation.

Response JS-11

Existing traffic, more so than Project traffic, would be causal to the calculated "Existing plus Project" AM peak hour deficiency identified at Monte Vista Drive/Baxter Road. In this regard, as indicated at Draft EIR Table 4.2-11, the existing AM peak hour traffic volume at Monte Vista Drive/Baxter Road is estimated at 786 trips. The Project would contribute an additional 136 trip to the AM peak hour condition, resulting in a total of 922 trips during the AM peak hour condition. Proportionally, Project traffic at Monte Vista Drive/Baxter Road would represent approximately 17.3 percent of total traffic under the "Existing plus Project" scenario; and existing traffic would account for the balance and predominance (approximately 82.7 percent) of the Monte Vista Drive/Baxter Road intersection traffic volumes under Existing plus Project AM peak hour conditions.

Absent the relatively high existing baseline traffic volumes, Project traffic impacts at Monte Vista Drive/Baxter Road would not cause or result in deficient conditions, and traffic impacts at Monte Vista Drive/Baxter Road would be less-than-significant. In as much as existing traffic accounts for 82.7 percent of the traffic volumes at Monte Vista Drive/Baxter Road under Existing plus Project AM Peak Hour Conditions, while the Project accounts for only 17.3 percent of the Existing plus Project AM Peak Hour Condition, it is considered unreasonable to require the Project alone to resolve a deficient condition which is predominantly attributable to pre-existing circumstances, even though Project traffic may be the nominal "trigger" to the deficient condition.

Mitigation Measure 4.2.4 (Draft EIR page 4.2-58, and presented below) would however, appropriately mitigate the Project's proportional responsibilities for potentially significant impacts at Monte Vista Drive/Baxter Road consistent with CEQA requirements.

4.2.4 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the

intersection of Monte Vista Drive at Baxter Road (Study Area Intersection 20):

- *Install a traffic signal; and*
- *Construct an EB left-turn lane.*

Completion of the improvements listed in Mitigation Measure 4.2.4 would achieve acceptable LOS conditions at this intersection. However, the payment of fees noted above does not ensure timely completion of required improvements; and pending completion of the required improvements, impacts at Monte Vista Drive/Baxter Road are considered significant and unavoidable.

Improvements required to mitigate potentially significant impacts would be implemented consistent with demonstrated demands and pursuant to priorities established through the jurisdictional capital improvements programs. In these regards, the City as the Lead Agency is considered authoritative in determining when and how City improvements should be programmed and implemented to ensure near-term and long-term adequacy of the City roadway system.

The scenario at Monte Vista Drive/Baxter Road described above is typical of interim circulation system deficiencies that can be expected as byproducts of the transition of the existing Study Area roadway system to one capable of supporting continuing urbanization of the City envisioned under the City General Plan. That is, development of the City consistent with the General Plan would generate additional traffic, the effects of which would result in interim areawide deficient operating conditions within what is now, a characteristically rural circulation system. Development and impact fees paid by new development proposals (including the proposed Wildomar Walmart Project) provide the means to construct improvements necessary to resolve these deficiencies. Notwithstanding, interim deficient conditions affecting the Study Area roadway system are projected to occur pending completion of circulation system improvements commensurate with the development it is intended to support.

Findings and conclusions of the Draft EIR are not affected; no revisions are necessary.

Comment JS-12

As to noise impacts, the analysis (Table 4.4-9) assumes that the “proposed” eight-foot high screen wall will be constructed. This wall must be made a mandatory requirement of the project in order to rely upon it in the calculation of noise impacts.

Response JS-12

The commentor is directed to Draft EIR Section 3.4.6, “Walls and Screening.” The Project proposes the construction of an 8-foot high screening wall around the bale and pallet storage, as well as the truck turn around area in the southerly portion of the site (as shown on Draft EIR 3.4-1, “Site Plan Concept”). This is a Project commitment, and the inclusion of the wall will be verified via the Plot Plan approval process. Additionally, the City has the option to include this (and all other Project commitments) in the final Conditions of Approval. Findings and conclusions of the Draft EIR are not affected; no revisions are necessary.

Comment JS-13

Noise also must be deemed significant during nighttime hours. Table 4.4-8 states that receptor R4 will experience nighttime noise at 47.8 dBA due to the project. This is a significant impact per the adopted threshold of significance (City Ordinance setting a maximum of 45 dBA at nighttime). As such, mitigation must be adopted for this impact pursuant to CEQA. For instance, the store’s operating hours or truck delivery hours could be restricted during nighttime hours. Certain parking lot areas could likewise be restricted at nighttime.

Response JS-13

The commentor is directed to Draft EIR Table 4.4-10, “Nighttime (10 p.m. to 7 a.m.) Operational Noise Impacts.” The column titled “Reference Ambient Noise Levels” demonstrates that the ambient noise condition for receiver location R4 is 63.7 dBA Leq, which is mostly due to the fact that this receiver is located approximately 600 feet from I-15. While the Project operational noise level is 47.8 at this location, this noise level would be overshadowed by the existing ambient noise level.

From an acoustical perspective, the Project would contribute a mere 0.1 dBA, which is below that State threshold of significance as presented in Draft EIR Table 4.4-2. As shown therein, if the ambient noise level is between 60-65 dBA the Project would need to contribute at least 3 dBA to be considered significant. Since the Project's contribution to the ambient noise level is 0.1 dBA, it was correctly categorized as a less-than-significant impact within the Draft EIR.

Findings and conclusions of the Draft EIR are not affected; no revisions are necessary.

Comment JS-14

This is natural drainage occurring on the site. There is concern that with the project the drainage plan is incomplete or dependent on the development of the residential tract so that drainage issues have not been fully addressed for the project.

Response JS-14

The commentor correctly states that a drainage occurs on the Project site. As noted within Draft EIR Section 4.6, "Hydrology and Water Quality," storm water runoff from the majority of the Project site currently sheet flows across the site generally southwesterly, and then enters the existing 24-inch and 30-inch storm drains located beneath Interstate 15.

Under post-development conditions, the Project storm water management system would convey and discharge storm water runoff in a manner comparable to pre-development discharge patterns. In summary, the Project has been designed to continue the drainage improvements that would be constructed as part of the easterly adjacent tract maps (TTMs 31409 and 32024). The Project storm water management system will ensure that post-development storm water discharge rates do not exceed pre-development conditions.

Contrary to the commentor's assertion that the Project's drainage plan is "incomplete or dependent," the Draft EIR also provides for an interim solution to handle flows in the event the Wildomar Walmart Project precedes the construction of the TTM 31409 and 32024 drainage improvements. Draft EIR page 4.6-20 notes, "...redirection of stormwater discharges pursuant to Conditions of Approval for TTMs 31409 and 32024 would preclude

westerly-directed stormwater discharges from these properties entering the Project site, as is currently the case. Should the drainage improvements required pursuant to the Conditions of Approval for TTMs 31409 and 32024 not be timely completed, an Interim Off-site Drainage Concept ... would be implemented by the Project. The proposed Interim Off-site Drainage Concept would be designed to accept, redirect, and convey off-site stormwater discharges currently entering the Project site from the east.”

Further, the interim plan is required by Draft EIR Mitigation Measure 4.6.3, as follows:

4.6.3 If determined necessary by the City, the Interim Off-site Drainage Concept described at Section 4.6.4.3, and discussed in detail within Limited Off-Site Storm Drain Analysis for #3882-02 Wildomar, CA Walmart Planning Application No. 13-0086 I-15 & Bundy Canyon Road Wildomar, CA (Nasland Engineering) July 8, 2014 (Off-Site Storm Drain Analysis, included at Draft EIR Appendix F), shall be implemented by the Project Applicant. Final design of the Interim Off-site Drainage Concept is subject to review and approval by the City Engineer.

Based on the detailed, site-specific hydrologic modeling presented in EIR Appendix F, the Project’s proposed drainage facilities entail those improvements necessary to adequately collect and convey on- and off-site storm waters, even if the Project is developed prior to the properties located to the east. Findings and conclusions of the Draft EIR are not affected; no revisions are necessary.

Comment JS-15

The alternatives analysis fails to satisfy CEQA’s requirements. First, CEQA provides that an EIR shall consider a “reasonable range” of project alternatives. The DEIR considers only two alternatives, one of which is described as a “no project” alternative, which is mandated for consideration under CEQA. The evaluation of only one alternative apart from the no-project alternative is not a “reasonable” range of alternatives. Second, the no-project alternative is not a no-development/ no-build alternative, but rather assumes the development of the site with high density multi-family residential. Arguably this does not

meet the requirements for description and analysis of a “no project” alternative. Third, the Reduced Density Alternative is inadequately described and it apparently involves only a reduction of the size of the outparcel. No alternative is proposed involving a reduction in the size or scope of the Wal-Mart store. For instance, the elimination of some element of the Wal-Mart, such as the grocery store component, may reduce traffic and mobile emissions. Notably, such an alternative involving a smaller store would still meet project objectives, where, for instance, grocery store sales are not a tax-generating activity.

Response JS-15

Rather than a numerical goal for the presentation of alternatives, CEQA Guidelines Section 15126.6 provides specific guidance related to the selection of alternatives within a Draft EIR. Specifically, an EIR must describe a range of reasonable alternatives to the Project, or to the location of the Project, which would feasibly attain the basic Project objectives, but would avoid or substantially lessen any of the significant environmental effects of the proposal. As further presented in the CEQA Guidelines, an EIR need not consider every conceivable alternative, but rather, the discussion of alternatives and their relative merits and impacts should be provided in a manner that fosters informed decision-making and public participation. To this end, the CEQA Guidelines indicate that the range of alternatives selected for examination in an EIR should be governed by “rule of reason,” and requires the EIR to set forth only those alternatives necessary to permit an informed decision.

In crafting the alternatives to be evaluated for the Project, the following scenarios were considered:

- **Alternative Site Analysis.** As stated in CEQA Guidelines Section 15126.6 (f)(1)(2)(A), the “key question and first step in [the] analysis [of alternative locations] is whether any of the significant effects of the project would be avoided or substantially lessened by putting the Project in another location.” To this end, three possible alternative sites for the Project were preliminarily identified. The locations of these sites are presented in Draft EIR Figure 5.2-1, “Overview of Alternative Sites.”

In summary of Draft EIR Section 5.2.3.1, evaluation of the considered sites indicated that they would be unsuitable or infeasible based on basic screening criteria deficiencies including, but not limited to: a) existing impediments or encumbrances; b) no demonstrable reduction in environmental impacts when compared to the current Project site; or c) potential increased environmental impacts when compared to the current Project site. On this basis, potential alternative locations for the Project were considered, but ultimately rejected.

- **“NO_x Threshold Exceedance” Alternative for Air Quality.** In order to reduce Project operational-source NO_x emissions to levels that would avoid the exceedance of applicable SCAQMD thresholds the Project scope and related vehicle trips would need to be reduced by an estimated minimum 44.2 percent.

In summary, the Draft EIR concludes that, at such a reduction in scope, the Project Objectives would be substantively marginalized and/or not realized in any meaningful sense; and the Project would likely not be further pursued by the Applicant. Neither would the Project, at an approximate 44.2 percent reduction, conform to FAR policies for the subject site established under the City General Plan. As such, potential alternatives with the specific goal of avoiding significant operational-source NO_x exceedances otherwise resulting from the Project were rejected from consideration and not further evaluated.

- **No Project Alternative.** Related to the commentor’s statement, “the no-project alternative is not a no-development/ no-build alternative, but rather assumes the development of the site with high density multi-family residential. Arguably this does not meet the requirements for description and analysis of a “no project” alternative,” the Draft EIR (page 5-54) provides the following rationale:

“Given the subject site’s “Commercial Retail/Community Center Overlay” designation and underlying “Commercial Retail” General Plan Land Use designation; availability of infrastructure/services, lack of environmental or physical constraints; and proximity of other urban

development, it is considered unlikely that the subject site would remain vacant or in a “No Build” condition, and evaluation of a No Build condition would “analyze a set of artificial assumptions that would be required to preserve the existing physical environment.” This is inconsistent with direction provided at CEQA Guidelines, Section 15126.6 (e)(3)(B)...

It is also noted that a development similar to the Project was previously proposed for the subject site. In this context, failure to proceed with the Project would likely not result in preservation of existing environmental conditions, and the practical result of the Project’s non-approval would be the development of some other variety or configuration of urban uses within the subject site. Accordingly, it is presumed that if the Project were not constructed, the No Project Alternative would comprise another development proposal representing the highest and best use of the subject site.

If however, a No Project/No Build scenario were maintained, its comparative environmental impacts would replicate the existing conditions discussions for each of the environmental topics evaluated in this EIR; and comparative impacts of the Project would be as presented under each of the EIR environmental topics. In all instances, a hypothetical No Build scenario would result in reduced environmental impacts when compared to the Project. A No Build condition would achieve none of the basic Project Objectives.

In light of the preceding discussions, for the purposes of this Alternatives Analysis, and to provide for analysis differentiated from the Project, the No Project Alternative considered herein assumes mixed-use development of the subject site integrating multi-family residences with supporting amenities. This development mix is allowed under the site’s General Plan Commercial/Retail-Community Center Overlay land use

designation. Location of residential uses and related amenities proximate to a major transportation corridor (Interstate 15) also supports Southern California Association of Governments (SCAG) 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) promoting reduced commute distances and travel times within the region.”

As presented in the previous excerpt, instead of merely reiterating existing site conditions (which does not appear to provide decision-makers with any benefit), the No Project Alternative evaluates a scenario in which a different type of project, allowed under the site’s current land use designations, was developed instead of the proposed Walmart Project.

- **Reduced Intensity Alternative.** The Reduced Intensity Alternative considered within the Draft EIR focuses on alternatives to the Project which would reduce or avoid certain significant air quality impacts. As discussed within Draft EIR Section 4.3, “Air Quality,” operational-source air pollutants generated by the Project (due primarily to Project traffic and related mobile-source emissions) would exceed SCAQMD regional thresholds for VOC and NO_x. The Project’s threshold exceedances of these pollutants constitute violations of existing SCAQMD air quality standards.

As indicated on Draft EIR page 5-60, to achieve the least restrictive SCAQMD operational threshold (VOC), operational-source VOC emissions under the Reduced Intensity Alternative would need to be approximately 93.3 percent of VOC emissions otherwise generated by the Project (a 6.7 percent net reduction in Project operational-source VOC emissions). Similarly, NO_x thresholds could be achieved under the Reduced Intensity Alternative provided that operational-source NO_x emissions did not exceed 55.8 percent of NO_x emissions otherwise generated by the Project (an approximate 44.2 percent reduction in Project operational-source emissions).

Of the total operational VOC and NO_x emissions generated by the Project, approximately 91.5 percent (by weight) are due to Project-related traffic. In general terms then, the Project's operational-source VOC emissions could be reduced by 6.7 percent through an approximate correlating reduction in total ADT thereby achieving applicable SCAQMD VOC thresholds. Similarly, the Project's operational-source NO_x emissions could be reduced by 44.2 percent through an approximate correlating reduction in total ADT, thereby achieving applicable SCAQMD NO_x thresholds.

As presented in Draft EIR Table 5.2-1, the Project's greatest per square foot trip generator would be the proposed Fast-Food with Drive-Through Restaurant use (3,900 square feet; 496.12 trips per day/TSF; 1,935 total ADT). This single use would generate approximately ten times as many trips per day/TSF than would the other Project uses and would account for approximately 15.8 percent of the Project's total 12,258 ADT. The proposed Walmart (200,000 square feet; 50.75 trips per day/TSF; 10,150 total ADT) would account for approximately 82.8 percent of the Project's total ADT. The proposed Specialty Retail Use (3,900 square feet; 44.42 trips per day/TSF) would generate approximately 173 ADT, or approximately 1.4 percent of the Project total ADT.

Based on the preceding paragraph, the Draft EIR evaluates the Reduced Intensity Alternative based on modifications to the proposed outparcel uses.

As detailed above, the Draft EIR describes a range of reasonable alternatives to the Project, or to the location of the Project, which would feasibly attain the basic Project objectives, but would avoid or substantially lessen any of the significant environmental effects of the proposal. The discussion of alternatives and their relative merits and impacts are provided in a manner that fosters informed decision-making. Findings and conclusions of the Draft EIR are not affected; no revisions are necessary.

October 8, 2014

From: Martha Bridges John Burkett
35465 Woshka Lane 32721 Mesa Drive
Wildomar, CA 92595 Lake Elsinore, CA 92530

To: City of Wildomar
Attn: Mathew C. Bassi, Planning Director
23873 Clinton Keith Road, Suite 201
Wildomar, CA 92595

Re: **Written Comments to Wildomar Walmart Project (Planning
Application No. 13-0086) Draft Environmental Impact Report (SCH
No. 2014011014)**

To Director of Planning - Mathew C. Bassi: Please consider the following
comments to the Wildomar Walmart Project Draft Environmental Impact Report.

I. The Draft EIR Fails to Discuss Impacts and Mitigation Associated with
Project Location in a Very High Fire Hazard Severity Zone

The Draft EIR fails to acknowledge that the Project is located within a Very High Fire Hazard Severity Zone as determined by the California Department of Forestry and Fire Protection based on the map entitled "Very High Fire Hazard Severity Zones in LRA" for the City of Wildomar, dated December 21, 2009, see http://www.fire.ca.gov/fire_prevention/fhsz_maps/FHSZ/riverside/Wildomar.pdf Wildomar has adopted this same map in conjunction with Ordinance 52. The map clearly indicates that the entirety of the Project site is located within a Very High Fire Hazard Severity Zone. Under established CEQA thresholds of significance the Project would have adverse fire safety impacts because it exposes people or structures to a significant risk of loss, injury or death involving wildfires. In any Final EIR for this Project, please acknowledge Project location within a Very High Fire Hazard Severity Zone, and please discuss the impacts and mitigation measures which would follow as a matter of course to such acknowledgement.

MBJB-1

DATED: October 8, 2014

By: Martha Bridges and
John Burkett

Ms. Martha Bridges
35465 Woshka Lane
Wildomar, CA 92595

Mr. John Burkett
32721 Mesa Drive
Lake Elsinore, CA 92530

Letter Dated October 8, 2014

Comment MBB-1

The Draft [sic] EIR fails to acknowledge that the Project is located within a Very High Fire Hazard Severity Zone as determined by the California Department of Forestry and Fire Protection based on the map entitled "Very High Fire Hazard Severity Zones in LRA" for the City of Wildomar, dated December 21, 2009, see http://www.fire.ca.gov/fire_prevention/fhsz_maps/FHSZ/riverside/Wildomar.pdf

Wildomar has adopted this same map in conjunction with Ordinance 52. The map clearly indicates that the entirety of the Project site is located within a Very High Fire Hazard Severity Zone. Under established CEQA thresholds of significance the Project would have adverse fire safety impacts because it exposes people or structures to a significant risk of loss, injury or death involving wildfires. In any Final EIR for this Project, please acknowledge Project location within a Very High Fire Hazard Severity Zone, and please discuss the impacts and mitigation measures which would follow as a matter of course to such acknowledgment.

Response MBB-1

The commentors correctly state that the Project site is located within a high fire hazard zone, as designated by the City of Wildomar. Additionally, the commentors state that the Project will have a significant fire safety impact, referring to the CEQA checklist question, "Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?"

However, no wildlands are located adjacent to the Project site, nor would the proposed development be intermixed with wildlands. As noted within the Initial Study prepared for the Project (Draft EIR Appendix A), "The Project site is located in an area that has been largely urbanized, and there are no wildlands adjacent to the Project area. On this basis, there is no potential for the Project to expose people or structures to a significant risk of loss, injury or death involving wildland fires."

Fire protection and emergency response services are currently provided to the area by the Riverside County Fire Department/Cal Fire. Consistent with City of Wildomar requirements, development fees and taxes paid by the Project would act to offset its incremental demands for fire protection services.

Additionally, the development of modern commercial structures and the introduction of irrigated landscaping would act to reduce any potential wildland fire hazard at the site. Adherence to incumbent California Fire Code requirements acts to reduce any urban fire hazard to a less-than-significant level. No mitigation is required, the results and conclusions of the EIR are not affected.

RECEIVED

SEP 30 2014

CITY OF WILDOMAR

33413 Chelsea Ln.
Wildomar, Ca.
Sat., 9-27-2014

Mr. Matthew Bassi
City of Wildomar
Wildomar, Ca.

Dear Mr. Bassi:

After attending the recent Walmart open house at the Reagan School and reviewing the Wildomar Walmart Project Draft EIR, I still have several concerns about the company's plan regarding building at Bundy Canyon and Monte Vista in the city. Several of my questions still remain unanswered.

PC-1

My main concern is still the traffic problems that no doubt will effect the near by neighborhoods during and after construction, especially until any modification, or widening of Bundy Canyon is completed. I am sure the state will not improve Bundy Canyon in this area for quite some time. Also if the housing development near the Farm begins, that will only add more problems for the involved area. Even with the proposed traffic signals on Bundy Canyon, due to the heavy volume of vehicles and delivery trucks, numerous traffic problems will no doubt occur. At the present time dangerous conditions already exist by vehicles coming out of the new Shell AM/PM mini mart and attempting to turn West onto Bundy Canyon. Once completed how will vehicles coming out of Cherry, be able to make a turn to go East onto Bundy Canyon? Similar conditions will no doubt occur involving vehicles coming out of Canyon Ranch trying to get onto Bundy Canyon. On Walmart's street plan it appears that there is a raised medium at Canyon Ranch and if the plans were to scale, one could not make a turn to go East onto Bundy Canyon. At the present time getting onto Bundy Canyon from Canyon Ranch at rush hours already can be dangerous!

PC-2

Also nothing was mentioned about the Cornerstone Church School and both the morning and afternoon traffic that it already generates. I understand that the church wants to expand some of their present facility, which means they expect more students in the future? Also will Walmart be far enough away from the Church and school to be able to hold a liquor license?

PC-3

Regarding the statement in the EIR about unmet demands, we already have several stores near by, which includes Ace Hardware, Stater Brothers and Albertsons, just to name a few. Then if built, the other near by Walmart stores that will close will bring about certain amount of urban decay in those areas. At the open house it was pointed out that additional jobs would be brought to the area, but nothing was said about the new employees driving in from outside of Wildomar, thus causing more traffic.

PC-4

If approved and if fees are paid, according to the EIR, it would not insure the timely completions of the off site improvements needed to insure free flowing traffic on Bundy Canyon. Also has any consideration been given to all of the utility lines that are needed and planned to be placed on Bundy Canyon for this development and the effect this construction will have on traffic there until these lines are completed?

PC-5

Also I saw that in the future there is the possibility that Bundy Canyon will be widened, Bundy Canyon Improvement Project, to 3 lanes in each direction, which will bring about problems regarding the right of way needed in that area. I am sure that the state will not pay for all of improvements needed, so who will?

PC-6

I strongly feel that if the plan to build the new Walmart is approved before any major improvements and widening is completed all along Bundy Canyon, the city would be doing a real injustice and inconvenience to many living in the near by neighborhoods.

PC-7

Thank you,

A handwritten signature in cursive script that reads "Paul L. Colmer".

Paul L. Colmer

Mr. Paul Colmer
33413 Chelsea Lane
Wildomar, CA 92595

Letter Dated September 27, 2014

Comment PC-1

After attending the recent Walmart open house at the Reagan School and reviewing the Wildomar Walmart Project Draft EIR, I still have several concerns about the company's plan regarding building at Bundy Canyon and Monte Vista in the city. Several of my questions still remain unanswered.

Response PC-1

The commentors review of the Draft EIR and concerns/questions are noted. Please refer to Responses PC-1 through PC-6, below.

Comment PC-2

My main concern is still the traffic problems that no doubt will effect the near by neighborhoods during and after construction, especially until any modification, or widening of Bundy Canyon is completed. I am sure the state will not improve Bundy Canyon in this area for quite some time. Also if the housing development near the Farm begins, that will only add more problems for the involved area. Even with the proposed traffic signals on Bundy Canyon, due to the heavy volume of vehicles and delivery trucks, numerous traffic problems will no doubt occur. At the present time dangerous conditions already exist by vehicles coming out of the new Shell AM/PM mini mart and attempting to turn west onto Bundy Canyon. Once completed how will vehicles coming out of Cherry, be able to make a turn to go East onto Bundy Canyon? Similar conditions will no doubt occur involving vehicles coming out of Canyon Ranch trying to get onto Bundy Canyon. On Walmart's street plan it appears that there is a raised median at Canyon Ranch and if the plans were to scale, one could not make a turn to go East onto Bundy Canyon. At the present time getting onto Bundy Canyon from Canyon Ranch at rush hours already can be dangerous!

Response PC-2

The commentor provides an opinion regarding the timing of improvements to Bundy Canyon Road that are outside of the purview of the Project. Additionally, the commentor presents concerns regarding turns currently being made onto Bundy Canyon Road from north/south streets (Cherry Street, Canyon Ranch Road) located on the north side of Bundy Canyon Road. It is noted that the “raised median” the commentor refers to would not alter turns from these streets in any way.

With regard to the commentor’s statement that “dangerous conditions already exist by vehicles coming out of the new Shell/AM PM mini mart and attempting to turn west onto Bundy Canyon,” it is noted that the main Project driveway, to be located along Bundy Canyon Road, will also provide signalized ingress/egress to these existing commercial uses.

Commentor statements are not specific to the analysis contained within the Draft EIR. The findings and conclusions of the Draft EIR are not affected; however, the opinions and concerns presented by the commentor will be forwarded to the decision-makers during their deliberations on the Project.

Comment PC-3

Also nothing was mentioned about the Cornerstone Church School and both the morning and afternoon traffic that it already generates. I understand that the church wants to expand some of their present facility, which means they expect more students in the future? Also will Walmart be far enough away from the Church and school to be able to hold a liquor license?

Response PC-3

Traffic currently generated by the Cornerstone Church has been included within the analysis of existing conditions, presented in Draft EIR Section 4.2. Specifically, the commentor is referred to Figure 4.2-1, which illustrates the Study Area roadways and intersections, both north and south of the Cornerstone Church. As shown, a total of 26 existing and future intersections within the Study Area were selected for evaluation as part of the Project Traffic Impact Analysis. Intersections with freeway ramps that would be used to access the Project (and the Church) were also included.

Additionally, nine of the Study Area intersections (presented in Draft EIR Table 4.2-1), whose locations are proximate to both the Project and the Church, were also selected for supplemental analysis under Sunday peak hour traffic conditions. The focus of this supplemental analysis was to determine if Project traffic in combination with traffic generated by the Church would result in Sunday peak hour traffic deficiencies not otherwise affecting the Study Area facilities.

Existing peak hour traffic volumes within the Study Area were determined by field traffic counts conducted on Tuesday, October 8, 2013 (while schools were in session); and Saturday, October 12, 2013. Additional traffic counts were collected on Sunday, February 9, 2014 at selected intersections to reflect Sunday peak hour conditions associated with traffic accessing the Church.

In coordination with the City, a list of 56 cumulative development projects was developed for consideration within the Traffic Impact Analysis. These cumulative projects are anticipated to contribute traffic to the Project study area. The commentor is referred to Draft EIR Table 4.2-10; wherein, the expansion of the Cornerstone Church Preschool is listed as cumulative development number 6. Meaning, anticipated traffic generated by the future expansion of the Cornerstone Church Preschool has been included within the Traffic Impact Analysis.

In regard to the commentor's concerns related to liquor sales in the vicinity of schools, it is noted that the City will be required to issue a Conditional Use Permit to allow alcohol sales for off-site consumption. This requirement is listed as one of the discretionary actions at Draft EIR page 3-40.

Furthermore, the City's Zoning Regulations (Chapter 19.450.030) "Site Location. Operation and Development Standards" requires the minimum separation between businesses selling off-site alcohol and "assembly uses" of 600 feet between the outer walls of the building to the "assembly use" property line. To conservatively estimate the separation, the distance between both "property lines" was measured at approximately 1,400 feet. At this distance, the Project exceeds the minimum required separation by over 100 percent.

Based on the preceding discussion, traffic currently generated by the Cornerstone Community Church, as well as its possible future expansion, and the Project would meet the City's Development Standards dealing with separation of uses. Both of these issues have been adequately addressed and disclosed within the Draft EIR.

Comment PC-4

Regarding the statement in the EIR about unmet demands, we already have several stores near by, which includes Ace Hardware, Stater Brothers and Albertsons, just to name a few. Then if built, the other near by Walmart stores that will close will bring about certain amount of urban decay in those areas. At the open house it was pointed out that additional jobs would be brought to the area, but nothing was said about the new employees driving in from outside of Wildomar, thus causing more traffic.

Response PC-4

For clarification, "unmet demand" does not necessarily mean there are not currently commercial/retail shopping opportunities available in the area; rather that the community is capable of supporting additional retail opportunities without causing a significant urban decay impact due to its secondary economic effects. To this end, an Urban Decay Study was prepared for the Project and is presented as Draft EIR Appendix B.

As noted by the commentor, the Project Urban Decay Study presumed that the existing Grape Street Walmart store would close at approximately the same time the proposed Wildomar Walmart opens. On this basis, it was necessary to evaluate the potential for the existing Walmart building to remain vacant for an extended period of time, thus becoming subject to urban decay.

As supported by the findings of the Project Urban Decay Study, and summarized within the Draft EIR, there would be sufficient market demand to support the proposed Project without negatively impacting existing retailers in the trade area (Project Urban Decay Study, page 19). This conclusion is based on consideration of current market conditions, including the effects of the recession, which are independent of the Project; findings regarding diverted sales related to the Project and cumulative retail developments; and the potential for re-tenanting of the existing retail vacancies.

The Project Urban Decay Study's findings conclude that while some existing stores may experience negative economic impacts following the addition of the Project (and other cumulative retail projects), no store closures are predicted to occur as the result of the Project's implementation. The Project's potential to result in adverse physical change (urban decay) was therefore determined to be less-than-significant within the EIR.

In response to commentor's assertion regarding "new employees driving in from outside of Wildomar," it is noted that as a commercial project, only about two percent of the vehicle trips are generated by employees. Furthermore, these trips are accounted for within the ITE Trip Generation rates. Employment opportunities provided by the Project would be typical of commercial/retail uses, and are not expected to induce substantial commuting. Rather, Project-related employment demands would likely be filled by the existing personnel pool within the City and neighboring communities.

Findings and conclusions of the Draft EIR are not affected; no revisions are necessary.

Comment PC-5

If approved and if fees are paid, according to the EIR, it would not insure the timely completions of the off-site improvements needed to insure free flowing traffic on Bundy Canyon. Also has any consideration been given to all of the utility lines that are needed and planned to be placed on Bundy Canyon for this development and the effect this construction will have on traffic there until these lines are completed?

Response PC-5

The commentor states concern regarding "the timely completions of the off-site improvements needed to insure free flowing traffic on Bundy Canyon." However, the precise location of concern along Bundy Canyon Road is unclear.

Draft EIR page 4.2-36 states, "The southerly half of Bundy Canyon Road would be constructed at its ultimate half-section width as an Urban Arterial Highway (152-foot right-of-way) between Sellers Road and Monte Vista Drive. This configuration would provide a raised concrete/landscaped center divider, three eastbound (EB) through travel lanes

(compared to one to two EB through lanes currently present in this area); dedicated right- and left-turn lanes; curb and gutter, landscaped parkways, and a five-foot sidewalk.” These improvements are Project commitments, and will be completed during Project construction.

Draft EIR Section 3.4.4.4 notes, “Overhead service lines are located on the south side of Bundy Canyon Road and the west side of Monte Vista Drive. As part of the Project, existing overhead electrical lines will be relocated underground.” As such, any environmental impacts of this aspect of the Project have been considered within the analysis of Project construction.

Comment PC-6

Also I saw that in the future there is the possibility that Bundy Canyon will be widened, Bundy Canyon Improvement Project, to 3 lanes in each direction, which will bring about problems regarding the right of way needed in that area. I am sure that the state will not pay for all the improvements needed, so who will?

Response PC-6

The Project would construct all frontage and roadway section improvements (including improvements to Bundy Canyon Road) consistent with City requirements. Site adjacent improvements necessary to ensure safe and efficient access to the subject site would also be constructed by the Project. To these ends, the Project would construct the following improvements prior to the issuance of the first Certificate of Occupancy.

- The southerly half of Bundy Canyon Road would be constructed at its ultimate half-section width as an Urban Arterial Highway (152-foot right-of-way) between Sellers Road and Monte Vista Drive. This configuration would provide a raised concrete/landscaped center divider, three eastbound (EB) through travel lanes (compared to one to two EB through lanes currently present in this area); dedicated right- and left-turn lanes; curb and gutter, landscaped parkways, and a five-foot sidewalk;
- The intersection of Sellers Road at Bundy Canyon Road would be signalized; and

- The intersection of Monte Vista Drive at Bundy Canyon Road would be signalized.

No additional improvements to Bundy Canyon Road would be required to ensure that the Project does not result in potentially significant impacts affecting adjacent Bundy Canyon Road. The Project improvements are designed and scoped to adequately and safely convey all traffic into and out of the Project site, and would also act to incrementally improve baseline “without Project” LOS conditions affecting adjacent Bundy Canyon Road. More specifically, as indicated at Draft EIR Table 4.2-9, the intersection of Sellers Road at Bundy Canyon Road currently operates under deficient conditions (LOS “E” or worse). The traffic signal implemented by the Project, in combination with on-going WRCOG TUMF improvements to Bundy Canyon Road, would improve the existing LOS at Sellers Road at Bundy Canyon Road to LOS “D” or better (refer to Draft EIR Table 4.2-13). At the intersection of Monte Vista Drive at Bundy Canyon Road, improvements implemented by the Project would improve this intersection’s currently deficient LOS “F” AM peak hour condition to LOS “C.”

As indicated, the Project improvements to Bundy Canyon Road not only fully address the Project’s incremental traffic effects, but also act to diminish pre-existing deficiencies.

Comment PC-7

I strongly feel that if the plan to build the new Walmart is approved before any major improvements and widening is completed all along Bundy Canyon, the city would be doing a real injustice and inconvenience to many living in the nearby neighborhoods.

Response PC-7

The commentor provides an opinion regarding Bundy Canyon improvements. Since this is not a specific comment pertaining to the environmental analysis presented within the Draft EIR, no response is required. The commentor’s opinion will be forwarded to the decision-makers during their deliberations on the Project.

-----Original Message-----

From: Beryl Yasinovsky [<mailto:byasinovsky@icloud.com>]

Sent: Tuesday, October 07, 2014 4:09 PM

To: Alfredo Garcia

Subject: I Support a Walmart in Wildomar.....ONLY WITH the following conditions!

Thank you for the opportunity to comment on the proposed Super Walmart at Bundy Canyon and Monte Vista Roads. While we are not exactly excited about the proposed project, we understand the City's need to encourage additional retail development within the community. As a result, we are inclined not to oppose the project if certain conditions are imposed by the City concerning the construction and operation of the future super-center, as follows:

BY-1

1. The Walmart project should be responsible for constructing full-width roadway and drainage improvements, including signalized intersections along Bundy Canyon and Monte Vista, prior to certificate of occupancy, irregardless if the adjacent properties are developed or not. The size and magnitude of this project alone will generate significant traffic congestion, in addition to the increasing commuter traffic between I-15 and I-215. Additional development to the east of the project will only exacerbate the situation. It is imperative that the City hold the Walmart developer accountable and insure these improvements are constructed through the creation of a special assessment district, business improvement district, and/or reimbursement agreements with adjacent property owners. It is common knowledge that Bundy Canyon is a TUMF facility, but it is doubtful that adequate TUMF funds will be available to construct these improvements anytime in the near future. Statements made by the developer that TUMF will fund these improvements is unrealistic and deceitful.

BY-2

2. Given the immediate proximity of the Walmart site to residential development, we feel it would be a disservice to the neighborhood to not restrict hours of operation, i.e., customer and truck traffic between midnight and 5 am.

BY-3

3. Finally, for all reasons cited above, the City should prohibit this Walmart location from allowing overnight parking and/or camping of RV's, cars, and semi-trucks. This is prohibited at many Walmarts across the country, where city officials are concerned about the negative impacts, security issues, and unsightly conditions that this Walmart practice imposes on residential neighborhoods. We are hopeful that the City has the foresight to stop this unofficial "campground" practice before it starts. Wildomar already has too many sub-standard property conditions to contend with.

BY-4

If you have any questions, please feel free to contact me at (951) 764-9539.

Sincerely,
Beryl Yasinovsky
34229 Pheasant Run Circle
Wildomar, CA 92595

Sent from my iPad

Ms. Beryl Yasinovsky
34229 Pheasant Run Circle
Wildomar, CA 92595

Letter Dated October 7, 2014

Comment BY-1

Thank you for the opportunity to comment on the proposed Super Walmart at Bundy Canyon and Monte Vista Roads. While we are not exactly excited about the proposed project, we understand the City's need to encourage additional retail development within the community. As a result, we are inclined not to oppose the project if certain conditions are are [sic] imposed by the City concerning the construction and operation of the future super-center, as follows:

Response BY-1

The commentor's (hesitant) support of the Project is noted; as is the acknowledgment of needed retail services within the City of Wildomar.

Comment BY-2

The Walmart project should be responsible for constructing full-width roadway and drainage improvements, including signalized intersections along Bundy Canyon and Monte Vista, prior to certificate of occupancy, irregardless if the adjacent properties are developed or not. The size and magnitude of this project alone will generate significant traffic congestion, in addition to the increasing commuter traffic between I-15 and I-215. Additional development to the east of the project will only exacerbate the situation. It is imperative that the City hold the Walmart developer accountable and insure these improvements are constructed through the creation of a special assessment district, business improvement district, and/or reimbursement agreements with adjacent property owners. It is common knowledge that Bundy Canyon is a TUMF facility, but it is doubtful that adequate TUMF funds will be available to construct these improvements anytime in the near future. Statements made by the developer that TUMF will fund these improvements is unrealistic and deceitful.

Response BY-2

As noted at Draft EIR Section 4.2.5, Project implementation would involve the construction of a number of roadway and intersection improvements occurring on or adjacent to the Project site, as follows.

Bundy Canyon Road Improvements

The southerly half of Bundy Canyon Road would be constructed at its ultimate half-section width as an Urban Arterial Highway (152-foot right-of-way) between Sellers Road and Monte Vista Drive. This configuration would provide a raised concrete/landscaped center divider, three eastbound (EB) through travel lanes (compared to one to two EB through lanes currently present in this area); dedicated right- and left-turn lanes; curb and gutter, landscaped parkways, and a five-foot sidewalk.

Monte Vista Drive Improvements

The westerly half of Monte Vista Drive would be constructed at its ultimate half-section width as a Modified Secondary Highway (standard is 100-foot right-of-way/64-foot curb-to-curb, modified to 80-foot right-of-way) between Bundy Canyon Road and Canyon Drive. This configuration would provide two SB through travel lanes (compared to the single SB lane that currently exists in this area); curb and gutter, and a six-foot sidewalk.

Intersection Improvements

In order to ensure safe and efficient traffic movements, the Project includes the installation of traffic signals at the following three intersections:

- Sellers Road at Bundy Canyon Road;
- Monte Vista Drive at Bundy Canyon Road; and
- Monte Vista Drive at Canyon Drive.

Regarding the commentor's assertion that "...it is doubtful that adequate TUMF funds will be available to construct these improvements anytime in the near future. Statements made by the developer that TUMF will fund these improvements is unrealistic and deceitful," it is noted that (at the May 2014 TUMF assessment rates) TUMF assessments paid by the Project

would total approximately \$2.18 million. However, the Draft EIR acknowledges that payment of fees does not ensure timely completion of the required improvements. This is stated numerous times within the Draft EIR in an effort to inform the public and decision-makers about the TUMF process. The commentor's opinions in this regard will be forwarded to the decision-makers during their deliberations on the Project.

Regarding the commentor's drainage concerns, it is noted that (under post-development conditions) the Project storm water management system would convey and discharge storm water runoff in a manner comparable to pre-development discharge patterns. In summary, the Project has been designed to continue the drainage improvements that would be constructed as part of the easterly adjacent tract maps (TTMs 31409 and 32024). The Project storm water management system will ensure that post-development storm water discharge rates do not exceed pre-development conditions.

The Draft EIR also provides for an interim solution to handle flows in the event the Wildomar Walmart Project precedes the construction of the TTMs 31409 and 32024 drainage improvements. Draft EIR page 4.6-20 notes, "...redirection of stormwater discharges pursuant to Conditions of Approval for TTMs 31409 and 32024 would preclude westerly-directed stormwater discharges from these properties entering the Project site, as is currently the case. Should the drainage improvements required pursuant to the Conditions of Approval for TTMs 31409 and 32024 not be timely completed, an Interim Off-site Drainage Concept ... would be implemented by the Project. The proposed Interim Off-site Drainage Concept would be designed to accept, redirect, and convey off-site stormwater discharges currently entering the Project site from the east."

Further, the interim plan is required by Draft EIR Mitigation Measure 4.6.3, as follows:

4.6.3 If determined necessary by the City, the Interim Off-site Drainage Concept described at Section 4.6.4.3, and discussed in detail within Limited Off-Site Storm Drain Analysis for #3882-02 Wildomar, CA Walmart Planning Application No. 13-0086 I-15 & Bundy Canyon Road Wildomar, CA (Nasland Engineering) July 8, 2014 (Off-Site Storm Drain Analysis,

included at Draft EIR Appendix F), shall be implemented by the Project Applicant. Final design of the Interim Off-site Drainage Concept is subject to review and approval by the City Engineer.

Based on the detailed, site-specific hydrologic modeling presented in EIR Appendix F, the Project's proposed drainage facilities entail those improvements necessary to adequately collect and convey on- and off-site storm waters, even if the Project is developed prior to the properties located to the east.

Findings and conclusions of the Draft EIR are not affected; no revisions are necessary.

Comment BY-3

Given the immediate proximity of the Walmart site to residential development, we feel it would be a disservice to the neighborhood to not restrict hours of operation, i.e., customer and truck traffic between midnight and 5 am.

Response BY-3

The Draft EIR operational noise analysis considers noise generated from loading dock activity, parking lot activity, air condensers, shopping cart corrals, trash compactors, and drive through speakerphones. As shown in Draft EIR Table 4.4-10, when all Project operational activities occur at the same time during the nighttime peak hour conditions, Project operational noise levels will result in a less-than-audible noise level contribution of 0.1 dBA Leq to ambient conditions. Based on the significance criteria presented in Draft EIR Section 4.4.4, all receiver locations will experience a less-than-significant cumulative Project noise impact during the nighttime hours, making a restriction on Project operating hours unnecessary in this regard.

The commentor's opinion will be forwarded to the decision-makers for consideration during their Project deliberations.

Comment BY-4

Finally, for all reasons cited above, the City should prohibit this Walmart location from allowing overnight parking and/or camping of RV's, cars, and semi-trucks. This is prohibited at many Walmarts across the country, where city officials are concerned about the negative impacts, security issues, and unsightly conditions that this Walmart practice imposes on residential neighborhoods. We are hopeful that the City has the foresight to stop this unofficial "campground" practice before it starts. Wildomar already has too many sun-standard property conditions to contend with.

Response BY-4

Although Walmart corporate policy is to allow RVs to park overnight in their parking lots, the City of Wildomar may desire to not allow overnight parking for stores. This can be accomplished either via adoption of City-wide ban on RV Parking in commercial centers or as part of the City's Condition of Approval process.

The commentor's opinion will be forwarded to the decision-makers for their consideration during the deliberation process.

4.0 MITIGATION MONITORING PLAN

4.0 MITIGATION MONITORING PLAN

4.1 INTRODUCTION

To ensure that the mitigation measures contained in this EIR are properly implemented, a monitoring plan has been developed pursuant to State law. This Mitigation Monitoring Plan (MMP) identifies measures incorporated in the Project which reduce its potential environmental effects; the entities responsible for implementation and monitoring of mitigation measures; and the appropriate timing for implementation of mitigation measures. As described at *CEQA Guidelines* Section 15097, this MMP employs both reporting on, and monitoring of, Project mitigation measures.

The objectives of the MMP are to:

- Assign responsibility for, and ensure proper implementation of mitigation measures;
- Assign responsibility for, and provide for monitoring and reporting of compliance with mitigation measures;
- Provide the mechanism to identify areas of noncompliance and need for enforcement action before irreversible environmental damage occurs.

Mitigation monitoring and reporting procedures incorporated in the Project are presented in the following Section 4.2. Specific mitigation measures incorporated in the Project, mitigation timing, and implementation and reporting/monitoring responsibilities are presented within this Section at Table 4.2-1.

4.2 MITIGATION MONITORING AND REPORTING

Mitigation Monitoring and Responsibilities

As the Lead Agency, the City of Wildomar is responsible for ensuring full compliance with the mitigation measures adopted for the proposed Project. The City will monitor and report on all mitigation activities. Mitigation measures will be implemented at different stages of development throughout the Project area. In this regard, the responsibilities for implementation have been assigned to the Applicant, Contractor, or a combination thereof.

If during the course of Project implementation, any of the mitigation measures identified herein cannot be successfully implemented, the City shall be immediately informed, and the City will then inform any affected responsible agencies. The City, in conjunction with any affected responsible agencies, will then determine if modification to the Project is required and/or whether alternative mitigation is appropriate.

Table 4.2-1
Wildomar Walmart Project
Mitigation Monitoring Plan

General Note: To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit. Implementation Entities shall comply with listed mitigation requirements.

Mitigation Measures		Mitigation Timing	Implementation Entity	Monitoring/Reporting Entity	Monitoring/Reporting Frequency
<u>Traffic and Circulation</u>					
4.2.1	Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of I-15 SB Ramps at Baxter Road (Study Area Intersection 13): • Install a traffic signal.	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.
4.2.2	Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of I-15 NB Ramps at Baxter Road (Study Area Intersection 15): • Install a traffic signal • Construct a second eastbound (EB) through lane; • Construct a second westbound (WB) through lane; and • Construct a WB right-turn lane.	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.
4.2.3	At the intersection of Sellers Road at Bundy Canyon Road (Study Area Intersection 16), the following is a current WRCOG-funded TUMF improvement: • Restripe the WB right-turn lane as a second through lane. This improvement shall be completed prior to the issuance of the first Certificate of Occupancy for the Project.	Prior to the issuance of the first Certificate of Occupancy.	WRCOG.	WRCOG and City of Wildomar.	City shall verify completion of improvements at issuance of first Certificate of Occupancy.

Table 4.2-1
Wildomar Walmart Project
Mitigation Monitoring Plan

General Note: To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit. Implementation Entities shall comply with listed mitigation requirements.

	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/Reporting Entity	Monitoring/Reporting Frequency
4.2.4	Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Monte Vista Drive at Baxter Road (Study Area Intersection 20): • Install a traffic signal; and • Construct an EB left-turn lane.	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.
4.2.5	Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of Harvest Way West at Bundy Canyon Road (Study Area Intersection 24): • Install a traffic signal.	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.
4.2.6	Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Harvest Way East at Bundy Canyon Road (Study Area Intersection 25): • Install a traffic signal; • Construct an EB left-turn lane; and • Construct a WB left-turn lane.	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.

Table 4.2-1
Wildomar Walmart Project
Mitigation Monitoring Plan

General Note: To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit. Implementation Entities shall comply with listed mitigation requirements.

	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/Reporting Entity	Monitoring/Reporting Frequency
4.2.7	Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Murrieta Road at Scott Road (Study Area Intersection 26): • Install a traffic signal; and • Construct an EB left-turn lane.	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.
4.2.8	Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Orchard Street at Bundy Canyon Road (Study Area Intersection 8): • Install a traffic signal; and • Construct a WB left-turn lane.	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.
4.2.9	Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Almond Street at Bundy Canyon Road (Study Area Intersection 9): • Install a traffic signal; • Construct an EB left-turn lane; and • Construct a WB left-turn lane.	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.

Table 4.2-1
Wildomar Walmart Project
Mitigation Monitoring Plan

General Note: To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit. Implementation Entities shall comply with listed mitigation requirements.

Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/Reporting Entity	Monitoring/Reporting Frequency
4.2.10 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of Orange Street at Bundy Canyon Road (Study Area Intersection 10): • Modify the traffic signal to accommodate overlap phasing for the NB right-turn lane.	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.
4.2.11 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Orange Street at Canyon Drive (Study Area Intersection 11): • Install a traffic signal; • Construct a NB left-turn lane; • Construct a NB shared through/right-turn lane; • Construct a SB left-turn lane; • Construct an EB left-turn lane; and • Construct a WB left-turn lane.	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.
4.2.12 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of I-15 SB Ramps at Bundy Canyon Road (Study Area Intersection 12): • Construct an EB right-turn lane.	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.

**Table 4.2-1
Wildomar Walmart Project
Mitigation Monitoring Plan**

General Note: To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit. Implementation Entities shall comply with listed mitigation requirements.

Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/Reporting Entity	Monitoring/Reporting Frequency
4.2.13 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of I-15 SB Ramps at Baxter Road (Study Area Intersection 13): • Install a traffic signal (same improvement required under Existing-plus-Project conditions); and • Construct an EB right-turn lane.	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.
4.2.14 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of I-15 NB Ramps at Bundy Canyon Road (Study Area Intersection 14): • Construct a WB right-turn lane.	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.
4.2.15 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of Monte Vista Drive at Bundy Canyon Road (Study Area Intersection 17): • Construct a 2nd westbound through lane.	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.
4.2.16 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of The Farm Road at Bundy Canyon Road (Study Area Intersection 23):	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.

Table 4.2-1
Wildomar Walmart Project
Mitigation Monitoring Plan

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Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/Reporting Entity	Monitoring/Reporting Frequency
- Restripe the EB right-turn lane as a shared through/right-turn lane; and - Construct a second WB through lane.				
4.2.17 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Harvest Way West at Bundy Canyon Road (Study Area Intersection 24): - Install a traffic signal (same improvement required under Existing-plus-Project conditions); - Construct an EB shared through/right-turn lane; - Construct a WB shared through/right-turn lane; - Construct a NB shared through/right-turn lane; - Construct a SB left-turn lane; and - Construct an EB left-turn lane.	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.
4.2.18 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Harvest Way East at Bundy Canyon Road (Study Area Intersection 25): - Install a traffic signal (same improvement required under Existing-plus-Project conditions); - Construct an EB left-turn lane (same improvement required under Existing-plus-Project conditions);	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.

Table 4.2-1
Wildomar Walmart Project
Mitigation Monitoring Plan

General Note: To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit. Implementation Entities shall comply with listed mitigation requirements.

Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/Reporting Entity	Monitoring/Reporting Frequency
- Construct an EB shared through/right-turn lane; - Construct a WB left-turn lane (same improvement required under Existing-plus-Project conditions); and - Construct a WB shared through/right-turn lane.				
4.2.19 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Murrieta Road at Scott Road (Study Area Intersection 26): - Install a traffic signal (same improvement required under Existing-plus-Project conditions); - Restripe the SB shared left/right-turn lane as a left-turn lane; - Construct a SB right-turn lane; - Construct an EB left-turn lane (same improvement required under Existing-plus-Project conditions); - Construct a second EB through lane; and - Construct a WB shared through/right-turn lane.	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.
4.2.20 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of Palomar Street at Corydon Road (Study Area Intersection 2): Construct an EB shared through/right-turn lane.	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.

Table 4.2-1
Wildomar Walmart Project
Mitigation Monitoring Plan

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Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/Reporting Entity	Monitoring/Reporting Frequency
4.2.21 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Palomar Street at Central Avenue (Study Area Intersection 3): - Construct a second NB through lane; - Construct a second SB through lane; - Construct a second WB through lane; and - Construct a NB right-turn lane.	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.
4.2.22 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of Mission Trail at Waite Street (Study Area Intersection 6): Install a traffic signal.	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.
4.2.23 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Mission Trail at Bundy Canyon Road (Study Area Intersection 7): - Construct a NB right-turn lane with overlap phasing; - Construct an EB left-turn lane; - Construct an EB right-turn lane; - Construct a WB left-turn lane; - Construct a second and third EB through lane; and - Construct a second WB through lane.	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.

**Table 4.2-1
Wildomar Walmart Project
Mitigation Monitoring Plan**

General Note: *To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit. Implementation Entities shall comply with listed mitigation requirements.*

Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/Reporting Entity	Monitoring/Reporting Frequency
4.2.24 <i>Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Orchard Street at Bundy Canyon Road (Study Area Intersection 8):</i> <i>• Install a traffic signal (same improvement required under Opening Year conditions);</i> <i>• Construct a WB left-turn lane (same improvement required under Opening Year conditions);</i> <i>• Construct a NB left-turn lane;</i> <i>• Construct a SB left-turn lane;</i> <i>• Construct an EB left-turn lane;</i> <i>• Construct a second and third EB through lane; and</i> <i>• Construct a second and third WB through lane.</i>	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.
4.2.25 <i>Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Almond Street at Bundy Canyon Road (Study Area Intersection 9):</i> <i>• Install a traffic signal (same improvement required under Opening Year conditions);</i> <i>• Construct an EB left-turn lane (same improvement required under Opening Year conditions);</i> <i>• Construct a WB left-turn lane (same improvement required under Opening Year conditions);</i> <i>• Construct a NB left-turn lane;</i> <i>• Construct a SB left-turn lane;</i>	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.

Table 4.2-1
Wildomar Walmart Project
Mitigation Monitoring Plan

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Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
- Construct a third EB through lane; and - Construct a third WB through lane.				
4.2.26 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of Orange Street at Bundy Canyon Road (Study Area Intersection 10): - Modify the traffic signal to accommodate overlap phasing for the NB right-turn lane (same improvement required under Opening Year conditions); - Construct a SB left-turn lane; - Construct a second WB left-turn lane; - Construct a third EB through lane; and - Construct a second and third WB through lane.	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.
4.2.27 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Orange Street at Canyon Drive (Study Area Intersection 11): - Install a traffic signal (same improvement required under Opening Year conditions); - Construct a NB left-turn lane (same improvement required under Opening Year conditions); - Construct a SB left-turn lane (same improvement	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.

Table 4.2-1
Wildomar Walmart Project
Mitigation Monitoring Plan

General Note: To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit. Implementation Entities shall comply with listed mitigation requirements.

Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/Reporting Entity	Monitoring/Reporting Frequency
- required under Opening Year conditions); - Construct an EB left-turn lane (same improvement required under Opening Year conditions); - Construct a WB left-turn lane (same improvement required under Opening Year conditions); - Construct a NB right-turn lane; - Construct a SB right-turn lane with overlap phasing; - Construct a WB right-turn lane with overlap phasing; - Construct a NB shared through/right-turn lane (same improvement required under Opening Year conditions); and - Construct a second SB through lane.				
4.2.28 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of I-15 SB Ramps at Bundy Canyon Road (Study Area Intersection 12): - Construct an EB right-turn lane (same improvement required under Opening Year conditions); and - Construct a second WB left-turn lane; - Construct a third EB through lane; and - Construct a third WB through lane.	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.

**Table 4.2-1
Wildomar Walmart Project
Mitigation Monitoring Plan**

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Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/Reporting Entity	Monitoring/Reporting Frequency
4.2.29 <i>Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of I-15 SB Ramps at Baxter Road (Study Area Intersection 13):</i> • <i>Install a traffic signal (same improvement required under Existing-plus-Project conditions);</i> • <i>Construct an EB right-turn lane (same improvement required under Opening Year conditions);</i> • <i>Construct a second EB through lane; and</i> • <i>Construct a second WB through lane.</i>	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.
4.2.30 <i>Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of I-15 NB Ramps at Bundy Canyon Road (Study Area Intersection 14):</i> • <i>Construct a WB right-turn lane (same improvement required under Opening Year conditions); and</i> • <i>Construct a second EB left-turn lane;</i> • <i>Construct a third EB through lane; and</i> • <i>Construct a third WB through lane.</i>	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.
4.2.31 <i>The following improvement at the intersection of Sellers Road at Bundy Canyon Road (Study Area Intersection 16) is currently TUMF-funded and programmed for construction:</i>	Prior to the issuance of the first Certificate of Occupancy.	WRCOG.	WRCOG and City of Wildomar.	City shall verify payment of fees and completion of improvements at issuance of first Certificate of

Table 4.2-1
Wildomar Walmart Project
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Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/Reporting Entity	Monitoring/Reporting Frequency Occupancy.
- Restripe the WB right-turn lane as a second through lane. This improvement shall be completed prior to the issuance of the first Certificate of Occupancy for the Project (same improvement required under Existing-plus-Project conditions); Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward implementation of the following improvement at the intersection of Sellers Road at Bundy Canyon Road (Study Area Intersection 16): - Modify the traffic signal to accommodate overlap phasing for the SB right-turn lane.				
4.2.32 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of Monte Vista Drive at Bundy Canyon Road (Study Area Intersection 17): - Construct a second WB through lane (same improvement required under Existing-plus-Project conditions); - Construct a third WB through lane; - Construct a NB shared left/right-turn lane; and - Construct a second WB left-turn lane.	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.

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Wildomar Walmart Project
Mitigation Monitoring Plan

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Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/Reporting Entity	Monitoring/Reporting Frequency
4.2.33 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvement at the intersection of Monte Vista Drive at Baxter Road (Study Area Intersection 20): • Install a traffic signal (same improvement required under Existing-plus-Project conditions); • Construct an EB left-turn lane (same improvement required under Existing-plus-Project conditions); • Construct a SB left-turn lane striped as a shared left/right-turn lane; • Construct a SB de facto right-turn lane striped as a dedicated right-turn lane; • Construct a WB de facto right-turn lane striped as a dedicated right-turn lane; and • Modify the traffic signal to accommodate overlap phasing on the WB right-turn lane.	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.
4.2.34 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of George Avenue at La Estrella Road (Study Area Intersection 21): • Install a traffic signal; • Construct an EB left-turn lane; • Construct a second EB through lane; • Construct a WB left-turn lane; and • Construct a second WB through lane.	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.

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Wildomar Walmart Project
Mitigation Monitoring Plan

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Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/Reporting Entity	Monitoring/Reporting Frequency
4.2.35 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Iodine Springs Road at La Estrella Road (Study Area Intersection 22): • Install a traffic signal; • Construct a NB left-turn lane; • Construct a SB left-turn lane; • Construct an EB left-turn lane; and • Construct a WB left-turn lane.	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.
4.2.36 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of The Farm Road at Bundy Canyon Road (Study Area Intersection 23): • Restripe the EB right-turn lane as a shared through/right-turn lane (same improvement required under Opening Year conditions); • Construct a second WB through lane (same improvement required under Opening Year conditions); and • Construct a third EB through lane.	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.

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Wildomar Walmart Project
Mitigation Monitoring Plan

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Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/Reporting Entity	Monitoring/Reporting Frequency
4.2.37 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Harvest Way East at Bundy Canyon Road (Study Area Intersection 25): • Install a traffic signal (same improvement required under Existing-plus-Project conditions); • Construct an EB left-turn lane (same improvement required under Existing-plus-Project conditions); • Construct an EB shared through/right-turn lane (same improvement required under Opening Year conditions); • Construct a WB left-turn lane (same improvement required under Existing-plus-Project conditions); and • Construct a WB shared through/right-turn lane (same improvement required under Opening Year conditions); • Construct a third EB through lane; and • Construct a third WB through lane.	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.
4.2.38 Prior to the issuance of building permits, the Project Applicant shall pay requisite fees toward the construction of the following improvements at the intersection of Murrieta Road at Scott Road (Study Area Intersection 26):	Prior to issuance of building permits.	Applicant.	City of Wildomar.	City shall verify payment of fees at issuance of building permits.

**Table 4.2-1
Wildomar Walmart Project
Mitigation Monitoring Plan**

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Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/Reporting Entity	Monitoring/Reporting Frequency
• Install a traffic signal (same improvement required under Existing-plus-Project conditions); • Restripe the SB shared left/right-turn lane as a left-turn lane (same improvement required under Opening Year conditions); • Construct a SB right-turn lane (same improvement required under Opening Year conditions); • Construct an EB left-turn lane (same improvement required under Existing-plus-Project conditions) (same improvement required under Opening Year With-Project conditions); • Construct a second EB left-turn lane; • Construct a WB right-turn lane; • Construct a second EB through lane (same improvement required under Opening Year conditions); • Construct a WB shared through/right-turn lane (same improvement required under Opening Year conditions); • Construct a third EB through lane; and • Construct a third WB through lane.				
4.2.39 The Project Applicant shall prepare a Construction Area Traffic Management Plan (Plan) to be reviewed and approved by the City Public Works Department. The Plan	Prior to building plan check.	Applicant.	City of Wildomar.	At building plan check.

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Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
shall identify traffic controls, any street closures and/or detours, or other disruption to traffic circulation, as well as construction vehicle access routes, hours of construction traffic, and any pavement repairs or enhancements along proposed construction traffic routes. The Plan and its requirements shall be provided to all contractors as one component of building plan/contract document packages.				
<u>Air Quality</u>				
4.3.1 The following requirements shall be incorporated into Project plans and specifications in order to ensure implementation of SCAQMD Rule 403, which limits fugitive dust emissions: - All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 miles per hour; - The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the Project site are watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the mid-morning, afternoon, and after work is done for the day; and	Prior to building plan check.	Applicant.	City of Wildomar.	At building plan check.

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Wildomar Walmart Project
Mitigation Monitoring Plan

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	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/Reporting Entity	Monitoring/Reporting Frequency
	The contractor shall ensure that traffic speeds on unpaved roads and Project site areas are reduced to 15 miles per hour or less.				
4.3.2	Grading plans shall reference the requirement that a sign shall be posted on-site stating that construction workers need to shut off engines at or before five minutes of idling. This requirement is based on the California Air Resources Board regulation in Title 13, Chapter 10, Section 2485, Division 3 of the California Code of Regulations, which imposes a requirement that heavy duty trucks accessing the site shall not idle for greater than five minutes at any location. This measure applies to construction traffic.	Prior to the issuance of grading plans.	Applicant.	City of Wildomar.	At issuance of grading plans.
4.3.3	During grading activity, all rubber tired dozers and scrapers (≥ 50 horsepower) shall be CARB Tier 3 Certified or better. Additionally, during grading activity, total horsepower-hours per day for all equipment shall not exceed 16,784; and the maximum (actively graded) disturbance area shall not exceed five acres per day.	During grading activity.	Construction contractor.	City of Wildomar.	Ongoing throughout grading activity.
4.3.4	Prior to the issuance of building permits, the Project Applicant shall submit energy usage calculations showing that the Project is designed to achieve a minimum 5% efficiency beyond then incumbent California Building	Prior to issuance of building permits.	Applicant.	City of Wildomar.	At issuance of building permits.

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Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/Reporting Entity	Monitoring/Reporting Frequency
Code Title 24 requirements. The Project energy usage calculations shall be subject to review and approval by the City.				

Examples of measures that reduce energy consumption include, but are not limited to, the following (it being understood that the items listed below are not all required and merely present examples; the list is not all-inclusive and other features that reduce energy consumption also are acceptable):

- Increase in insulation such that heat transfer and thermal bridging is minimized;
- Limit air leakage through the structure and/or within the heating and cooling distribution system;
- Use of energy-efficient space heating and cooling equipment;
- Installation of electrical hook-ups at loading dock areas;
- Installation of dual-paned or other energy efficient windows;
- Use of interior and exterior energy efficient lighting that exceeds then incumbent California Title 24 Energy Efficiency performance standards;
- Installation of automatic devices to turn off lights where they are not needed;

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	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/Reporting Entity	Monitoring/Reporting Frequency
	• Application of a paint and surface color palette that emphasizes light and off-white colors that reflect heat away from buildings; • Design of buildings with “cool roofs” using products certified by the Cool Roof Rating Council, and/or exposed roof surfaces using light and off-white colors; • Installation of ENERGY STAR-qualified energy-efficient appliances, heating and cooling systems, office equipment, and/or lighting products.				
4.3.5	<i>Enhanced Water Conservation Required: Prior to the issuance of building permits, the Project Applicant shall prepare a Water Conservation Strategy demonstrating a minimum 30% reduction in outdoor water usage when compared to baseline water demand (total expected water demand without implementation of the Water Conservation Strategy). The Project Water Conservation Strategy shall be subject to review and approval by the City.</i> <i>The Project shall also implement the following:</i> • Landscaping palette emphasizing drought tolerant plants; • Use of water-efficient irrigation techniques; • U.S. Environmental Protection Agency (EPA)	Prior to issuance of building permits.	Applicant.	City of Wildomar.	At issuance of building permits.

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Wildomar Walmart Project
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	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/Reporting Entity	Monitoring/Reporting Frequency
	<i>Certified WaterSense labeled or equivalent faucets, high-efficiency toilets (HETs), and water-conserving shower heads.</i>				
	Noise				
4.4.1	<i>Prior to approval of grading plans and/or issuance of building permits, plans shall include a note indicating that noise-generating Project construction activities shall not occur between the hours of 6 p.m. to 6 a.m. during the months of June through September, and between the hours of 6 p.m. and 7 a.m. during the months of October through May.</i>	<i>Prior to approval of grading plans and/or issuance of building permits.</i>	<i>Applicant.</i>	<i>City of Wildomar.</i>	<i>At approval of grading plans and/or issuance of building permits.</i>
4.4.2	<i>During all Project site construction, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. It is noted that stationary equipment is transitory to the site and is located based on a given construction task or phase, however noise emitting construction equipment that may be employed in various temporary fixed positions throughout the Project site shall be oriented to direct noise away from the nearest noise sensitive receptor(s).</i>	<i>Throughout construction</i>	<i>Construction contractor.</i>	<i>City of Wildomar.</i>	<i>Ongoing throughout construction activity.</i>

**Table 4.2-1
Wildomar Walmart Project
Mitigation Monitoring Plan**

General Note: To facilitate coordination and effective implementation of mitigation measures, the mitigation measures provided herein shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit. Implementation Entities shall comply with listed mitigation requirements.

	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
4.4.3	<i>The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise sensitive receptors nearest the Project site during all project construction. A review of the Project site and the location of nearby noise sensitive receptors indicate that construction equipment staging shall be concentrated in the northern portion of the site near Bundy Canyon Road and away from the residential land use located south of Canyon Drive.</i>	Throughout construction	Construction contractor.	City of Wildomar.	Ongoing throughout construction activity.
4.4.4	<i>The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment.</i>	Throughout construction	Construction contractor.	City of Wildomar.	Ongoing throughout construction activity.
4.4.5	<i>All trucks, tractors, and forklifts shall be operated with proper operating and well maintained mufflers.</i>	Throughout construction	Construction contractor.	City of Wildomar.	Ongoing throughout construction activity.
4.4.6	<i>Maintain quality pavement conditions that are free of bumps to minimize truck noise.</i>	Ongoing throughout Project operations.	Future tenant.	City of Wildomar.	Ongoing throughout Project operations.
4.4.7	<i>The truck access points and loading docks within the truck court on the Project site shall be posted with signs which state:</i> • <i>Truck drivers shall turn off engines when not in use;</i>	Ongoing throughout Project operations.	Future tenant.	City of Wildomar.	Ongoing throughout Project operations.

Table 4.2-1
Wildomar Walmart Project
Mitigation Monitoring Plan

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Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
- Trucks servicing the Project shall not idle for more than five (5) minutes; and - Telephone numbers of the building facilities manager to report violations.				
<u>Hydrology and Water Quality</u>				
4.6.1 Prior to the issuance of grading permits, the Project Applicant must obtain coverage under the SWRCB General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ). As required by the General Permit, Project Applicant shall submit a Stormwater Pollution Prevention Plan (SWPPP) to the City of Wildomar, Riverside County Flood Control and Water Conservation District, and San Diego Regional Water Quality Control Board for review and approval. The SWPPP shall identify pre- and post-construction Best Management Practices (BMPs) intended to prevent the release of sediment and pollutants into downstream waterways and comply with all other requirements of the General Permit. Examples of construction BMPs to be incorporated in the Project include, but are not limited to, the following: - Silt Fences; - Check Dams;	Prior to issuance of grading permits.	Applicant.	City of Wildomar.	At issuance of grading permits.

Table 4.2-1
Wildomar Walmart Project
Mitigation Monitoring Plan

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Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/Reporting Entity	Monitoring/Reporting Frequency
- Gravel Bag Berms; - Street Sweeping and Vacuuming; - Sand Bag Barriers; - Storm Drain Inlet Protection; - Wind Erosion Control; - Stabilized Construction Entrance/Exit; and - Entrance/Outlet Tire Wash.				

Post-construction BMPs to reduce sediments and other pollutants include, but are not limited to, the following:

- Providing permanent cover to stabilize the disturbed surfaces after construction has been completed;*
- Incorporating structural BMPs (e.g., grease traps, debris, screens, continuous deflection separators, oil/water separators, drain inlet inserts) into the Project's design to provide detention and filtering of contaminants in urban runoff prior to discharge to stormwater facilities;*
- Precluding non-stormwater discharges to the stormwater system; and*
- Performing monitoring of discharges to the stormwater system.*

Table 4.2-1
Wildomar Walmart Project
Mitigation Monitoring Plan

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	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/Reporting Entity	Monitoring/Reporting Frequency
4.6.2	Prior to the issuance of grading permits, the Project Applicant shall submit a final Water Quality Management Plan (WQMP) to the City of Wildomar, Riverside County Flood Control and Water Conservation District, and San Diego Regional Water Quality Control Board for review and approval, as required by SDRWQCB Order No. 2010-0016. The WQMP shall identify Best Management Practices (BMPs) addressing all post-construction pollutant discharges and comply with all other requirements of Order No. 2010-0016. Examples of BMPs included in the Project's Preliminary WQMP include the following:	Prior to issuance of grading permits.	Applicant.	City of Wildomar.	At issuance of grading permits.

Source Control/Non-Structural BMPs

- Education of property owners, operators, tenants, occupants, or employees;
- Street Sweeping of Private Streets and Parking Lots;
- Drainage facility inspection and maintenance;
- Roof Runoff Controls;
- Efficient Irrigation;
- Protection of Slopes and Channels;
- Storm Drain stenciling and signage;
- Trash Storage Areas and Litter Control;
- Irrigation system and landscape maintenance; and
- Loading dock drainage controls.

Table 4.2-1
Wildomar Walmart Project
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Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/Reporting Entity	Monitoring/Reporting Frequency
<u>Site Design/Structural BMPs</u>				
• Maximize permeable areas; • Minimize street, sidewalk, and parking lot aisle widths; • Maintain natural drainage patterns; • Incorporate drought-tolerant landscaping; • On-site ponding areas or retention facilities to increase opportunities for infiltration; • Convey roof runoff to landscaping/permeable areas prior to discharge to storm drains; • Drain sidewalks and walkways to adjacent landscaped areas; and • Integration of landscaping and drainage designs.				
4.6.3 If determined necessary by the City, the Interim Off-site Drainage Concept described at Section 4.6.4.3, and discussed in detail within Limited Off-Site Storm Drain Analysis for #3882-02 Wildomar, CA Walmart Planning Application No. 13-0086 I-15 & Bundy Canyon Road Wildomar, CA (Nasland Engineering) July 8, 2014 (Off-Site Storm Drain Analysis, included at Draft EIR Appendix F), shall be implemented by the Project Applicant. Final design of the Interim Off-site Drainage Concept is subject to review and approval by the City Engineer.	Prior to issuance of building permits.	Applicant.	City of Wildomar.	At issuance of building permits.

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Wildomar Walmart Project
Mitigation Monitoring Plan

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	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/Reporting Entity	Monitoring/Reporting Frequency
<u>Biological Resources</u>					
4.7.1	Limits of the Project site shall be clearly marked by stakes or other means to ensure that off-site areas are not disturbed by Project construction activities.	Throughout construction.	Construction contractor.	City of Wildomar.	Ongoing throughout construction.
4.7.2	A biological monitor shall be on-site during all vegetation clearing activities, and will halt any such activities if, in his or her professional opinion, such activities will result in the take of a protected species.	During all vegetation clearing activities.	Applicant.	City of Wildomar.	Ongoing during all vegetation clearing activities.
4.7.3	Within 30 days prior to disturbance at the Project site, a pre-construction survey shall be conducted for burrowing owl (<i>Athene cunicularia</i>), and if owls are present they can be relocated following accepted protocols to comply with the MSHCP.	Within 30 days prior to disturbance at the Project site.	Applicant.	City of Wildomar.	Within 30 days prior to disturbance at the Project site.
4.7.4	To avoid impacts to nesting birds and to comply with the federal Migratory Bird Treaty Act of 1918 (MBTA): - If possible, all vegetation removal activities shall be scheduled from September 15 to February 15, which is outside the nesting season. This would ensure that no active nests would be disturbed and that removal could proceed rapidly. - If vegetation is to be cleared during the nesting season (February 15 – September 15), all suitable habitat	Throughout construction.	Applicant.	City of Wildomar.	Ongoing throughout construction.

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Wildomar Walmart Project
Mitigation Monitoring Plan

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	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/Reporting Entity	Monitoring/Reporting Frequency
	shall be thoroughly surveyed for the presence of nesting birds by a qualified biologist 72 hours prior to clearing. If any active nests are detected, the area shall be flagged and mapped on the construction plans along with a minimum 200-foot buffer and up to 500 feet for raptors, with the final buffer distance to be determined by the qualified biologist. The buffer area shall be avoided until the nesting cycle is complete or it is determined that the nest has failed. In addition, the biologist will be present on the site to monitor the vegetation removal to ensure that any nests, which were not detected during the initial survey, are not disturbed.				
4.7.5	A biologist shall make periodic site visits to ensure compliance with all permit conditions.	Throughout construction.	Applicant.	City of Wildomar.	Ongoing throughout construction.
4.7.6	Prior to the issuance of any grading permits and prior to any physical disturbance of any possible jurisdictional areas, the applicant shall obtain a Regional Board 401 Certification, or a written waiver of the requirement for such an agreement or permit, from the California Regional Water Quality Control Board. Written verification of such a permit or waiver shall be provided to the City of Wildomar Planning Department.	Prior to the issuance of any grading permits and prior to any physical disturbance of any possible jurisdictional areas.	Applicant.	City of Wildomar.	At issuance of any grading permits.

Table 4.2-1
Wildomar Walmart Project
Mitigation Monitoring Plan

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	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/Reporting Entity	Monitoring/Reporting Frequency
4.7.7	Prior to the issuance of any grading permits and prior to any physical disturbance of any possible jurisdictional areas, the applicant shall obtain a stream bed alteration agreement or permit, or a written waiver of the requirement for such an agreement or permit, from the California Department of Fish and Wildlife. Written verification of such a permit or waiver shall be provided to the City of Wildomar Planning Department.	Prior to the issuance of any grading permits and prior to any physical disturbance of any possible jurisdictional areas.	Applicant.	City of Wildomar.	At issuance of any grading permits and prior to any physical disturbance of any possible jurisdictional areas.
4.7.8	Prior to the issuance of any grading permits and prior to any physical disturbance of any possible jurisdictional areas, the applicant shall obtain a 404 permit, or a written waiver of the requirement for such an agreement or permit, from the U.S. Army Corps of Engineers. Written verification of such a permit or waiver shall be provided to the City of Wildomar Planning Department.	Prior to the issuance of any grading permits and prior to any physical disturbance of any possible jurisdictional areas.	Applicant.	City of Wildomar.	At issuance of any grading permits and prior to any physical disturbance of any possible jurisdictional areas.
<u>Geology and Soils</u>					
4.8.1	Design and development of the Project shall comply with recommendations and performance standards identified in the Geotechnical Investigation at pages 8 through 21, Sections 6.1 through 6.14. Where the Project Geotechnical Investigation is silent, requirements of the California Building Code as adopted and implemented by the City shall prevail. The Project Geotechnical Investigation provides recommendations and performance standards for	Prior to building plan check.	Applicant.	City of Wildomar.	At building plan check.

Table 4.2-1
Wildomar Walmart Project
Mitigation Monitoring Plan

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Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/Reporting Entity	Monitoring/Reporting Frequency
the following design and development components/attributes: • Excavation and Soil Characteristics; • Temporary Slope Excavations (i.e., trenching); • Grading; • Slopes; • Seismic Design Criteria; • Foundations; • Concrete Slabs-on-Grade; • Conventional Retaining Walls; • Pavement Recommendations; • Hydraulic Conductivity; • Detention Basin and Bioswale Recommendations; • Site Drainage and Moisture Protection; and • Foundation and Grading Plan Review.				

Cultural Resources

4.9.1 Prior to development approval on the Project site and issuance of any grading, building, or other permit authorizing ground-disturbing activity, the Project applicant(s) shall include the following wording on all construction contract documentation: “If during grading or construction activities, cultural resources are discovered on the Project site, work shall be	Prior to development approval on the Project site and issuance of any grading, building, or other permit.	Applicant.	City of Wildomar.	At development approval on the Project site and issuance of any grading, building, or other permit.
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Table 4.2-1
Wildomar Walmart Project
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Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/Reporting Entity	Monitoring/Reporting Frequency
halted immediately within 50 feet of the discovery and the resources shall be evaluated by a qualified archeologist and the Pechanga Tribe (Tribe). Any unanticipated cultural resources that are discovered shall be evaluated and a final report prepared by the qualified archeologist. The report shall include a list of the resources discovered, documentation of each site/locality, and interpretation of the resources identified, and the method of preservation and/or recovery for identified resources. In the event the significant resources are recovered and if the qualified archaeologist and the Tribe determines the resources to be historic or unique, avoidance and/or mitigation would be required pursuant to and consistent with CEQA Guidelines Sections 15064.5 and 15126.4 and Public Resources Code Section 21083.2 and the Cultural Resources Treatment and Monitoring Agreement required by Mitigation Measure 4.9.2."				
4.9.2 At least 30 days prior to seeking a grading permit, the Project applicant(s) shall contact the appropriate Tribe to notify the Tribe of grading, excavation, and the monitoring program and to coordinate with the City of Wildomar and the Tribe to develop a Cultural Resources Treatment and Monitoring Agreement. The agreement shall include, but not be limited to, outlining provisions and requirements	At least 30 days prior to seeking a grading permit.	Applicant.	City of Wildomar.	At issuance of grading permit.

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Wildomar Walmart Project
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Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/Reporting Entity	Monitoring/Reporting Frequency
for addressing the treatment of cultural resources; Project grading and development scheduling; terms of compensation for the monitors; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site; and establishing on-site monitoring provisions and/or requirements for professional Tribal monitors during all ground-disturbing activities. A copy of this signed agreement shall be provided to the Planning Director and Building Official prior to the issuance of the first grading permit.				
4.9.3 Prior to development approval on the Project site and issuance of any grading, building, or other permit authorizing ground-disturbing activity, the Project applicant(s) shall include the following wording on all construction contract documentation: “If human remains are encountered, California Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County	Prior to development approval on the Project site and issuance of any grading, building, or other permit.	Applicant.	City of Wildomar.	At development approval on the Project site and issuance of any grading, building, or other permit.

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Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within a reasonable time frame. Subsequently, the Native American Heritage Commission shall identify the “most likely descendant” within 24 hours of receiving notification from the coroner. The most likely descendant shall then have 48 hours to make recommendations and engage in consultations concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.”				
4.9.4 All cultural materials, with the exception of sacred items, burial goods, and human remains, which will be addressed in the Cultural Resources Treatment and Monitoring Agreement required by Mitigation Measure 4.9.2, that are collected during the grading monitoring program and from any previous archeological studies or excavations on the Project site shall be curated according to the current professional repository standards. The collections and associated records shall be transferred, including title, to the Pechanga Tribe’s curation facility, which meets the standards set forth in 36 CRF Part 79 for federal repositories.	Throughout grading/prior to issuance of building permit.	Qualified professional archeologist/ Applicant.	City of Wildomar.	At issuance of building permit.

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Wildomar Walmart Project
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Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
4.9.5 All sacred sites, should they be encountered within the Project site, shall be avoided and preserved as the preferred mitigation, if feasible as determined by a qualified professional in consultation with the Pechanga Tribe. To the extent that a sacred site cannot be feasibly preserved in place or left in an undisturbed state, mitigation measures shall be required pursuant to and consistent with Public Resources Code Section 21083.2 and CEQA Guidelines Sections 15064.5 and 15126.4.	Throughout grading.	Construction contractor.	City of Wildomar.	Ongoing throughout grading.
4.9.6 Prior to development approval on the Project site and issuance of any grading, building, or other permit authorizing ground-disturbing activity, the Project applicant(s) shall include the following wording on all construction contract documentation: <i>“If inadvertent discoveries of subsurface archaeological resources are discovered during grading, work shall be halted immediately within 50 feet of the discovery. The developer, the Project archeologist, and the Tribe shall assess the significance of such resources and shall meet and confer regarding the mitigation for such resources. If the developer and the Tribe cannot agree on the significance of or the mitigation for such resources, these issues will be presented to the City of Wildomar Planning Director. The</i>	Prior to development approval on the Project site and issuance of any grading, building, or other permit.	Applicant.	City of Wildomar.	At development approval on the Project site and issuance of any grading, building, or other permit.

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Wildomar Walmart Project
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Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/Reporting Entity	Monitoring/Reporting Frequency
Planning Director shall make the determination based on the provisions of CEQA with respect to archaeological resources and shall take into account the religious beliefs, customs, and practices of the Pechanga Tribe. Notwithstanding any other rights available under the law, the decision of the Planning Director shall be appealable to the City of Wildomar. In the event the significant resources are recovered and if the qualified archaeologist determines the resources to be historic or unique as defined by relevant state and local law, avoidance and mitigation would be required pursuant to and consistent with Public Resources Code Section 21083.2 and CEQA Guidelines Sections 15064.5 and 15126.4."				
4.9.7 To address the possibility that cultural resources may be encountered during grading or construction, a qualified professional archeologist shall monitor all construction activities that could potentially impact archaeological deposits (e.g., grading, excavation, and/or trenching). However, monitoring may be discontinued as soon the qualified professional is satisfied that construction will not disturb cultural and/or paleontological resources.	Throughout construction.	Applicant.	City of Wildomar.	Throughout construction, or until the qualified professional archeologist is satisfied that construction will not disturb cultural and/or paleontological resources.

**Table 4.2-1
Wildomar Walmart Project
Mitigation Monitoring Plan**

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	Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/Reporting Entity	Monitoring/Reporting Frequency
4.9.8	<i>Prior to the issuance of a grading permit, the Project applicant(s) shall identify the qualified paleontologist to the City of Wildomar who has been retained to evaluate the significance of any inadvertently discovery paleontological resources. If paleontological resources are encountered during grading or Project construction, all work in the area of the find shall cease. The Project applicant shall notify the City of Wildomar and retain a qualified paleontologist to investigate the find. The qualified paleontologist shall make recommendations as to the paleontological resource's disposition to the City of Wildomar Planning Director. The developer shall pay for all required treatment and storage of the discovered resources.</i>	Prior to the issuance of grading permit.	Applicant.	City of Wildomar.	At issuance of grading permit.
4.9.9	<i>A qualified paleontologist or paleontological monitor shall monitor all mass grading and excavation activities. Monitoring will be conducted in areas of grading or excavation in undisturbed formational sediments of the sandstone member of the Pauba Formation (Qpfs) and the sandstone member of the Sandstone and Conglomerate of Wildomar (QTsw), of late Pliocene to middle Pleistocene age, as well as where over-excavation of surficial alluvial sediments will encounter these formations in the subsurface. Paleontological monitors shall be equipped to salvage fossils as they are unearthed to avoid construction delays and to remove samples of sediment that are likely to contain the remains of small fossil invertebrates and vertebrates. The</i>	Throughout grading and excavation activities.	Applicant.	City of Wildomar.	At issuance of a building permit.

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Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/Reporting Entity	Monitoring/Reporting Frequency
<i>monitor must be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens in a timely manner. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface, or if present, are determined on exposure and examination by qualified paleontological personnel to have low potential to contain fossil resources.</i>				
4.9.10 <i>Any recovered paleontological specimens shall be identified to the lowest taxonomic level possible and prepared for permanent preservation, including screen-washing of sediments to recover small invertebrates and vertebrates shall occur if necessary.</i>	Prior to issuance of building permits.	Qualified professional archeologist.	City of Wildomar.	Prior to the Issuance of a Certificate of Occupancy
4.9.11 <i>Identification and curation of specimens into a professional, accredited public museum repository with a commitment to archival conservation and permanent retrievable storage shall occur at an institutional repository approved by the City of Wildomar. The paleontological program shall include a written repository agreement prior to the initiation of mitigation activities.</i>	Prior to issuance of building permits.	Qualified professional archeologist.	City of Wildomar.	Prior to the Issuance of a Certificate of Occupancy.
4.9.12 <i>A final monitoring and mitigation report of findings and significance shall be prepared, including lists of all fossils recovered and necessary maps and graphics to accurately record their original location. The report, when submitted to and accepted by the City of Wildomar, shall signify</i>	Prior to issuance of building permits.	Qualified professional archeologist/ Applicant.	City of Wildomar.	Prior to the Issuance of a Certificate of Occupancy.

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Wildomar Walmart Project
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Mitigation Measures	Mitigation Timing	Implementation Entity	Monitoring/ Reporting Entity	Monitoring/Reporting Frequency
satisfactory completion of the Project program to mitigate impacts to any potential nonrenewable paleontological resources (i.e., fossils) that might have been lost or otherwise adversely affected without such a program in place.				