NOTICE OF AVAILABILITY FOR PUBLIC REVIEW OF AN INITIAL STUDY/MITIGATED NEGATIVE DECLARATION NOVA HOMES RESIDENTIAL PROJECT

An Initial Study/Mitigated Negative Declaration (MND) has been prepared by the City of Wildomar for the Nova Homes Residential Project (PA No. 15-0129). The MND and technical appendices will be available for public review/comment beginning on Thursday, June 30, 2016. All files can be downloaded from the City of Wildomar Environmental Documents Center webpage at http://www.cityofwildomar.org/environmental-documents.asp. A printed/hard copy of the MND document will also available for public review at the City of Wildomar Planning Department located at 23873 Clinton Keith Road, Suite 201, Wildomar, CA 92595 during regular business hours (8 a.m. - 5 p.m., Monday through Thursday, Closed Friday's).

The project site is located west side of Iodine Springs Road, east side of George Avenue, and north of Clinton Keith Road in Wildomar, California (APN: 362-250-001 and 362-250-026) and consists of single-family residential development. The project includes the following applications for consideration by the Wildomar Planning Commission:

1. **General Plan Amendment** – A General Plan Amendment to remove the existing land use designation of Mixed Use Planning Area (MUPA) and add the Medium High Density Residential (MHDR, 5 – 8 units/acre density) land use designation.
2. **General Plan Amendment** – A General Plan Amendment to the Circulation Element to remove the extension of Depasquale Road through the project site.
3. **Change of Zone** –A Change of Zone to remove the Mixed-Use Overlay Zone district designation from the site and to change the existing zoning designation from R-R (Rural Residential) to R-4 (Planned Residential).
4. **Tentative Tract Map No. 36952** – A Tentative Tract Map to subdivide the 11.25 acre site into one (1) lot for single family detached condominium purposes.
5. **Plot Plan No. 15-0129** – A Plot Plan to develop 77 detached single-family residential dwelling units with related on-site & off-site improvements and open space and recreational amenities.

The IS/MND identifies impacts that require mitigation in the following topic areas: biological resources, cultural resources, geology and soils, and noise. Significant and unavoidable impacts and cumulatively considerable impacts have not been identified in any of the environmental issue areas. The project is not located on any hazardous materials sites enumerated under Section 65962.5 of the California Government Code.

In accordance with Sections 15072(a) and (b) of the CEQA Guidelines, this public notice is posted to officially notify the public, public agencies, and responsible and trustee agencies that the required 30-day public review/comment period will commence on **Thursday, June 30, 2016 and conclude on Monday, August 1, 2016.** Any written comments (via email or letter) on the IS/MND must be submitted no later than 5 p.m. on July 30, 2016. Written comments may be mailed to Matthew C. Bassi, Planning Director, City of Wildomar Planning Department, 23873 Clinton Keith Road, Suite 201, Wildomar, CA 92595. Email comments can be sent to mbassi@cityofwildomar.org. The Planning Commission is tentatively scheduled to review the IS/MND and proposed development project at their September 7, 2016 meeting.

Posted: June 30, 2016

INITIAL STUDY FOR THE

Nova Homes Residential Project

(Planning Application 15-0129)

Lead Agency:

CITY OF WILDOMAR

23873 Clinton Keith Road, Suite 201

Wildomar, CA 92595

Prepared by:

Michael Baker International

9755 Clairemont Mesa Boulevard #100

San Diego, CA 92124

June 2016

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TABLE OF CONTENTS

LIST OF TABLES

LIST OF FIGURES

APPENDICES INCLUDED ON ENCLOSED CD-ROM

1. **Appendix 1**
    a. Plot Plan/Development Plans Package (May 23, 2016)
    b. Architectural Elevations Exhibits (May 23, 2016)
    c. Preliminary Grading Plan (May 23, 2016)
    d. Tentative Tract Map No. 36952 (May 23, 2016)
    e. Landscape Plans (May 23, 2016)
    f. Wall and Fence Plan (May 23, 2016
    g. Maintenance Exhibit (May 23, 2016)
    h. Irrigation Exhibit (May 23, 2016)
2. **Appendix 2 -** Air Quality and Greenhouse Gas Impact Analysis, LSA Associates, Inc. (June 2015)
3. **Appendix 3 -** Biological Resources
    a. MSHCP Consistency Analysis and Habitat Assessment, LSA Associates, Inc. (March 2016)
    b. Delineation of Jurisdictional Waters, LSA Associates, Inc. (March 2016)
4. **Appendix 4** - Cultural Resources Assessment, LSA Associates, Inc. (June 2015)
5. **Appendix 5**
    a. Report of Preliminary Soils and Foundation Evaluations, Soils Southwest, Inc. (July 22, 2015)
    b. Geotechnical Fault Hazard Investigation, Leighton Consulting, Inc. (September 19, 2015)
    c. Paleontological Resources Assessment, LSA Associates, Inc. (March 2016)
6. **Appendix 6** – Phase I Environmental Site Assessment, Soils Southwest, Inc., (January 2016)
7. **Appendix 7**
    a. Hydrographs, TL Group Corporation (July 2015)
    b. Water Quality Management Plan (WQMP), TL Group Corporation (April 14, 2016)
    c. Existing Hydrology Map, TL Group Corporation (July 2015)
    d. Proposed Hydrology Map, TL Group Corporation (July 2015)
8. **Appendix 8**
    a. Noise Impact Analysis, LSA Associates, Inc. (June 2015)
9. **Appendix 9 –** Traffic Impact Analysis, Kunzman Associates, Inc. (July 2015)
10. **Appendix 10 –** Elsinore Valley Municipal Valley Water District Will Serve Letter

Note to Reader: To save natural resources, the appendices are contained on a CD-ROM included with the printed copy of this Initial Study. The appendices are also available on the Environmental Documents Center of the City of Wildomar Planning Department website (https://www.cityofwildomar.org/environmental-documents.asp). https://www.cityofwildomar.org/environmental-documents.asp.

Printed copies of the appendices are also available as part of the project file and can be reviewed at the following location:

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

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I. INTRODUCTION AND PROJECT DESCRIPTION

Purpose and Project Overview

This Initial Study evaluates the following development applications: 1) General Plan Amendment No. 15-0129 to remove the existing land use designation of Mixed Use Planning Area (MUPA) and add the Medium High Density Residential (MHDR, 5 – 8 units/acre density) land use designation; 2) A General Plan Amendment to the Circulation Element to remove the extension of Depasquale Road through the project site; 3) Change of Zone No. 15-0129 to remove the Mixed-Use overlay district from the site and to change the existing zoning designation from R-R (Rural Residential) to R-4 (Planned Residential); 4) Tentative Tract Map No. 36952 to subdivide 11.25 acres of mostly vacant (an existing mobile home is located on the northeastern portion of the project site) land into one (1) numbered lot for condominium purposes and 5 lettered lots (Lots A through E); and 5)Plot Plan No. 15-0129 to develop 77 detached single-family residential dwelling units with related open space and recreational amenities.

The purpose of this Initial Study is to evaluate the potential environmental effects associated with construction and occupancy of the planned residential development project and to provide mitigation where necessary to avoid, minimize, or lessen environmental effects.

Project Location

The project site is located west side of Iodine Springs Road, east side of George Avenue, and north of Clinton Keith Road in Wildomar, California. The regional and local vicinity of the project site are shown in **Figures 1** and **2**. The Assessor's Parcel Numbers (APN) for the project site are 362-250-001 and 362-250-026.

Project Description

The proposed planned residential development project consists of the physical development of 77 detached single-family residential dwelling units on one (1) lot, including on-site recreational and open space amenities, on-site & off-site infrastructure, and a water basin on five lettered lots on APNs 362-250-001 and 362-250-026. The components of the residential development project are summarized in **Table 1**.

Table 1
Proposed Uses

Proposed Use	Acres
Residential	6.99
Lot A – Private Street	2.59
Lot B – Basin	0.19
Lot C – Recreation Area	0.43
Lot D – Slope	0.42
Lot E – Slope	0.63
Total	**11.25**

Site Development

The project site is approximately 11.25 gross acres (10.49 net acres). It is anticipated that the entire site would be graded to accommodate the proposed development. Initial estimates indicate that grading activities will result in 31,000 cubic yards of cut and 29,000 cubic yards of fill (**Figure 3**). No soil export is planned from the site, any excess material will be used in landscaping and development on the property. Once developed, the project site will be a private gated community.

Roadway Access

Site access would be provided via George Avenue and Iodine Springs Road. The project will construct a main entrance on George Avenue that will link up with Iodine Springs Road via a private street. The main project entrance will also line up with the existing Depasquale Road west of the site. Both access points would allow full access into the project site (right turn in, right turn out, left turn in, and left turn out movements) for residents only.

Off-Site Street Improvements

The section of George Avenue from the northern project boundary to the southern project boundary would be constructed at the ultimate half-section width (100-foot right-of-way) including landscaping and parkway improvements. The section of Iodine Springs Road from the northern project boundary to the southern project boundary would be constructed at a 30-foot half-street section width (a half-section allows for two lanes of traffic). Additionally, Varian Way would be constructed at a 12-foot partial-street section width for the entire length from George Avenue to Iodine Springs Road.

Water

The proposed project would receive potable water from the Elsinore Valley Municipal Water District (EVMWD). Existing water lines run along both George Avenue (12-inch PVC) and Iodine Springs Road (8-inch PVC). Connection to the EVMWD water supply would occur at Clinton Keith Road and/or George Avenue, which are both adjacent to the project site.

Sewer

The proposed project would receive wastewater service from the EVMWD. Connection to the EVMWD wastewater system would occur via an 8-inch PVC pipe at Iodine Springs Road adjacent to the project site.

II. EXISTING CONDITIONS

Physical Setting

The project site is currently undeveloped but highly disturbed. Site topography ranges in elevation from 1,340 feet above mean sea level (amsl) to 1,364 feet amsl.

The project site is characterized as heavily disturbed grassland. The adjacent properties to the south are also currently vacant. However, one of the parcels (APN 362-250-003) directly to the south of the project site, will be developed into a 40,120 square-foot commercial retail center including a 7-Eleven mini-mart/gas station (with alcohol sales) and six other commercial/retail buildings (i.e., Clinton Keith Village Retail Project, PA No. 15-0013). The adjacent properties to the east have low density residential uses on large lots or are vacant. The adjacent properties to the north are currently being developed with medium-

density residential single family uses (TM No. 31479). The adjacent property to the west are developed with single family residential units (Hartford Park Single Family Residential). As shown **in Figure 2**, the project is located east of George Avenue and west of Iodine Springs Road, both of which are designated as secondary roadways in the Wildomar General Plan Circulation Element with an ultimate right-of-way of 100 feet. Currently, neither roadway is developed to full width. There is a traffic signal at the Clinton Keith Road and George Avenue intersection.

Regulatory Setting

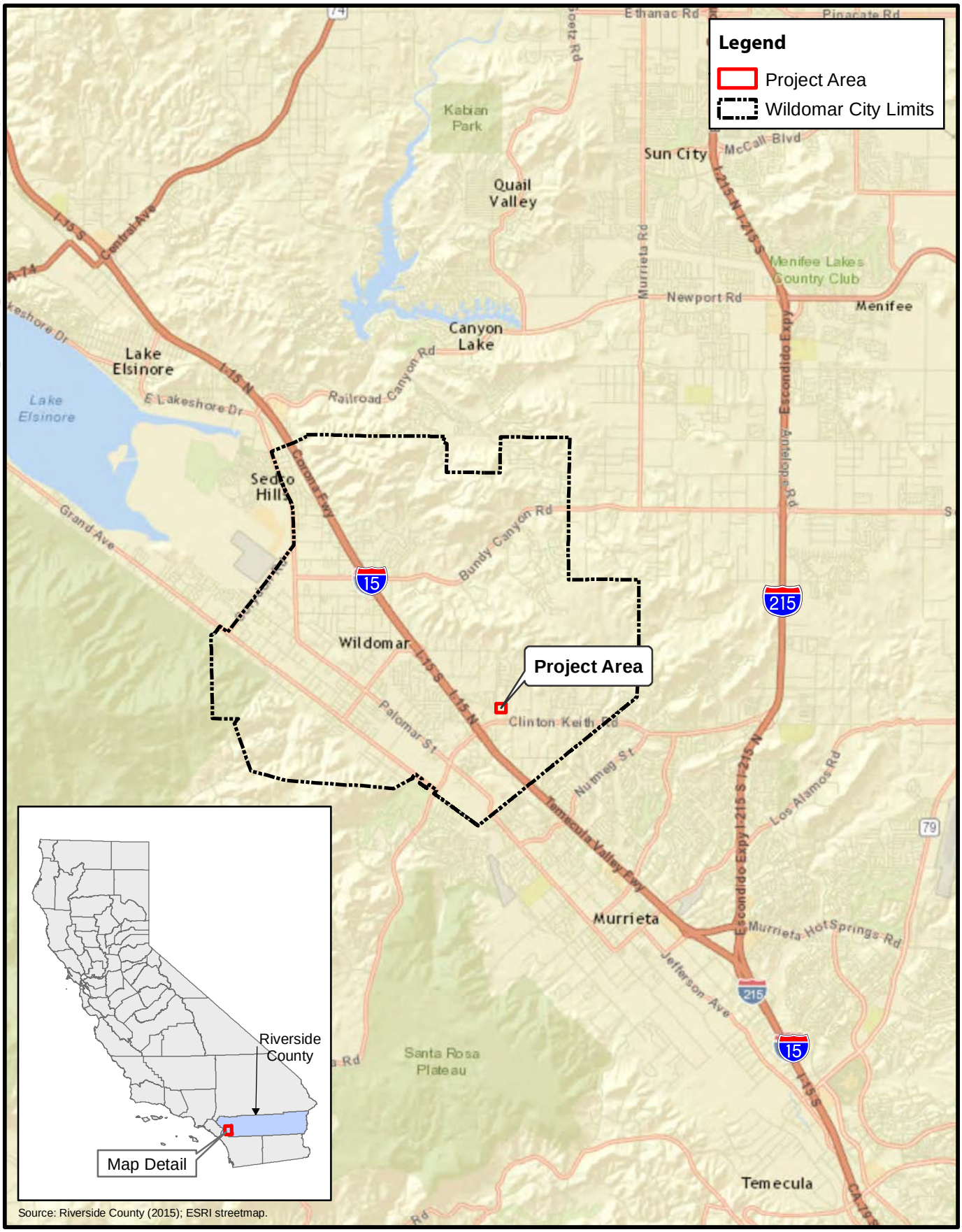
The City of Wildomar General Plan land use designation for the project site is Mixed Use Planning Area (MUPA), which allows development of a mixture of residential, commercial, office, entertainment, education, and/or recreational uses. The MUPA land use designation requires development devote at least 30 – 50 percent of the property for development of multi-family residential units at a density of 30 dwelling units per acre. The planned residential project proposes single family residential development at a density of 6.84 dwelling units per gross acre. The General Plan land use designations of the properties surrounding and immediately adjacent to the project site are Medium Density Residential (MDR) to the north; MUPA to the east; MDR to the west; and Commercial Retail (CR) and MUPA to the south (**Figure 4**). The project does not propose any mixed use or commercial development. Therefore, the proposed project includes a General Plan Amendment to remove the existing MUPA designation and add the Medium High Density Residential (MHDR) land use designation. This will accommodate the project as proposed and would not require residential uses of 30 dwelling units per acre and commercial development. (**Figure 5**).

As proposed, the project will construct a private street with a maximum right-of way of 56-feet at the southernmost boundary of the project site connecting George Avenue to Iodine Springs Road. In the Circulation Element, upon full buildout, Depasquale Road would be constructed as a 2-lane collector road connecting George Avenue to Iodine Springs Road with a minimum right-of-way width of 74-feet. The proposed project roadway location and right of way width for the private street does not reflect the General Plan Circulation Element roadway width and location for Depasquale Road. Therefore, with the implementation of the proposed project, the full buildout potential of Depasquale Road will not be met. As such, the project includes another General Plan Amendment to amend the Circulation Element of the City's General Plan to remove the extension of Depasquale Road through the proposed project.

The project site is zoned R-R (Rural-Residential) and has a Mixed Use Overlay District over the site. The R-R district only allows the development of single-family dwellings on 0.5-acre parcels. Second dwelling units are permitted by right, as long as they comply with the development standards and setbacks in Wildomar Municipal Code Chapter 17.16-010 (**Figure 6**). The Mixed Use Overlay District requires at least 30%, but not more than 50%, of the property to be developed with multifamily residential uses at a density of at least 30 units per acre consistent with the MUPA land use designation. Land within the Mixed Use Overlay Zone may be developed consistent with the Overlay Zone or the underlying zone, in this case R-R. Since the project is not proposing a mixed use development or ½ acre residential lots, the project includes a Change of Zone to 1) remove the MU (Mixed Use Overlay) zoning from the site and 2) change the existing zoning designation from R-R (Rural Residential) to R-4 (Planned Residential) to accommodate the proposed residential development and to be consistent with the proposed MHDR General Plan land use designation (**Figure 7**).

A Tentative Tract Map is required to subdivide the two existing parcels into one (1) residential lot and five lettered lots to accommodate future single family development and infrastructure improvements (**Figure 8**). Additionally, a Plot Plan (i.e., final site plan of development package) is required to develop the site with 77 detached single family residential dwelling units and related open space and recreational amenities (**Figure 9**).

T:_GIS\Riverside_County\MXDs\Wildomar\Nova_Homes\Regional Vicinity.mxd (3/2/2016)



Source: Riverside County (2015); ESRI streetmap.

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MILES

FIGURE 1
Regional Vicinity

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FIGURE 2
Project Location

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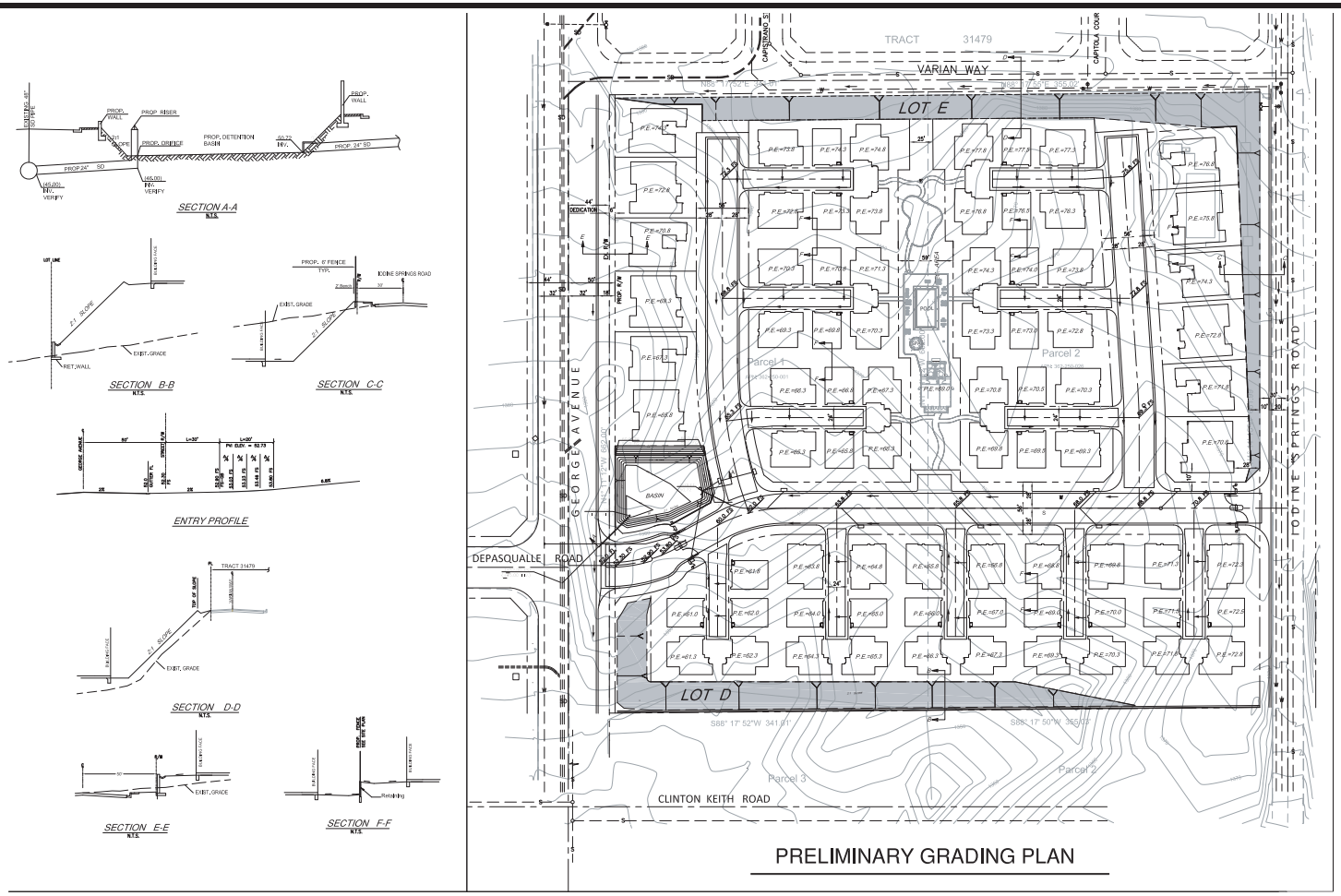

Source: TL Group Corp.

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FIGURE 3
Preliminary Grading Plan

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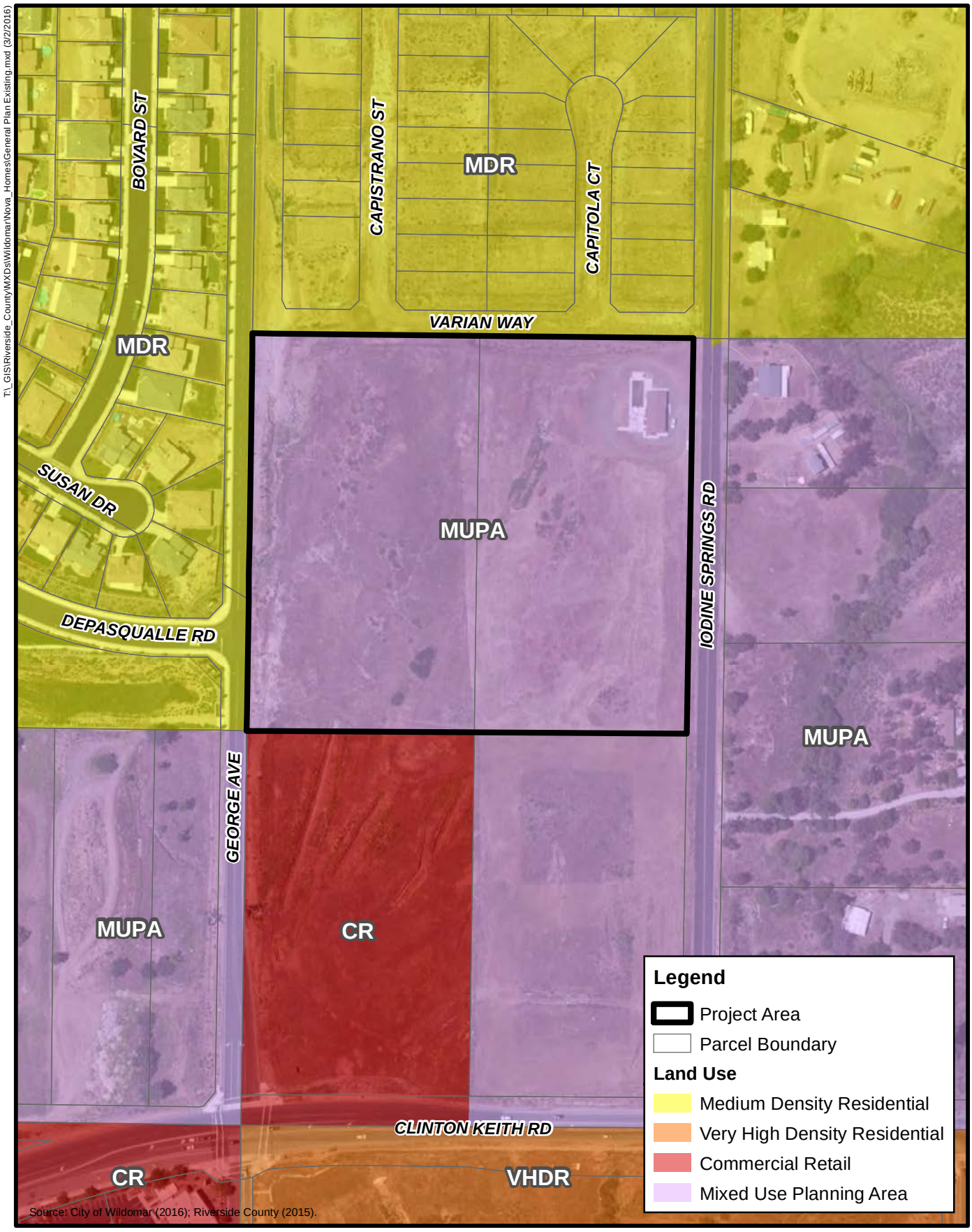

FIGURE 4
Existing General Plan Land Use

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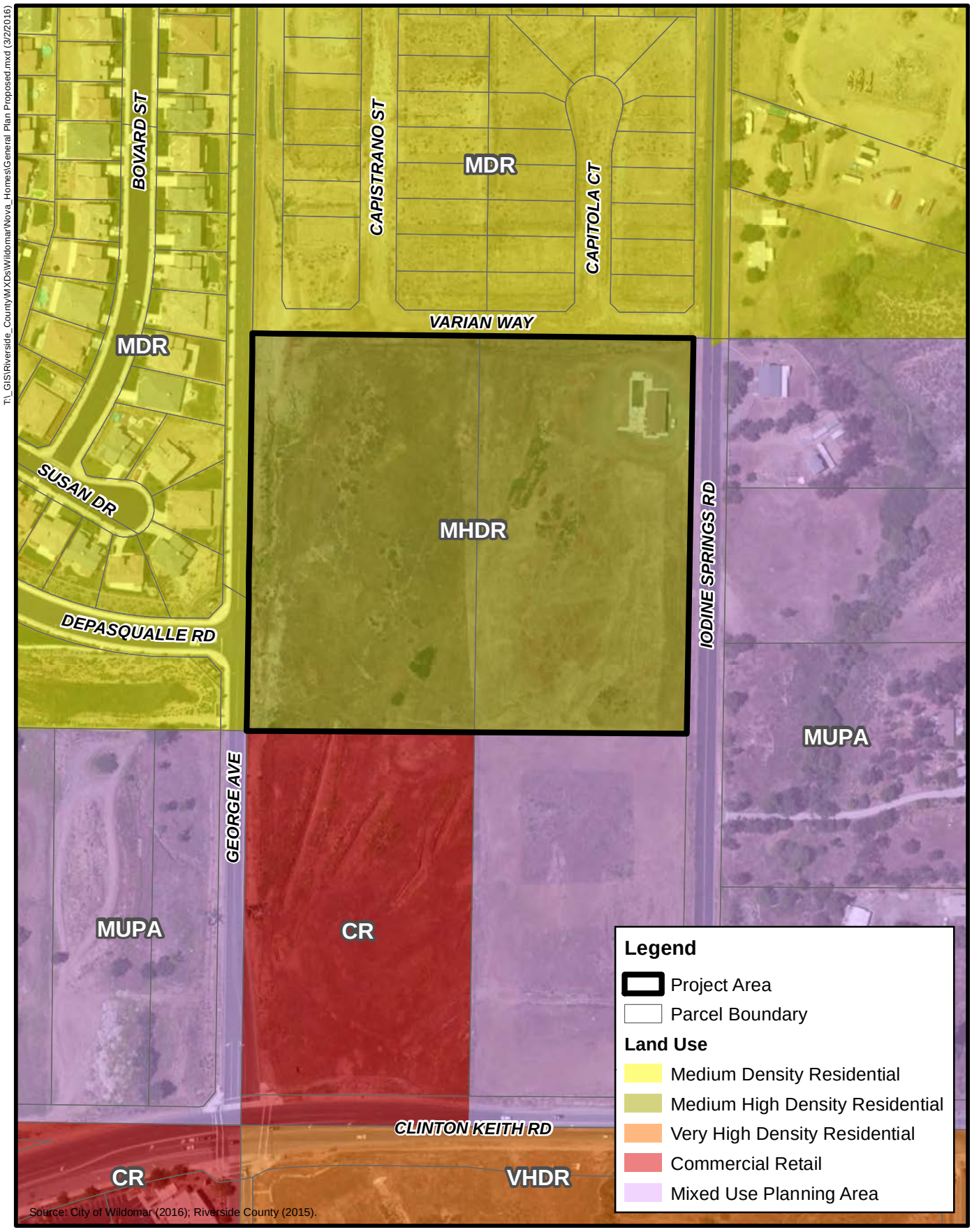

FIGURE 5
Proposed General Plan Land Use

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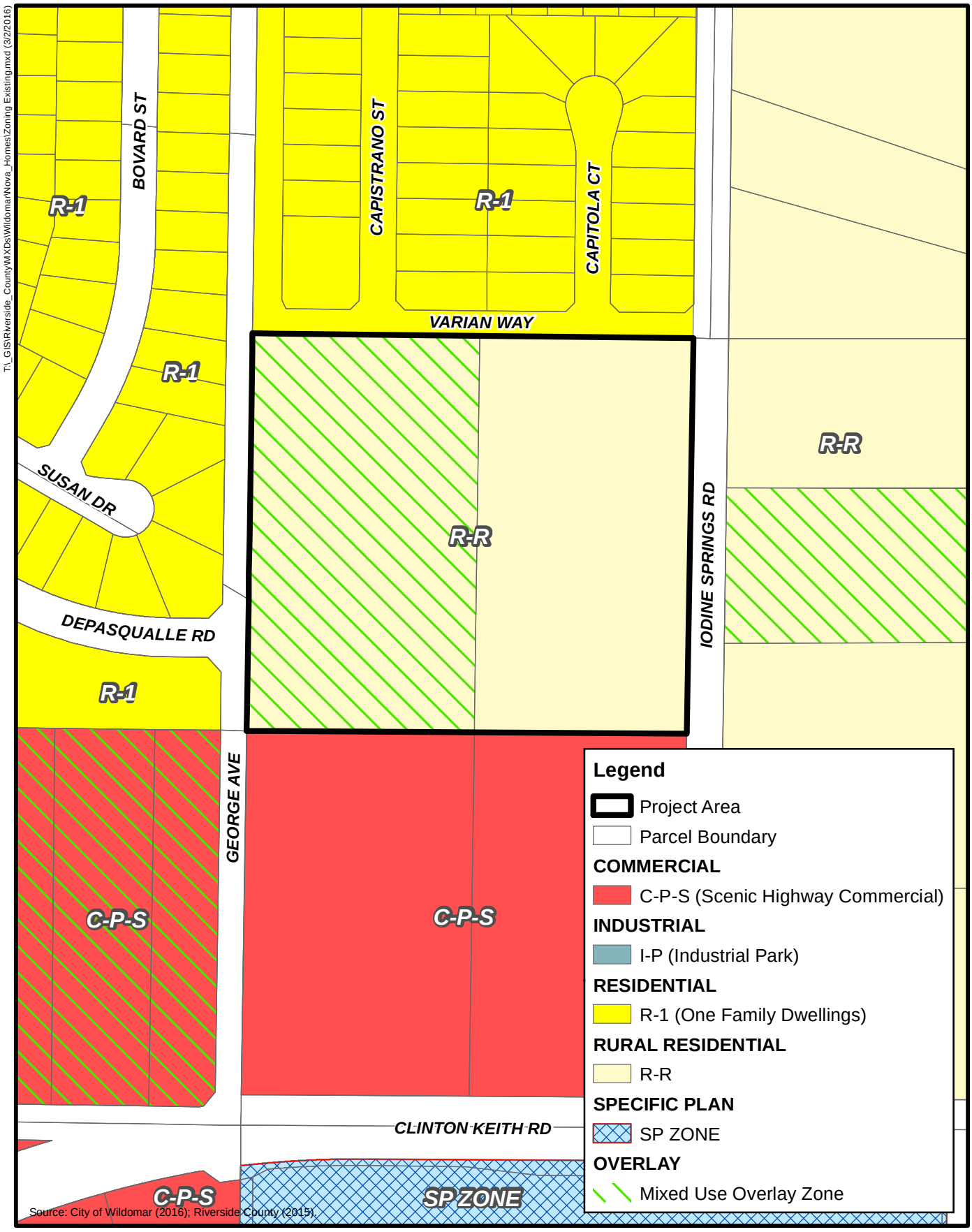

FIGURE 6
Existing Zone District

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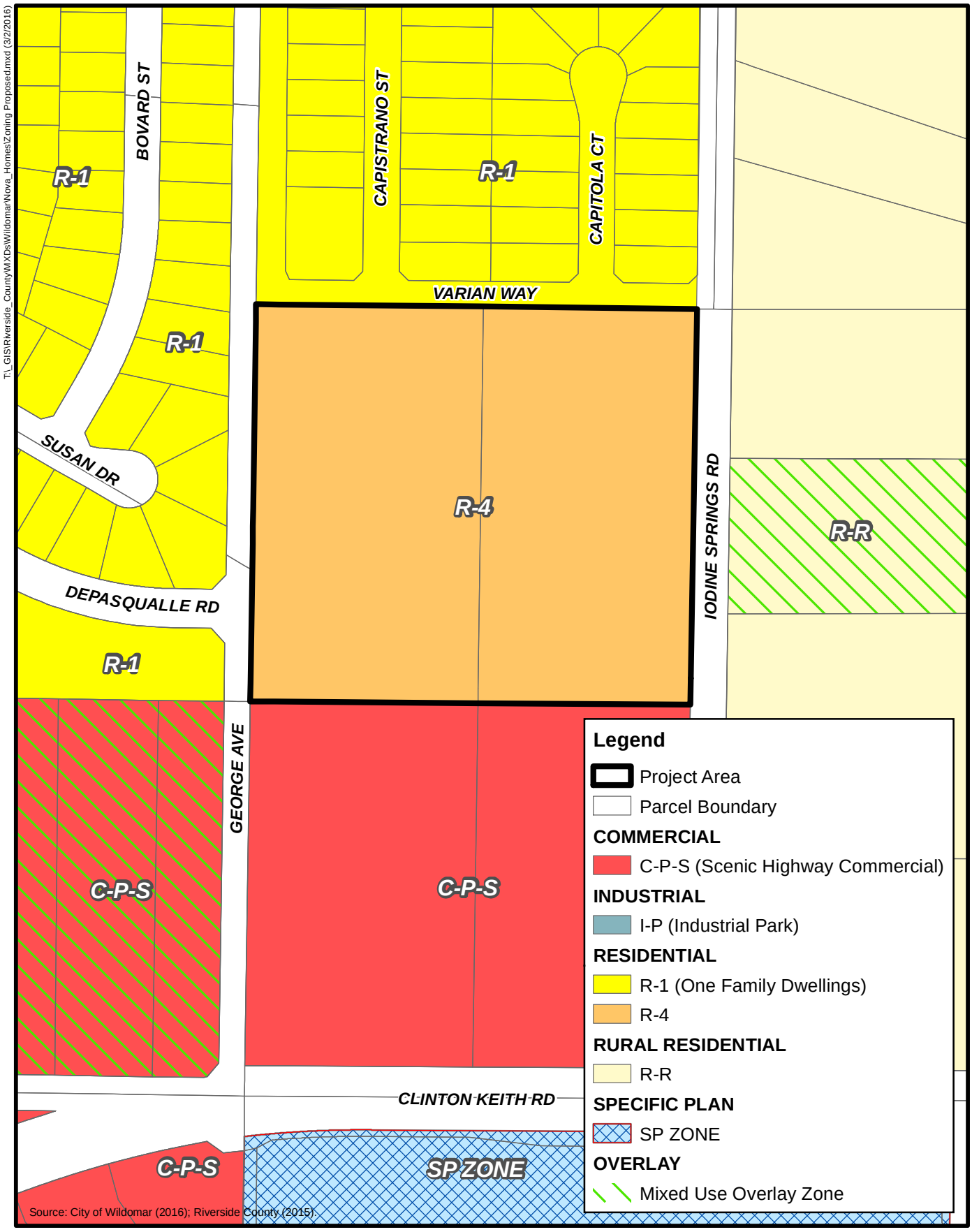

FIGURE 7
Proposed Zone District

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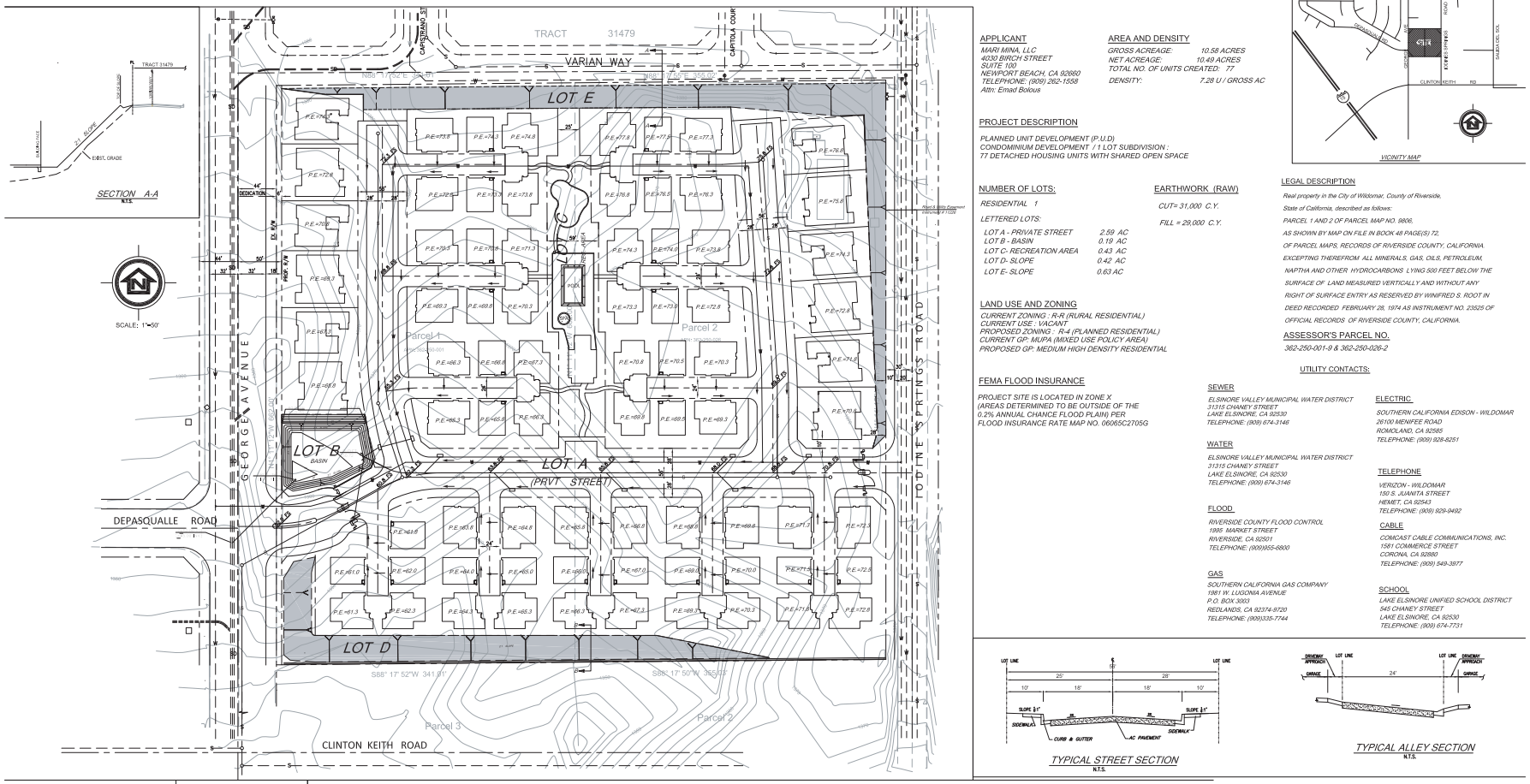

APPLICANT
MARI MINA, LLC
4030 BIRCH STREET
SUITE 100
NEWPORT BEACH, CA 92660
TELEPHONE: (909) 262-1558
Attn: Emad Botous

AREA AND DENSITY
GROSS ACREAGE: 10.58 ACRES
NET ACREAGE: 10.49 ACRES
TOTAL NO. OF UNITS CREATED: 77
DENSITY: 7.28 U / GROSS AC

PROJECT DESCRIPTION
PLANNED UNIT DEVELOPMENT (P.U.D)
CONDOMINIUM DEVELOPMENT / 1 LOT SUBDIVISION :
77 DETACHED HOUSING UNITS WITH SHARED OPEN SPACE

NUMBER OF LOTS:
RESIDENTIAL 1

LETTERED LOTS:

LOT A - PRIVATE STREET	*2.59 AC*
LOT B - BASIN	*0.19 AC*
LOT C- RECREATION AREA	*0.43 AC*
LOT D- SLOPE	*0.42 AC*
LOT E- SLOPE	*0.63 AC*

EARTHWORK (RAW)
CUT= 31,000 C.Y.
FILL = 29,000 C.Y.

LAND USE AND ZONING
CURRENT ZONING : R-R (RURAL RESIDENTIAL)
CURRENT USE : VACANT
PROPOSED ZONING : R-4 (PLANNED RESIDENTIAL)
CURRENT GP: MUPA (MIXED USE POLICY AREA)
PROPOSED GP: MEDIUM HIGH DENSITY RESIDENTIAL

FEMA FLOOD INSURANCE
PROJECT SITE IS LOCATED IN ZONE X
(AREAS DETERMINED TO BE OUTSIDE OF THE
0.2% ANNUAL CHANCE FLOOD PLAIN) PER
FLOOD INSURANCE RATE MAP NO. 06065C2705G

LEGAL DESCRIPTION
Real property in the City of Wildomar, County of Riverside,
State of California, described as follows:
PARCEL 1 AND 2 OF PARCEL MAP NO. 9806,
AS SHOWN BY MAP ON FILE IN BOOK 48 PAGE(S) 72,
OF PARCEL MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.
EXCEPTING THEREFROM ALL MINERALS, GAS, OILS, PETROLEUM,
NAPTHA AND OTHER HYDROCARBONS LYING 500 FEET BELOW THE
SURFACE OF LAND MEASURED VERTICALLY AND WITHOUT ANY
RIGHT OF SURFACE ENTRY AS RESERVED BY WINIFRED S. ROOT IN
DEED RECORDED FEBRUARY 26, 1974 AS INSTRUMENT NO. 23525 OF
OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

ASSESSOR'S PARCEL NO.
362-250-001-9 & 362-250-026-2

UTILITY CONTACTS:

SEWER
ELSINORE VALLEY MUNICIPAL WATER DISTRICT
31315 CHANEY STREET
LAKE ELSINORE, CA 92530
TELEPHONE: (909) 674-3146

WATER
ELSINORE VALLEY MUNICIPAL WATER DISTRICT
31315 CHANEY STREET
LAKE ELSINORE, CA 92530
TELEPHONE: (909) 674-3146

FLOOD
RIVERSIDE COUNTY FLOOD CONTROL
1995 MARKET STREET
RIVERSIDE, CA 92501
TELEPHONE: (909)955-6800

GAS
SOUTHERN CALIFORNIA GAS COMPANY
1981 W. LUGONIA AVENUE
P.O. BOX 3003
REDLANDS, CA 92374-9720
TELEPHONE: (909)335-7744

ELECTRIC
SOUTHERN CALIFORNIA EDISON - WILDOMAR
26100 MENIFEE ROAD
ROMOLAND, CA 92585
TELEPHONE: (909) 928-8251

TELEPHONE
VERIZON - WILDOMAR
150 S. JUANITA STREET
HEMET, CA 92543
TELEPHONE: (909) 929-9492

CABLE
COMCAST CABLE COMMUNICATIONS, INC.
1581 COMMERCE STREET
CORONA, CA 92880
TELEPHONE: (909) 549-3977

SCHOOL
LAKE ELSINORE UNIFIED SCHOOL DISTRICT
545 CHANEY STREET
LAKE ELSINORE, CA 92530
TELEPHONE: (909) 674-7731

Source: TL Group Corp.

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FIGURE 8
Tentative Tract Map No. 36952

Michael Baker INTERNATIONAL

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VICINITY MAP
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LEGAL DESCRIPTION (PER TITLE REPORT)

PARCEL 1 AND 2 (APN: 362-250-001-9, 362-250-026-2) OF PARCEL MAP NO. 9806,AS SHOWN BY MAP ON FILE IN BOOK 48 PAGE(S) 72,OF PARCEL MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

EXCEPTING THEREFROM ALL MINERALS, GAS, OILS, PETROLEUM, NAPTHA AND OTHER HYDROCARBONS LYING 500 FEET BELOW THE SURFACE OF LAND MEASURED VERTICALLY AND WITHOUT ANY RIGHT OF SURFACE ENTRY AS RESERVED BY WINIFRED S. ROOT IN DEED RECORDED FEBRUARY 28, 1974 AS INSTRUMENT NO. 23525 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY,CALIFORNIA.

OWNER / APPLICANT:
MARI MINA, LLC
ATT: EMAD BOLOUS
4030 BIRCH STREET, SUITE 100
NEWPORT BEACH, CA 92660
TEL. (909) 262-1558

REPRESENTATIVE:
NOVA HOMES INC.
ATT: TOM MUNGARI
1232 VILLAGE WAY, SUITE A
SANTA ANA, CA 92705
TEL. (714) 540-1144

PREPARED BY:
NOVA HOMES INC.
1232 VILLAGE WAY, SUITE A
SANTA ANA, CA 92705
TEL. (714) 540-1144

ASSESSOR'S PARCEL NO'S:
362-250-001-9 & 362-250-026-2

UNIT USE:
EXISTING: VACANT, EXISTING SINGLE FAMILY
PROPOSED: 1 LOT DEVELOPMENT WITH 77 UNITS

ZONING:
EXISTING ZONING: RURAL RESIDENTIAL (R-R)
PROPOSED ZONING: PLANNED RESIDENTIAL (R-4)

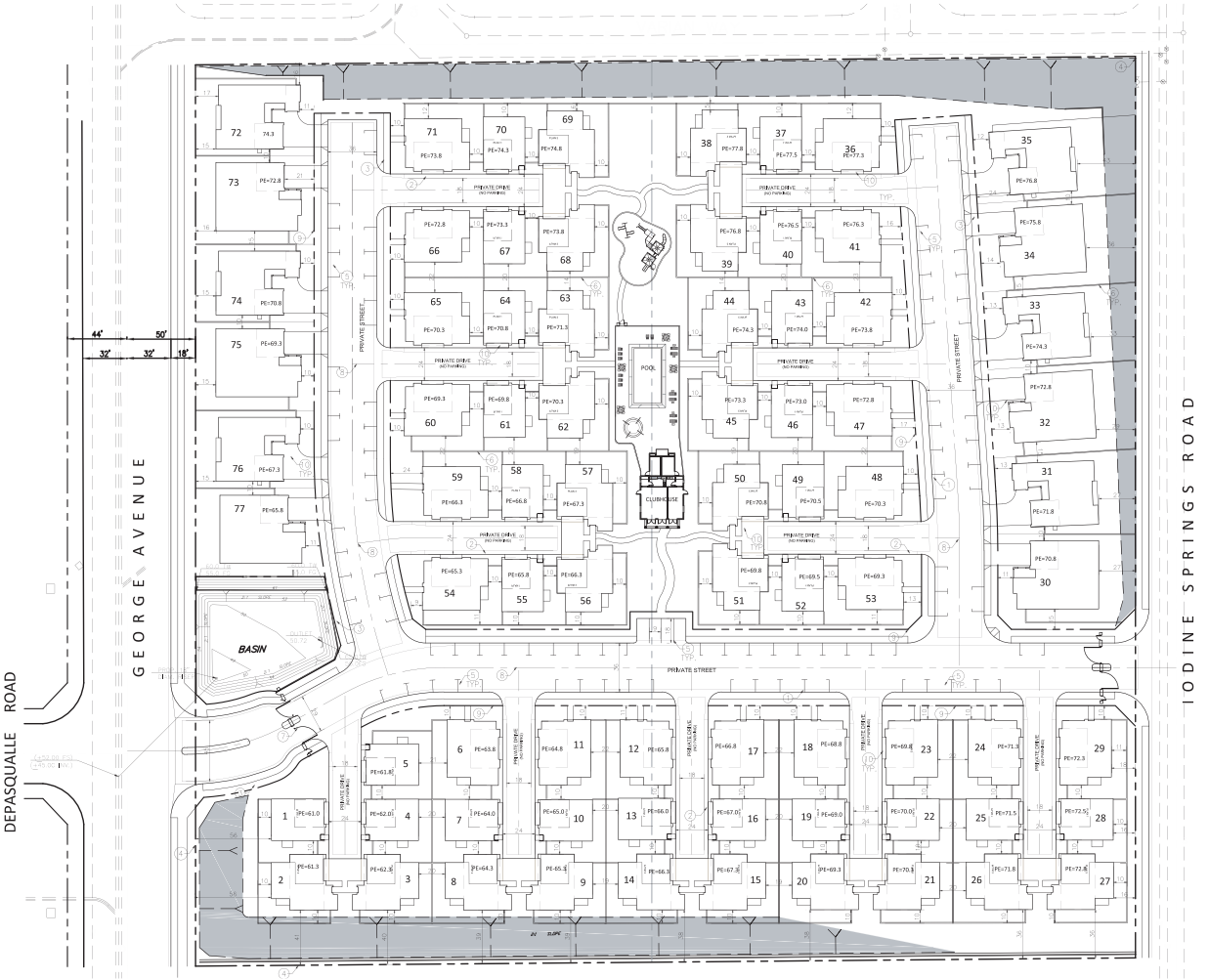
GENERAL PLAN:
EXISTING: MIXED USE POLICY AREA (MUPA)
PROPOSED: MEDIUM HIGH DENSITY RESIDENTIAL

PROJECT NOTES:

GROSS ACREAGE:	11.7 ACRES
NET ACREAGE:	10.5 ACRES
TOTAL # OF UNITS:	77
DENSITY:	6.6 DU/GROSS AC.

FEMA INSURANCE
PROJECT SITE IS LOCATED IN ZONE X (AREAS DETERMINED TO BE OUTSIDE OF THE 0.2% ANNUAL CHANCE FLOOD PLAIN) PER FLOOD INSURANCE RATE MAP NO. 06065C2705G

*PLEASE NOTE THAT EVERY HOME HAS ITS OWN TRASH BINS.



TABULATION				
PLAN #	SQUARE FOOTAGE	# BEDROOM	# STORIES	# UNITS
1	1,746	3	2	23
2	2,125	4	2	20
3	2,451	4/OPT. 5	2	22
4	3,107	4/OPT. 5	2	6
5	3,346	5	2	6
TOTAL				77
PROVIDED PARKING				77
PROJECT ACREAGE			DENSITY	
GROSS:	11.7		DU/AC:	6.6

LEGEND
--- STREET CENTER LINE
--- CURB LINE
--- STREET R/W LINE
--- PROPERTY BOUNDARY

NOTES
1. PROPOSED 6" CURB & GUTTER
2. PROPOSED 3" ROLL-CURB
3. PROPOSED SIDEWALK
4. PROPERTY BOUNDARY
5. PROPOSED PARKING STALLS
6. PROPOSED FENCE
7. PROPOSED GATES
8. STREET CENTERLINE
9. RIGHT OF WAY
10. PROPOSED DRIVEWAY

0 80 160
FEET

Source: Nova Homes, Inc..

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FIGURE 9
Plot Plan

Michael Baker INTERNATIONAL

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View to the North

View to the West

View to the Northwest

View to the Southwest

View to the South

Source: Michael Baker International

FIGURE 10
Site Photos

Michael Baker INTERNATIONAL

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III. ENVIRONMENTAL CHECKLIST FORM

A. BACKGROUND

1. **Project Title:** Nova Homes Residential Project (Planning Application No. 15-0129)

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

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

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

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

4. **Project Location:**

   The project site is located on the east side of George Avenue and the west side of Iodine Springs and approximately 600 feet north of Clinton Keith Road in Wildomar, California; APNs 362-250-001 and 362-250-026; Township 6 South, Range 3 West Section 31, San Bernardino Meridian; Latitude 33.583985 and Longitude 117.2478; Murrieta, California, USGS 7.5-minute quadrangle.

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

   Nova Homes, Inc., 1232 Village Way, Suite A Santa Ana, CA 9270592705

6. **General Plan Designation:** Mixed Use Planning Area (MUPA)

7. **Zoning:** Rural-Residential (R-R) and Mixed Use Overlay

8. **Description of Project:**

   The project includes a General Plan Amendment from Mixed Use Planning Area (MUPA) to Medium High Density Residential (MHDR) and a Change of Zone from R-R (Rural-Residential) and Mixed Use Overlay to R-4 (Planned Residential). The proposed project also proposes the subdivision of 11.25 gross acres into one (1) parcel for condominium purposes that will allow the development of 77 detached single-family residential dwelling units (with open space and recreational amenities)), and infrastructure and a water basin on five lettered lots.

9. Surrounding Land Uses and Setting:

ADJACENT LAND USE, LAND USE, AND ZONING			
Location	**Current Land Use**	**General Plan Land Use Designation**	**Zoning**
North	Single Family (R-1) development (under construction)	Medium Density Residential (MDR)	R-1 (One Family Dwelling)
South	Vacant	Commercial Retail (CR) and Mixed Use Planning Area (MUPA)	C-P-S (Scenic Highway Commercial)
East	Vacant	Mixed Use Planning Area (MUPA)	R-R (Rural Residential) and MUO (Mixed Use Overlay)
West	Hartford Park Community	Medium Density Residential (MDR)	R-1 (One-Family Dwelling)

10. Other Public Agencies Whose Approval Is Required:

- California Department of Fish and Wildlife
- San Diego Regional Water Quality Control Board
- Elsinore Valley Municipal Water District

B. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

IV. ENVIRONMENTAL ANALYSIS

1. Aesthetics

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

DISCUSSION

a) **Less Than Significant Impact**. Scenic vistas in the project vicinity include views of mountain ridgelines to the north, west, and south. Existing residential uses block views of the mountains in the distance to the north and partially block mountain views to the west (**Figure 10**). As shown in **Appendix 1**, the proposed housing structures would have a maximum height of 25-feet 4-inches, which would alter existing views of the project site by placing multiple structures on the project site. However, the proposed development would be consistent with the urbanizing character of the surrounding area and would complement the existing and planned residential and commercial development on adjacent properties (**Figure 10**). Furthermore, the proposed development would be subject to the Riverside County Design Standards and Guidelines (2004), which have been adopted by the City of Wildomar (hereinafter referred to as the City of Wildomar Design Standards and Guidelines). Compliance with these existing standards would ensure that the proposed residential units feature quality design and architecture and are compatible with the character of the adjacent uses. The proposed buildings will not block views of the surrounding mountains from adjacent properties **(Figure 10)**. Therefore, implementation of the proposed project would not have a substantial adverse effect on a scenic vista and this impact would be less than significant.

b) **Less Than Significant Impact**. Construction of the proposed structures will alter the existing visual character of the area by potentially requiring the removal of some naturally occurring, and very sparse, vegetation. The project's new buildings will be seen from Clinton Keith Road and from some adjacent properties, which include residential uses, located directly east and west of the project site. However, the construction of the project will not require the removal of any tree, rock outcropping, or historic building that has been recognized as a scenic resource, and the proposed buildings will not block any scenic view or resource (**Figure 10**). In addition, the proposed site plan, including the proposed buildings, has been reviewed by the City of Wildomar

for conformance with the City's standards and found acceptable. Therefore, implementation of the proposed project would not have a substantial adverse effect on a scenic resource and this impact is less than significant.

c) **Less Than Significant Impact**. The proposed development would be consistent with the existing development pattern and character along Clinton Keith Road, with building materials and colors that complement the existing and planned residential and commercial development on adjacent properties. Furthermore, the proposed development is subject to the City of Wildomar Design Standards and Guidelines (2004). As discussed in Issue b) above, the proposed site plan, including the proposed buildings, has been reviewed by the City of Wildomar for conformance with the City's standards and found acceptable. Therefore, implementation of the proposed project would not substantially degrade the existing visual character or quality of the site and its surroundings, and this impact would be less than significant.

d) **Less Than Significant Impact**. Sources of new and increased nighttime lighting and illumination include, but are not limited to, lights associated with vehicular travel (e.g., car headlights), street lighting, parking lot lights, and security-related lighting. Light pollution is regulated by Chapter 8.64 of the Wildomar Municipal Code. The City's Light Pollution Ordinance establishes limits on the types of fixtures and size of bulbs for all aspects of development. Compliance with the ordinance, which is verified as part of the building permit application review and then prior to occupancy to ensure correct installation and operation, will result in a less than significant impact on nighttime light pollution. Consistent with the City's lighting standards (Wildomar Municipal Code Section 8.64.090), all proposed exterior light fixtures must have full cutoff so that there is no light pollution created above the 90-degree plane of the light fixtures. Additionally, according to Section 8.64.090 of the City of Wildomar Municipal Code, all light fixtures located along the perimeter would be provided with house-side shields to eliminate light pollution onto streets and neighboring properties. The light fixtures will be reviewed on the development plan and verified during building and site inspections of the site to ensure compliance with the ordinance. Compliance with the ordinance would not adversely affect day or nighttime views in the area, and the project would not contribute to night sky pollution such that it would interfere with nighttime use of the Palomar Observatory. Therefore, this impact would be less than significant.

STANDARD CONDITIONS AND REQUIREMENTS

1. The project is required to comply with the provisions of Wildomar Municipal Code Chapter 8.64, Light Pollution.

MITIGATION MEASURES

None required.

2. Agricultural Resources

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

DISCUSSION

a–e) **No Impact.** The project site is not located on or adjacent to land designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance and the site is not subject to a Williamson Act contract (DOC 2016). The project site is designated as Other Land, which includes low-density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry, or aquaculture facilities; strip mines and borrow pits; and water bodies smaller than 40 acres. The project site is surrounded on the east and south by land designated as Other Land and on the west and north by land designated as Urban and Built-Up Land. Therefore, project implementation would not result in the conversion of Important Farmland to nonagricultural use, would not conflict with existing agricultural zoning or a Williamson Act contract, and would not otherwise adversely impact agriculture in the area. Additionally, the project site is located in an urbanized area of Wildomar and does not contain forestland. Therefore, project implementation would not result in the loss or conversion of forestland to non-forest use and would not otherwise adversely impact forestland in the area. There would be no impact.

STANDARD CONDITIONS AND REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

3. Air Quality

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

DISCUSSION

a) **No Impact.** The project site is located in the South Coast Air Basin (SoCAB), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD is required, pursuant to the federal Clean Air Act, to reduce emissions of criteria pollutants for which the basin is in nonattainment (i.e., ozone (O_3), coarse particulate matter (PM_{10}), and fine particulate matter ($PM_{2.5}$)). These are considered criteria pollutants because they are three of several prevalent air pollutants known to be hazardous to human health. (An area designated as nonattainment for an air pollutant is an area that does not achieve national and/or state ambient air quality standards for that pollutant.)

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

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

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

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

Concerning Consistency Criterion No. 2, the AQMP contains air pollutant reduction strategies and demonstrates that the applicable ambient air quality standards can be achieved within the time frames required under federal law. Growth projections from local general plans adopted by cities in the district are provided to SCAG, which develops regional growth forecasts that are used to develop future air quality forecasts for the AQMP. Development consistent with the growth projections in the City of Wildomar General Plan is considered to be consistent with the Air Quality Management Plan. As previously described, the project proposes a General Plan Amendment and Change of Zone to change the existing land use designation from MUPA to MHDRT. The proposed General Plan Amendment will allow the development of residential units at a reduced density compared to the density allowed under the current land use designation. For instance, under the current MUPA designation, a minimum of 209 dwelling units are required. The project is proposing a General Plan Amendment to allow the development of only 77 dwelling units. Since the project proposes to reduce the density allowed on the project site, it would not exceed the population or job growth projections used by the SCAQMD to develop the Air Quality Management Plan. Thus, no impact would occur, as the project is consistent with both criteria.

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

Construction Emissions

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

Dust (PM_{10}) is typically a major concern during rough grading activities. Because such emissions are not amenable to collection and discharge through a controlled source, they are called "fugitive emissions." Fugitive dust emission rates vary as a function of many parameters (soil silt, soil moisture, wind speed, area disturbed, number of vehicles, depth of disturbance or excavation, etc.). All development projects in Wildomar, including the proposed project, are subject to SCAQMD rules and regulations to reduce fugitive dust emissions and to mitigate potential air quality impacts per General Plan Policy AQ 4.9 and SCAQMD Rule 403 (Fugitive Dust). Rule 403 requires fugitive dust sources to implement Best Available Control Measures for all sources, and all forms of visible particulate matter are prohibited from crossing any property line. SCAQMD Rule 403 is intended to reduce PM_{10} emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. PM_{10} suppression techniques are summarized below.

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

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

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

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

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

f. Installation and utilization of a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the site.

The proposed project would also be subject to SCAQMD Rule 1113, which limits the volatile organic compounds of architectural coatings used in the SoCAB, thus reducing the amount of reactive organic gas (ROG) off-gassed as paint dries. The estimated maximum daily construction emissions, accounting for compliance with SCAQMD Rules 403 and 1113, are summarized in **Table 3-1**. Detailed construction model outputs are presented in **Appendix 2**.

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

Construction Phase	Reactive Organic Gas	Nitrogen Oxide	Carbon Monoxide	Sulfur Oxide	Coarse Particulate Matter	Fine Particulate Matter
Site Preparation	5.33	56.97	43.76	0.03	9.98	6.76
Grading	6.85	79.14	52.10	0.06	7.23	4.96
Building Construction	4.91	36.88	35.29	0.05	4.51	2.72
Painting	69.48	2.52	3.80	0.00	0.57	0.29
Paving	2.44	22.44	15.66	0.02	1.42	1.20
Maximum Daily Emissions[1]	**74.39**	**79.14**	**52.10**	**0.06**	**9.98**	**6.76**
SCAQMD Threshold	75.00	100.00	550.00	150.00	150.00	55
Exceed Threshold?	No	No	No	No	No	No

*Source: LSA Associates 2015a. See **Appendix 2** for modeling details*
Notes: 1 Building construction and architectural coating activities are assumed to occur simultaneously. Peak daily emissions account for the maximum daily emissions of these two phases combined.

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

Construction-Related Localized Air Quality Impacts

The SCAQMD published its *Final Localized Significance Threshold Methodology* (2008), recommending that certain air quality analyses include an assessment of both construction and operational impacts on the air quality of nearby sensitive receptors. Therefore, t(LSTs)). in response to environmental justice and health concerns raised by the public regarding exposure of individuals to criteria pollutants in local communities. LSTs represent the maximum emissions from a project site that are not expected to result in an exceedance of the NAAQS or CAAQS. The SCAQMD states that lead agencies can use the LSTs as another indicator of significance in air quality impact analyses. This analysis makes use of methodology included in the SCAQMD Final Localized Significance Threshold Methodology.

For this project, the appropriate source receptor area (SRA) for the localized significance thresholds is the Lake Elsinore area (SRA 25) since this area includes the project site. Localized significance thresholds apply to CO, nitrogen dioxide (NO_2), PM_{10}, and $PM_{2.5}$.

The nearest existing sensitive receptor to the development boundaries is located approximately 23 meters to the south. The SCAQMD recommends that receptors within 25 meters be evaluated at 25 meters. As such, LSTs for receptors at 25 meters are utilized in this analysis.

Table 3-2 presents the results of localized emissions during construction activity. The required implementation of SCAQMD Rule 403 would reduce PM_{10} emissions during construction. $PM_{2.5}$, which is a subset of PM_{10}, is also reduced by the measures required by SCAQMD Rule 403. **Table 3-2** identifies the Rule 403–controlled localized impacts at the nearest receptor location in the vicinity of the project site.

Table 3-2
Localized Significance Summary – On-Site Construction Emissions (Pounds per Day)

Activity	NO_x	CO	PM_{10}	$PM_{2.5}$
Maximum Daily Emissions (on-site)	**79.04**	**50.84**	**7.01**	**4.90**
SCAQMD Localized Threshold	*371*	*1,965*	*13*	*8*
Significant?	No	No	No	No

*Source: LSA Associates 2015a. See **Appendix 2** for modeling details*

As shown in **Table 3-2**, emissions resulting from project construction will not exceed any applicable LSTs, with impacts that are considered less than significant.

For the reasons identified, construction-related air quality impacts are considered to be less than significant.

Operational Emissions

Operational activities associated with the proposed project will result in emissions of ROG, NO_X, CO, sulfur oxide (SO_X), PM_{10}, and $PM_{2.5}$. Operational emissions would be expected from area source emissions, energy source emissions, and mobile source emissions.

Operational-source emissions are summarized in **Table 3-3**. As shown, project operational-source emissions would not exceed applicable SCAQMD regional thresholds of significance. Therefore, the impact would be less than significant.

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

Emissions Source	ROG	NOx	CO	SOx	PM_{10}	$PM_{2.5}$
Summer						
Area Source Emissions	12.93	0.07	6.45	0.00	0.13	0.13
Energy Use Emissions	0.06	0.52	0.22	0.00	0.04	0.04
Vehicle Emissions	3.00	9.48	33.84	0.08	5.75	1.62
Total	**16.00**	**10.707**	**40.51**	**0.08**	**5.93**	**1.80**
Winter						
Area Source Emissions	12.93	0.07	6.45	0.00	0.13	0.13
Energy Use Emissions	0.06	0.52	0.22	0.00	0.04	0.04
Vehicle Emissions	2.93	9.89	31.47	0.07	5.75	1.62
Total	**15.92**	**10.48**	**38.14**	**0.707**	**5.93**	**1.80**
SCAQMD Threshold	55.00	55.00	550.00	150.00	150.00	NA
Significant?	No	No	No	No	No	NA

*Source: LSA Associates 2015a. See **Appendix 2** for modeling details.*

Operations Localized Significance Analysis

According to the SCAQMD localized significance threshold methodology, LSTs would apply to the operational phase of a proposed project only if the project includes stationary sources or attracts mobile sources that may spend long periods queuing and idling at the site (e.g., warehouse or transfer facilities). The proposed project does not include such uses. Therefore, in the case of the proposed project, the operational phase LST protocol does not need to be applied. Nonetheless, for the purposes of full disclosure, **Table 3-4** shows the calculated emissions for the proposed operational activities compared with the appropriate LSTs.

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

Emissions Source	Nitrogen Oxide	Carbon Monoxide	PM_{10}	$PM_{2.5}$
On-Site Emissions	**0.37**	**7.50**	**0.31**	**0.19**
LST Thresholds	371	1,965	4	2
Significant Emissions?	No	No	No	No

*Source: LSA Associates 2015a. See **Appendix 2** for modeling details.*

Impacts associated with construction and operational air quality would be considered less than significant, as SCAQMD significance thresholds for criteria emissions would not be surpassed (see **Tables 3-1, 3-2**, **3-3,** and **3-4**).

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

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

As discussed in Issue b) above, results of the LST analysis, which were developed in response to environmental justice and health concerns, indicate that the project will not exceed the SCAQMD

localized significance thresholds during construction. Therefore, sensitive receptors would not be subject to significant air toxic impacts during construction of residential uses on the project site. Results of the LST analysis also indicate that the project would not exceed the SCAQMD localized significance thresholds during operational activity.

Diesel Particulate Matter

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

The handbook recommends that sensitive land uses be sited no closer than 500 feet from a freeway or major roadway. This 500-foot buffer area was developed to protect sensitive receptors from exposure to diesel PM and was based on traffic-related studies that showed a 70 percent drop in PM concentrations at a distance of 500 feet from the roadway. Presumably, acute and chronic risks as well as lifetime cancer risk due to diesel PM exposure are lowered proportionately. The project site is not within 500 feet of any highway or interstate (Interstate 15 is located more than 2,100 feet west of the project site). Therefore, the site lies beyond the CARB-recommended buffer area, and future receptors would not be negatively affected by toxic air contaminants generated on a highway or interstate. There are no other potential sources of air toxics in the vicinity of the project site.

Carbon Monoxide

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

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

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

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

At buildout of the project, the highest number of average daily trips would be 733 (Kunzman Associates 2015), which is lower than the values studied in the 1992 CO Plan. Consequently, at buildout of the project, none of the intersections in the vicinity of the proposed project site would have traffic volumes exceeding those at the intersections modeled in the 2003 AQMP, nor would there be any reason unique to the project area's meteorology to conclude that this intersection would yield higher CO concentrations if modeled in detail. The SoCAB has been designated as attainment for CO since 2007, and even very busy intersections do not result in exceedances of the CO standard.

Historical air quality data show that existing CO levels for the project area and the general vicinity do not exceed either state or federal ambient air quality standards. The CO concentrations in the project area are much lower than the federal and state CO standards. The proposed project would not result in any significant increase in CO concentrations at intersections in the project vicinity. Therefore, project-related traffic would not significantly affect local CO levels under future year conditions, and the CO concentrations would be below the state and federal standards. No significant impact on local CO levels would occur. Pollutant emissions from project operation, also calculated with the CalEEMod model, would not exceed the SCAQMD thresholds for any criteria pollutants. LSTs would not be exceeded by long-term emissions from operation of the project. Therefore, CO hot spots are not an environmental impact of concern for the proposed project. Localized air quality impacts related to CO emissions would be less than significant.

e) **No Impact.** Offensive odors rarely cause any physical harm; however, they still can be very unpleasant, leading to considerable distress among the public, and often generate citizen complaints to local governments and regulatory agencies. Major sources of odor-related complaints by the general public commonly include wastewater treatment facilities, landfill disposal facilities, food processing facilities, agricultural activities, and various industrial activities (e.g., petroleum refineries, chemical and fiberglass manufacturing, painting/ coating operations, landfills, and transfer stations). The project does not contain land uses typically associated with emitting objectionable odors. The proposed project would have no impact associated with odors.

STANDARD CONDITIONS AND REQUIREMENTS

None required.

4. Biological Resources

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

Environmental Setting

A habitat assessment of the project site was performed by LSA Associates in March 2016 (**Appendix 3**). This habitat assessment was used to evaluate the project site's suitability for the presence of special-status species and characterize the environmental setting on and adjacent to the site. In addition to the

information provided by the habitat assessment, a thorough query of available data and literature from local, state, federal, and nongovernmental agencies was used to evaluate the potential biological impacts of the proposed project.

Database searches were performed on the following websites:

- US Fish and Wildlife Service's (USFWS) Information Planning and Conservation (IPaC) System (2015a)
- USFWS's Critical Habitat Portal (2015b)
- California Department of Fish and Wildlife's (CDFW) California Natural Diversity Database (CNDDB) (2015a)
- California Native Plant Society's (CNPS) Inventory of Rare, Threatened, and Endangered Plants of California (2015)

A search of the USFWS's IPaC System and Critical Habitat Portal database was performed for the project area to identify federally protected species and their habitats that may be affected by the proposed project. The query of the Critical Habitat Portal revealed no critical habitat in the project vicinity. In addition, a query of the CNDDB was conducted to identify known occurrences for special-status species in the following nine US Geological Survey (USGS) 7.5-minute quadrangles: Wildomar, Murrieta, Bachelor Mtn., Fallbrook, Temecula, Winchester, Lake Elsinore, Pechanga, and Romoland. Lastly, the CNPS database was queried in the above-mentioned quadrangles to identify special-status plant species with the potential to occur on the project site. The raw data of the search results is provided in **Appendix 3.**

The proposed project site is located in Wildomar in Riverside County, California, at the intersection of Depasquale Road and George Avenue and bordered on the east by Iodine Springs Road. The project site is located in the Elsinore Area Plan of the Western Riverside County Multiple Species Conservation Plan (MSHCP) (County of Riverside 2003b), but is not located within or adjacent to a Criteria Area or Conservation Area. The MSHCP formally determines conservation planning for all of western Riverside County. The MSHCP identifies plants, wildlife, and habitat that need to be preserved or protected. It also outlines procedures for mitigation of future land development and determines under what circumstances an "incidental take" can be permitted.

According to the habitat assessment, the site is highly disturbed from past and present land uses. The site consists of roughly 2.95 acres of buckwheat scrub and roughly 8.05 acres of nonnative annual grassland dominated by California buckwheat (*Eriogonum fasciculatum*) and red brome (*Bromus madritensis* ssp. *rubens*). A full list of plant species can be found in the MSHCP Consistency Analysis and Habitat Assessment (**Appendix 3**). There are two drainage features in the project site. One drainage (Drainage 2) is a considered a swale with no wetland features and no connection to any Traditional Navigable Waters (TNW). The other (Drainage 1) is an earthen ephemeral drainage feature with an established bed and bank and nexus to a TNW. However, the adjacent property has recently been developed into residential housing which has retained the flows that supported Drainage 1. Drainage feature 1 will no longer have a direct water source and will not be able to support hydrologic characteristics regulated by USACE, CDFW and RWQCB and not considered to be jurisdictional.

Special-Status Species

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

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

The query of the USFWS, CNPS, and CNDDB databases revealed several special-status species with the potential to occur in the project vicinity. A summary of each species with the potential to occur on the project site and potential impacts including mitigation measures is presented in Issue a) below.

DISCUSSION

a) **Less Than Significant Impact With Mitigation Incorporated.** Based on the results of database searches, historic records, and known regional occurrences, western burrowing owl (*Athene cunicularia*) and coastal California gnatcatcher (*Polioptila californica californica*) are the only special-status species with the potential to occur on the project site. No other special-status plants or animals have the potential to occur on the project site.

The initial site survey was conducted in on July 28, 2015, by LSA biologists. The site was surveyed on foot, and all plant and wildlife species observed were recorded. The site was assessed for vegetative communities, habitat suitability for special-status species, and the presence of potentially jurisdictional features and waters of the United States. Since the site is within the MSHCP western burrowing owl survey area, a western burrowing owl habitat assessment was conducted. A summary of each special-status species with the potential to occur in the project site is included below.

Western Burrowing Owl (*Athene cunicularia*)

The western burrowing owl is a California species of special concern and an MSHCP covered species. Burrowing owls generally occupy mammal burrows in open areas of dry, open, rolling hills, grasslands, fallow fields, sparsely vegetated desert scrub with gullies, washes, arroyos, and

along the edges of human disturbed lands. This species can also be found inhabiting golf courses, airports, cemeteries, vacant lots, and road embankments with friable soils for nesting. The elevation range for this species extends from 200 feet below mean sea level (amsl) to 12,000 feet amsl at the Dana Plateau in Yosemite (Bates 2006).

There are several occurrences of western burrowing owl within 5 miles of the project site; suitable habitat (i.e., ground squirrel burrows) is present on-site. Project implementation may result in the loss of western burrowing owls through destruction of active nesting sites and/or incidental burial of adults, young, and eggs, should they become established on-site. In order to reduce impacts to western burrowing owls to a less than significant level, mitigation measures **BIO-1, BIO-3,** and **BIO-4** require all vegetation clearing activities to occur outside of nesting bird season, and if vegetation clearing occurs during the nesting season, focused surveys for western burrowing owl are required. If western burrowing owls are found, subsequent actions are required to appropriately buffer nests until individuals have fledged. Implementation of mitigation measures **BIO-1, BIO-3,** and **BIO-4** would reduce any potential impacts to western burrowing owl to a less than significant level.

Coastal California Gnatcatcher (*Polioptila californica californica*)

The coastal California gnatcatcher is a federally threatened species, a California species of special concern, and is an MSHCP covered species. This species is found in coastal sage scrub, California buckwheat, and sage habitat. They breed from approximately February 15 through August 31.

Although the project site contains relatively low nesting habitat, the species was observed on the site during the field survey. In addition, several occurrences of coastal California gnatcatcher have been recorded nearby. Mitigation measure **BIO-1** requires all vegetation clearing activities to occur outside of the nesting bird season. Mitigation measure **BIO-2** requires that preconstruction surveys be conducted for coastal California gnatcatchers and other migratory birds if vegetation is removed during the nesting season. If active coastal California gnatcatcher nests are found in or near the project site, no work will be conducted until the young have fledged or the nest is not active. Implementation of these mitigation measures would reduce impacts to a less than significant level.

Habitats on and adjacent to the project site may also provide suitable nesting habitat for birds protected under the Migratory Bird Treaty Act and Section 3503.5 of the California Fish and Game Code. The removal of vegetation during construction activities could result in noise, dust, human disturbance, and other direct/indirect impacts to nesting birds on or in the vicinity of the project site. Incorporation of mitigation measure **BIO-1** would ensure that potential impacts to these species are less than significant with mitigation incorporated by requiring vegetation to be removed outside of nesting bird season and requiring preconstruction surveys for nesting birds if vegetation is removed during nesting season.

b) **No Impact.** Sensitive habitats include (a) areas of special concern to resource agencies; (b) areas protected under CEQA; (c) areas designated as sensitive natural communities by the CDFW; (d) areas outlined in Section 1600 of the FGC; (e) areas regulated under Section 404 of the federal Clean Water Act (CWA); and (f) areas protected under local regulations and policies (MSHCP).

There are no sensitive habitats present on the project site. Therefore, there will be no impact to sensitive habitat as a result of the project.

c) **No Impact.** Two drainage features are present on the project site; however, neither of these features are jurisdictional under Section 404 of the CWA. Drainage 1 is an earthen drainage feature that flows into Murrieta Creek. However, the development of the adjacent property has retained the flows that supported Drainage 1. As a result, the drainage feature will revert to uplands and will no longer support hydrologic characteristics regulated by USACE, CDFW, and RWQCB. Drainage 2 is a swale that lacks an ordinary high water mark, wetland vegetation or bed and bank. Neither of these features are considered jurisdictional; therefore, there will be no impacts to wetlands as a result of the project.

d) **No Impact.** Wildlife corridors refer to established migration routes commonly used by resident and migratory species for passage from one geographic location to another. Movement corridors may provide favorable locations for wildlife to travel between different habitat areas, such as foraging sites, breeding sites, cover areas, and preferred summer and winter range locations. They may also function as dispersal corridors allowing animals to move between various locations within their range. A review of the CDFW Biogeographic Information and Observation System (2015b) was performed for the project to determine whether the project site is located within an Essential Connectivity Area. No wildlife corridors for resident migratory wildlife species occur on or adjacent to the site. In addition, the project is not located within a "Special Linkage Area" as defined by the MSHCP. As a result, no impact to the movements of any native resident or migratory fish or wildlife species, or established native resident or migratory wildlife corridors, or the use of native wildlife nursery sites would occur as a result of the proposed project.

e) **No Impact.** No trees have been identified on the project site. The City of Wildomar has not adopted any ordinances or policies for the protection of trees or other biological resources, except for the ordinances requiring payment of the MSHCP fee and the Stephens' Kangaroo Rat mitigation fee. Payment of both fees is required as a standard condition of approval. Therefore, the project would not conflict with any local policies or ordinances protecting biological resources. No impact would occur.

f) **Less Than Significant Impact With Mitigation Incorporated.** The MSHCP is a habitat conservation plan and natural community conservation plan to which the City of Wildomar is a permittee (i.e., signatory). The project site is located within the Elsinore Area Plan of the MSHCP but it is not located in or adjacent to a Criteria Cell or conservation area. Since the site is not located in a Criteria Cell, there are no conservation requirements on the property. The project site is subject to review for consistency with Section 6.3.2–Additional Survey Needs and Procedures. A discussion of the proposed project's consistency with these MSHCP sections follows.

Consistency with MSHCP Section 6.3.2: Section 6.3.2 sets forth the survey requirements for various plant and animal surveys. The project site is not located within a Criteria Area Species Survey Area. However, the project is located in an additional survey area for burrowing owl. No sign of burrowing owl was observed during the July 28, 2015, field survey; however, there is the potential that this species could become established on-site in the future. As such, project-related activities could result in impacts to this species. However, implementation of mitigation measures

BIO-1, BIO-3, and **BIO-4** would ensure that potential impacts to burrowing owls are avoided or mitigated to a less than significant level.

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

With implementation of mitigation measures and adherence to the standard conditions and requirements, any impacts will be less than significant with mitigation incorporated.

STANDARD CONDITIONS AND REQUIREMENTS

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

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

MITIGATION MEASURES

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

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

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

If construction activities are proposed to occur during the non-breeding season (September 15–February 14), a survey is not required, no further studies are necessary, and no mitigation is required.

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

Enforcement/Monitoring: *City of Wildomar Planning Department*

BIO-2 If coastal California gnatcatchers are found nesting within or near the project site (approximately 250 feet), all construction-related activities will be suspended until a qualified biologist determines that the young birds have fledged or the nest is no longer active.

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

Enforcement/Monitoring: *City of Wildomar Planning Department*

BIO-3 Per MSHCP Species-Specific Objective 6, preconstruction presence/absence surveys for burrowing owl within the survey area, where suitable habitat is present, will be conducted for all covered activities through the life of the building permit. Surveys will be conducted 14 days prior to disturbance. Take of active nests will be avoided. Passive relocation (use of one-way doors and collapse of burrows) will occur when owls are present outside the nesting season. If construction is delayed or suspended for more than 14 days after the survey, the area shall be resurveyed.

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

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

Enforcement/Monitoring: *City of Wildomar Planning Department*

BIO-4 If burrowing owls are identified during the survey period, the City shall require the project applicant to take the following actions to offset impacts prior to ground disturbance:

Active nests within the areas scheduled for disturbance or degradation shall be avoided from February 15 through August 31, and a minimum 75-meter (250-foot) buffer shall be provided until fledging has occurred. Following fledging, owls may be passively relocated (use of one-way doors and collapse of burrows) by a qualified biologist.

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

If the relocation of the owls is approved for the site by the CDFW, the City shall require the developer to hire a qualified biologist to prepare a plan for relocating the owls to a suitable site that is consistent with the CDFW's Staff Report on Burrowing Owl Mitigation (3/7/2012). The relocation plan must include all of the following:

- The location of the nest and owls proposed for relocation.
- The location of the proposed relocation site.

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

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

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

Enforcement/Monitoring: *City of Wildomar Planning Department*

5. Cultural Resources

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

BACKGROUND

A cultural resource assessment (LSA Associates 2015c) was prepared for the proposed project and is provided as **Appendix 4** to this document. The reader is referred to the appendix for a detailed description of the prehistory, ethnography, oral tradition, and history of the project area. The assessment prepared for the proposed project included a cultural records search conducted by an LSA archaeologist at the Eastern Information Center located at the University of California, Riverside. LSA also examined the California State Historic Property Data File, which includes the National Register of Historic Places (National Register), California Historical Landmarks, and California Points of Historical Interest, various local historic registers, and historic maps.

In reading the subsequent analysis, it will be helpful to understand the definitions of historical resource and archaeological resource as defined by the CEQA Guidelines and the Public Resources Code. Note that the term "cultural resources" is used to generally refer to historical and archaeological resources.

Section 15064.5 of the CEQA Guidelines defines "historical resources" as a resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources, included in a local register of historical resources, or identified as significant in a historical resource survey. Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be a historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource is considered by the lead agency to be historically significant if the resource meets the criteria for listing on the California Register of Historical Resources:

A. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

B. Is associated with the lives of persons important in our past;

C. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

D. Has yielded, or may be likely to yield, information important in prehistory or history.

The fact that a resource is not listed in or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to Section 5020.1(k) of the Public Resources Code), or identified in a historical resources survey (meeting the criteria in Section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be a historical resource as defined in Public Resources Code Sections 5020.1(j) or 5024.1.

Public Resources Code Section 21083.2(g) defines "unique archaeological resource" as an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.

2. Has a special and particular quality such as being the oldest of its type or the best available example of its type.

3. Is directly associated with a scientifically recognized important prehistoric or historic event or person.

DISCUSSION

a) **Less Than Significant Impact**. LSA Associates conducted a historic architecture assessment of the proposed project site to determine whether historical resources, as defined by CEQA, were identified within or adjacent to the project area. Data from the Eastern Information Center indicates there have been 47 previous cultural resources studies conducted within a 1-mile radius of the project, none of which included any portion of the project area. Although no resources were previously documented within the project area, there are eight within the study area, including a historic refuse site and standing ruins; historic foundation remnants of the locally renowned but historically obscure Oak Springs Ranch; and one residence built in 1922. The former site of the Oak Springs Ranch is the closest resource, located across the street from the southern boundary of the project area. However, no historical resources were found on the project site during site investigations and records searches. Therefore, impacts are less than significant.

b) **Less Than Significant Impact With Mitigation Incorporated**. Results of the records search at the Eastern Information Center indicated that there are six prehistoric archaeological resources within a 1-mile radius of the project site; however, none were identified on-site.

Although the cultural resources assessment concluded that there are no known archaeological resources on the project site, there is potential for such resources to be discovered during earth-disturbing construction activities. The presence of recorded archaeological resources in the surrounding area further indicates the potential for such resources to be present on the project site. Implementation of mitigation measures **CUL-1** through **CUL-5** would ensure that any archaeological resources discovered on the project site would be properly managed, reducing this impact to a less than significant level.

In addition, pursuant to Assembly Bill (AB) 52 and CEQA Section 21080.3.1, the City of Wildomar notified the tribes that may be impacted by the proposed project. A letter, which included a description of the proposed project and its location and a City contact person to start the consultation process, was mailed on December 13, 2015. A copy of that letter is included in **Appendix 4** of this document. At the time this document was written, the City had received two responses: one from the Pechanga Band of Luiseno Indians and Soboba Band of Luiseno Indians dated January 25, 2016, and January 21, 2016, respectively. The response letters are also included in **Appendix 4** of this document.

c) **Less Than Significant Impact**. The cultural resources assessment did not identify any records of formal or informal cemeteries on or near the project site. While it is unlikely that human remains would be disturbed during project implementation, should human remains be encountered during ground-disturbing activities, required compliance with California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98 would ensure that any human remains discovered on the project site would be properly managed, thereby reducing this impact to a less than significant level.

STANDARD CONDITIONS AND REQUIREMENTS

1. If human remains are encountered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the county coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within a reasonable time frame. Subsequently, the Native American Heritage Commission shall identify the most likely descendant. The most likely descendant shall then make recommendations and engage in consultations concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. All parties are aware that the most likely descendant may wish to rebury the human remains and associated ceremonial and cultural items (artifacts) on or near, the site of their discovery, in an area that shall not be subject to future subsurface disturbances. The Developer shall accommodate on-site reburial in a location mutually agreed upon by the Parties.

2. If during ground disturbance activities unique cultural resources are discovered, that were not assessed by the archaeological report(s) and/or environmental assessment conducted prior to project approval, the following procedures shall be followed. Unique cultural resources are defined, for this condition, as being multiple artifacts in close association with each other, but may include fewer artifacts if the area of the find is determined to be of significance due to its sacred or cultural importance. (1) All ground disturbance activities within 100 feet of the discovered cultural resources shall be halted until a meeting is convened between the developer, the archaeologist, the appropriate Native American tribal representative(s) and the planning director to discuss the significance of the find. (2) At the meeting, the significance of the discoveries shall be discussed and after consultation with the Tribal representative(s) and the archaeologist, a decision shall be made, with the concurrence of the planning director, as to the appropriate mitigation (documentation, recovery, avoidance, etc.) for the cultural resources. (3)

Grading of further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate mitigation.

MITIGATION MEASURES

CUL-1 If during grading or construction activities, cultural resources are discovered on the project site, work shall be halted immediately within 50 feet of the discovery and the resources shall be evaluated by a qualified archaeologist and the Pechanga and Soboba Tribes. Any unanticipated cultural resources that are discovered shall be evaluated and a final report prepared by the qualified archaeologist. The report shall include a list of the resources discovered, documentation of each site/locality, and interpretation of the resources identified, and the method of preservation and/or recovery for identified resources. If the qualified archaeologist determines the cultural resources to be either historic resources or unique archaeological resources, avoidance and/or mitigation will be required pursuant to and consistent with CEQA Guidelines Section 15064.5(c) and Public Resources Code Section 21083.2, and the Archaeological Resources Treatment and Monitoring Agreement required by mitigation measure **CUL-2**. For all other cultural resources discovered on the project site, the project archaeologist shall assess the significance of such resources based on the provisions of CEQA with respect to archaeological resources and shall take into account the religious beliefs, customs, and practices of the appropriate Tribe If such resources are determined to be significant by the archeologist, impacts to the resource shall be mitigated as provided for in the agreement required by **CUL-2**, if applicable, or in accordance with **CUL-3**.

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

Enforcement/Monitoring: *City of Wildomar Planning Department and Building and Safety Department*

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

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

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

CUL-3 With the exception of archaeological resources, sacred items, burial goods, and human remains for which the Cultural Resources Treatment and Monitoring Agreement required by mitigation measure **CUL-2** provides a plan for treatment and final disposition, all significant archaeological

resources that are collected during the grading monitoring program and from any previous archaeological studies or excavations on the project site shall be curated according to the current professional repository standards. The collections and associated records shall be transferred, including title, to a curation facility, that meets the standards set forth in 36 CFR Part 79 for federal repositories.

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

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

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

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

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

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

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

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

6. Geology and Soils

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

DISCUSSION

The project site is located in the Northern Peninsular Range on the structural unit known as the Perris Block. The Perris Block is bounded on the northeast by the San Jacinto Fault Zone, on the southwest by the Elsinore Fault Zone, and on the north by the Cucamonga Fault Zone. The southern boundary of the Perris Block is not as distinct but is believed to coincide with a complex group of faults trending southeast from the Murrieta area. The Peninsular Range is characterized by large Mesozoic-age intrusive rock masses flanked by volcanic, metasedimentary, and sedimentary rocks. Various thicknesses of alluvial sediments derived from the erosion of the elevated portions of the region fill the low-lying areas. Undocumented fill, alluvium, and Pauba Formation bedrock underlie the subject property and surrounding area (EnGEN 2007).

a)

i) **Less Than Significant Impact**. The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. This state law was a direct result of the 1971 San Fernando earthquake, which was associated with extensive surface fault ruptures that damaged numerous homes, commercial buildings, and other structures. Surface rupture is the most easily avoided seismic hazard (CGS 2016). An active fault is one that shows displacement within the last 11,000 years and therefore is considered more likely to generate a future earthquake. The Alquist-Priolo Earthquake Fault Zoning Act requires the California State Geologist to establish regulatory zones (now known as Earthquake Fault Zones; prior to January 1, 1994, these zones were known as Special Studies Zones) around the surface traces of active faults that pose a risk of surface ground rupture and to issue appropriate maps in order to mitigate the hazard of surface faulting to structures for human occupancy.

The strength of an earthquake is generally expressed in two ways: magnitude and intensity. The magnitude is a measure that depends on the seismic energy radiated by the earthquake as recorded on seismographs. The intensity at a specific location is a measure that depends on the effects of the earthquake on people or buildings and is used to express the severity of ground shaking. Although there is only one magnitude for a specific earthquake, there may be many values of intensity (damage) for that earthquake at different sites. The most commonly used magnitude scale today is the moment magnitude (Mw) scale. Moment magnitude is related to the physical size of fault rupture and the movement (displacement) across the fault, and it is therefore a more uniform measure of the strength of an earthquake. The seismic moment of an earthquake is determined by the resistance of rocks to faulting multiplied by the area of the fault that ruptures and by the average displacement that occurs across the fault during the earthquake. The seismic moment determines the energy that can be radiated by an earthquake and hence the seismogram recorded by a modern seismograph (CGS 2002). The most commonly used scale to measure earthquake intensities (ground shaking and damage) is the Modified Mercalli Intensity (MMI) Scale, which measures the intensity of an earthquake's effects in a given locality and is based on observations of earthquake effects at specific places. On the Modified Mercalli Intensity Scale, values range from I to XII (see **Table 6-1**). While an earthquake has only one magnitude, it can have various intensities, which decrease with distance from the epicenter (CGS 2002).

The proposed project site is not located within an Alquist-Priolo Earthquake Fault Zone and no known active faults traverse the site (Soils Southwest 2015; **Appendix 5**). However, known active

faults traverse the project site directly to the south of the proposed project site (EnGEN 2007). Leighton & Associates (2005; **Appendix 5**) conducted approximately 1,250 linear feet of exploratory fault trenches of the active faults traversing the adjacent site. Fault trenches included excavating, cleaning, and logging of the traversing faults. Leighton & Associates' review of previous investigations and data gathered during fault trenching identified on-site, recent (Holocene) fault activity. Additionally, the Elsinore Fault Zone (Temecula Valley Segment), which is an Alquist-Priolo Special Earthquake Study Zone, is located approximately 0.80 mile southwest of the project site. The soils study prepared for the project did not identify any faults within the boundaries of or near the project site. However, the studies prepared for the adjacent project site did identify on-site and nearby faulting. Due to the project site's proximity to the faults that traverse the adjacent property, there may be a potential that the fault segments that traverse the adjacent property also traverse the project site. The studies (EnGEN 2007; Leighton & Associates 2005; **Appendix 5**) prepared for the adjacent property concluded that the potential for ground rupture associated with a seismic event on a nearby fault is considered high. Based on GIS information, no faults have been mapped within the boundaries of the project site. However, due to its proximity to several active faults, there is a potential for strong ground shaking.

All development in the city is required to comply with California Building Code (CBC) requirements that address structural seismic safety and include design criteria for seismic loading and other geologic hazards, including design criteria for geologically induced loading that govern sizing of structural members and provide calculation methods to assist in the design process. Thus, while shaking impacts would be potentially damaging, they would also tend to be reduced in their structural effects due to CBC criteria that recognize this potential. The CBC includes provisions for buildings to structurally survive an earthquake without collapsing and includes measures such as anchoring to the foundation and structural frame design. Additionally, the City of Wildomar codifies the Alquist-Priolo Earthquake Fault Zoning Act (Public Resources Code Section 2621 et seq.) in Wildomar Municipal Code Section 15.75.010. All new development and redevelopment would be required to comply with the requirements of the Alquist-Priolo Fault Zoning Act. As such, impacts are considered less than significant.

ii) **Less Than Significant Impact With Mitigation Incorporated.** The project site is located in an area of high regional seismicity and may experience horizontal ground acceleration during an earthquake along the Temecula Valley Segment of the Elsinore Fault Zone, or other fault zones in the region. The project site has been and will continue to be exposed to the potential for strong seismic ground shaking and associated hazards. The development of commercial structures on the project site would therefore expose structures, residents, and visitors to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking.

The Elsinore Fault Zone generally trends northwest–southeast and is a major right lateral strike-slip fault that has displayed Holocene displacement and associated strong earthquakes in 1856, 1894, and 1910. To estimate the potential ground shaking, EnGEN Corporation (2007) analyzed the seismic parameters using the probabilistic ground motion analysis using the computer software FRISKSP. The results of this analysis indicate that this segment of the Elsinore Fault Zone could produce seismic shaking with a maximum credible peak horizontal ground acceleration of 0.68 g. Peak acceleration is the measure of earthquake acceleration (intensity) on the ground (e.g., how hard the earth shakes in a given geographic area). Peak acceleration is expressed in "g"

(the acceleration due to earth's gravity, equivalent to g-force). As shown in **Table 6-1,** peak acceleration of 0.68 g is equivalent to an earthquake with a magnitude range of 6.5–6.9 (as measured on the Richter scale). While listing peak accelerations is useful for comparison of the potential effects of fault activity in a region, other considerations are important in seismic design, including the frequency and duration of motion and the soil conditions underlying the site.

Additionally, this segment of the Elsinore Fault Zone has a maximum credible earthquake magnitude of 6.8. The maximum credible earthquake is defined as the maximum earthquake that seems possible to occur under the presently known tectonic framework.

Table 6-1
Modified Mercalli Intensity Scale for Earthquakes

Richter Magnitude Scale Msa= 1+2/3 Iob	Modified Mercalli Scale	Effects of Intensity	Average Peak Ground Velocity (centimeters/ second)	Average Peak Acceleration
0.1–0.9	I	Not felt except by a very few under especially favorable circumstances.	—	—
1.0–2.9	II	Felt by only a few persons at rest, especially on upper floors of buildings.	—	—
3.0–3.9	III	Felt quite noticeably in doors, especially on upper floors of buildings, but many people do not recognize it as an earthquake. Standing cars may rock slightly. Vibration like passing a truck.	—	0.0035–0.007 g
4.0–4.5	IV	During the day felt indoors by many, outdoors by few. At night some awakened. Dishes, windows, doors disturbed; walls make creaking sound. Sensation like heavy truck striking building. Standing cars rocked noticeably.	1–3	0.015–0.035 g
4.6–4.9	V	Felt by nearly everyone; many awakened. Some dishes, windows broken. Unstable objects overturned. Pendulum clocks may stop.	3–7	0.035–0.07 g
5.0–5.5	VI	Felt by all, many frightened. Some heavy furniture moved; a few instances of fallen plaster. Damage slight.	7–20	0.07–0.15 g
5.6–6.4	VII	Damage negligible in buildings of good design and construction; slight to moderate in well-built ordinary structures; considerable damage in poorly built or badly designed structures; some chimneys broken.	20–60	0.15–0.35 g
6.5–6.9	VIII	Damage slight in specially designed structures; considerable damage in ordinary substantial buildings with partial collapse. Damage great in poorly built structures. Fall of chimneys, factory stacks, columns, monuments, walls. Heavy furniture overturned.	60–200	0.35–0.7 g

Table 6-1, continued

Richter Magnitude Scale Msa= 1+2/3 Iob	Modified Mercalli Scale	Effects of Intensity	Average Peak Ground Velocity (centimeters/ second)	Average Peak Acceleration
7.0–7.4	IX	Damage considerable in specially designed structures; well-designed frame structures thrown out of plumb. Damage great in substantial buildings, with partial collapse. Buildings shifted off foundations.	200–500	0.7–1.2 g
7.5–7.9	X	Some well-built wooden structures destroyed; most masonry and frame structures destroyed with foundations. Rails bent.	≥ 500	>1.2 g
8.0–8.4	XI	Few, if any (masonry) structures remain standing. Bridges destroyed. Rails bent greatly.	—	—
8.5+	XII	Damage total. Lines of sight and level are distorted. Objects thrown into the air.	—	—

Source: USGS 2015

[a] *Peak acceleration is expressed in "g" (the acceleration due to earth's gravity, equivalent to g-force).*

All new development is required to comply with the requirements of the California Building Code, which includes specific design measures intended to maximize structural stability in the event of an earthquake. CBC requirements address structural seismic safety and include design criteria for seismic loading and other geologic hazards, including design criteria for geologically induced loading that govern sizing of structural members, building supports, and materials, and provide calculation methods to assist in the design process. Thus, while shaking impacts would be potentially damaging, they would also tend to be reduced in their structural effects due to CBC criteria that recognize this potential. The CBC includes provisions for buildings to structurally survive an earthquake without collapsing and includes measures such as anchoring to the foundation and structural frame design.

The proposed project would be built in accordance with the CBC and engineered to avoid or withstand surface rupture or other seismic hazards. The project applicant and the geotechnical engineer (Soils Southwest) have worked together to design a layout that precludes development of structures designed for human occupancy over the identified fault zone. In addition, based on the potential for seismic activity at the project site and in proximity to the project site, mitigation measure **GEO-1** is required to reduce any impacts to less than significant levels. Implementation of mitigation measure **GEO-1** would minimize the potential for structural damage and associated safety hazards in the event of strong seismic ground shaking and would reduce this impact to a less than significant level.

iii) **Less Than Significant Impact With Mitigation Incorporated.**

Liquefaction (Above Groundwater). Liquefaction of cohesionless soils can be caused by strong vibratory motion due to earthquakes. Liquefaction is characterized by a loss of shear strength in the affected soil layers, thereby causing the soils to behave as a viscous liquid. Susceptibility to

liquefaction is based on geologic data. River channels and floodplains are considered most susceptible to liquefaction, while alluvial fans have a lower susceptibility. Depth to groundwater is another important element in an area's susceptibility to liquefaction. Groundwater less than 30 feet below the ground surface results in high to very high susceptibility to liquefaction, while greater depths to groundwater result in lower susceptibility. On-site testing didn't encounter groundwater at a depth of 12 feet below existing grade. But based on review of data available from the Department of Water Resources Water Data Library, the shallowest groundwater level is estimated at 7 feet below the current grade surface elevation of 1,330.41 feet above mean sea level (Soils Southwest 2015). Additionally, according to Riverside County Map My County, the project site is located in an area mapped as having moderate liquefaction potential (County of Riverside 2016). However, a geotechnical investigation conducted by Soils Southwest (dated July 8, 2015) concluded that on-site conditions should be considered non-susceptible to seismically induced liquefaction. The rationale behind the conclusion is based on on-site conditions, which include very dense gravelly soils or granitic bedrock, neither of which is known to have high liquefaction potential. As such, based on the conclusions presented in the geotechnical report, impacts associated with liquefaction are considered less than significant.

Seismically Induced Settlement (Below Groundwater). Settlement occurs primarily in loose to moderately dense, dry or saturated granular soil. Settlement caused by ground shaking is often non-uniformly distributed, which can result in differential settlement. Soils Southwest (2015; **Appendix 5**) did not conduct any analysis to determine the settlement potential at the project site; however, due to the potential earthquake magnitude, peak acceleration potential, and proximity of the project site to the Elsinore Fault Zone, there may be a potential for some seismically induced settlement. The soils study concluded that a supplemental settlement analysis may be needed; therefore, implementation of mitigation measure **GEO-2** is required to reduce impacts. Adherence to the structural design requirements of the CBC would further reduce impacts. As such, impacts associated with seismically induced settlement are considered less than significant with implementation of mitigation measure **GEO-2**.

iv) **No Impact.** The proposed project is not expected to expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death from landslides. Although the project site is located in an area of high seismic activity, because of the relatively level terrain of the site and surrounding properties, the site is not at risk for landslide, collapse, or rockfall hazards. No impact would occur.

b) **Less Than Significant Impact**. Soil erosion may result during construction of the proposed project, as grading and construction can loosen surface soils and make soils susceptible to the effects of wind and water movement across the surface. However, all construction activities related to the proposed project would be subject to compliance with the California Building Code. Additionally, all allowed development associated with the proposed project would be subject to compliance with the requirements set forth in the National Pollutant Discharge Elimination System (NPDES) Storm Water General Construction Permit for construction activities (discussed in further detail in subsection 9, Hydrology and Water Quality, of this IS/MND). Compliance with the CBC and the NPDES would minimize effects from erosion and ensure consistency with San Diego Regional Water Quality Control Board requirements, which establish water quality standards for the groundwater and surface water of the region.

Additionally, as part of the approval process, prior to grading plan approval, the project applicant will be required to comply with Wildomar Municipal Code Chapter 13.12, Stormwater Drainage System Protection, which establishes requirements for stormwater and non- stormwater quality discharge and control that requires new development or redevelopment projects to control stormwater runoff by implementing appropriate best management practices (BMPs) to prevent deterioration of water quality. The displacement of soil through cut and fill will be controlled by Chapter 33 of the 2013 California Building Code relating to grading and excavation, other applicable building regulations, and standard construction techniques; therefore, there will be no significant impact.

Further, a stormwater pollution prevention plan (SWPPP) will be required as part of the grading permit submittal package. The SWPPP provides a schedule for the implementation and maintenance of erosion control measures and a description of the erosion control practices, including appropriate design details and a time schedule. The SWPPP would consider the full range of erosion control best management practices, including any additional site-specific and seasonal conditions. Erosion control best management practices include, but are not limited to, the application of straw mulch, hydroseeding, the use of geotextiles, plastic covers, silt fences, and erosion control blankets, as well as construction site entrance/outlet tire washing. The State General Permit also requires that those implementing SWPPPs meet prerequisite qualifications that would demonstrate the skills, knowledge, and experience necessary to implement SWPPPs. NPDES requirements would significantly reduce the potential for substantial erosion or topsoil loss to occur in association with new development. Water quality features intended to reduce construction-related erosion impacts will be clearly noted on the grading plans for implementation by the construction contractor. More detail regarding the SWPPP can be found in subsection 9, Hydrology and Water Quality.

The City requires the submittal of detailed erosion control plans with any grading plans. Additionally, fugitive dust would be controlled in compliance with SCAQMD Rules 403 and 1166. The following erosion control features associated with SCAQMD rules and used during remedial activities would be employed: covering stockpiles with plastic sheeting; covering loaded soils with secured tarps; prohibiting work during periods of high winds; and watering exposed soils during construction. Further, in accordance with Clean Water Act and NPDES requirements, water erosion during construction would be minimized by limiting certain construction activities to dry weather, covering exposed excavated dirt during periods of rain, and protecting excavated areas from flooding with temporary berms. As a result, impacts associated with soil erosion during construction are considered less than significant after compliance with required erosion and runoff control measures approved as part of the approval of a grading plan. For a discussion of erosion and runoff impact post-construction, see subsection 9 Hydrology and Water Quality.

c) **Less Than Significant Impact With Mitigation Incorporated**. See Issues a.iii) and a.iv). As discussed in Issue a.iv), the project site is not at risk for landslide, collapse, or rockfall because of the relatively level terrain of the site and surrounding developed properties. As discussed in Issue a.iii), implementation of mitigation measures **GEO-2** would minimize the potential for damage and safety hazards associated with ground failure such as lateral spreading, subsidence, liquefaction, and collapse. Therefore, these impacts would be less than significant with mitigation incorporated.

d) **Less Than Significant Impact With Mitigation Incorporated**. Expansive soils contain significant amounts of clay particles that swell considerably when wetted and shrink when dried. Foundations constructed on these soils are subjected to large uplifting forces caused by the swelling. Without proper measures taken, heaving and cracking of both building foundations and slabs-on-grade could result. Based on the geotechnical study conducted by Soils Southwest (2015; **Appendix 5**), the silty sandy alluvial soils found at grade on the project site are expected to have very low expansion potential. However, based on the potential for soils with a higher expansion potential to be present near finished grade, additional expansion index testing should be conducted during site development. Therefore, implementation of mitigation measures **GEO-3** and **GEO-4** is required for impacts to be less than significant. The City also requires that site-specific soils reports accompany a building permit application request, which ensures that the type of building proposed is consistent with the actual soils present on the proposed building location. Additionally, the City evaluates each foundation plan separately using information from the building permit and site-specific soils analysis.

Therefore, compliance with development requirements specific to soil conditions found on the project site, as detailed in mitigation measures **GEO-3** and **GEO-4** will result in a less than significant impact regarding expansive soils.

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

f) **Less Than Significant Impact With Mitigation Incorporated**. Paleontological resources are fossilized remains of vertebrate and invertebrate organisms, fossil tracks and trackways, and plant fossils. A unique paleontological site would include a known area of fossil-bearing rock strata. The potential impact for paleontological resources is determined to be high for Pleistocene-age vertebrate fossils (County of Riverside 2016). A Paleontological Resources Assessment was conducted by LSA Associates, Inc., (2016) to determine whether paleontological resources exist on site. The methods used to determine significance included literature review, locality search, and field survey. Based on the literature review, the project site is underlain by the Pleistocene Pauba Formation, which was deposited from approximately 120,000 to 600,000 years ago and also the Cretaceous monzogranite to granosiorite of the Paloma Valley Ring Complex, which was deposited from 66.0 million years ago (ma) to 145.0 ma. The Pauba Formation is known to produce significantly important vertebrate fossils form the Irvingtonian North American Land Mammal Age. However, since the Paloma Valley Ring Complex formed from magma below the earth surface, they would not contain fossils and therefore this formation has no paleontological sensitivity. Due to the high paleontological potential found in the Pauba Formation, excavations could occur in association with development of the site that could affect paleontological resources. Therefore, it is possible that project-related ground-disturbing activities could uncover previously unknown paleontological resources within the project boundaries. Unanticipated and accidental paleontological discoveries during project implementation have the potential to affect significant paleontological resources. Compliance with mitigation measures **GEO-5** through **GEO-7** will reduce impacts on paleontological resources to less than significant.

STANDARD CONDITIONS AND REQUIREMENTS

1. The project shall comply with California Building Code and Chapter 13.12, Stormwater Drainage System Protection, of the Wildomar Municipal Code.

MITIGATION MEASURES

GEO-1 The project applicant shall incorporate the recommendations of the geotechnical/geological engineering study dated July 22, 2015, prepared by Soils Southwest, Inc. (**Appendix 5**) into project plans related to the proposed project. The project's building plans shall demonstrate that they incorporate all applicable recommendations of the design-level geotechnical study and comply with all applicable requirements of the latest adopted version of the California Building Code. A licensed professional engineer shall prepare the plans, including those that pertain to soil engineering, structural foundations, pipeline excavation, and installation. All on-site soil engineering activities shall be conducted under the supervision of a licensed geotechnical engineer or certified engineering geologist.

Timing/Implementation: *Prior to any ground-disturbing construction activities*

Enforcement/Monitoring: *City of Wildomar Planning Department and Building and Safety Department*

GEO-2 Prior to the issuance of any grading or building permit, the project applicant shall submit a subsequent seismic settlement study to the City of Wildomar for review and approval. The seismic settlement study shall be prepared by a qualified engineer and identify grading and building practices necessary to ensure stable building conditions. The project applicant shall incorporate the recommendations of the approved project-level seismic settlement study into project plans as directed by the City Engineer. The project's building plans shall demonstrate that they incorporate all applicable recommendations of the seismic settlement study and comply with all applicable requirements of the latest adopted version of the California Building Code. A licensed professional engineer shall prepare the plans, including those that pertain to soil engineering, structural foundations, and installation. All on-site soil engineering activities shall be conducted under the supervision of a licensed geotechnical engineer or certified engineering geologist.

Timing/Implementation: *Reviewed as part of the construction plans, and verified prior to occupancy*

Enforcement/Monitoring: *City of Wildomar Planning Department and Building and Safety Department*

GEO-3 To prevent the potential for damage associated with expansion potential, additional expansion testing shall be conducted during site development. If the results of expansion testing indicate moderate to highly expansive soils, the project applicant shall ensure that those soils are presaturated to a moisture content and depth specified by the geotechnical engineer, thereby "pre-swelling" the soil prior to constructing the structural foundation or hardscape. This method shall be used in conjunction with a layer of imported nonexpansive fill material placed directly below foundations and slabs to control seasonal moisture fluctuations. In addition, stronger

foundations, such as rigid mat or grid footing foundations, which can resist small ground movements without cracking, shall be constructed.

Timing/Implementation: *Reviewed as part of the construction plans, and verified prior to occupancy*

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

GEO-4 **Concrete Slab on Grade.** Specific design recommendations shall be incorporated into project design as specific in the geotechnical study prepared by Soils Southwest, Inc. (**Appendix 5**) dated July 22, 2015. Specific requirements include concrete slab reinforcement methods and materials and concrete curing. In addition, joints (isolation, contraction, and construction) shall be placed in accordance with the American Concrete Institute (ACI) guidelines. Special precautions shall be taken during placement and curing of all concrete slabs. Excessive slump (high water/cement ratio) of the concrete and/or improper curing procedures used during either hot or cold weather conditions could result in excessive shrinkage, cracking, or curling in the slabs. All concrete proportioning, placement, and curing shall be performed in accordance with ACI recommendations and procedures.

Timing/Implementation: *Prior to any ground-disturbing construction activities*

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

GEO-5 Construction personnel involved in excavation and grading activities shall be informed of the possibility of discovering fossils at any location and the protocol to be followed if fossils are found. A professional meeting the Society of Vertebrate Paleontology standards shall provide the preconstruction training. The City shall ensure the grading plan notes include specific reference to the potential discovery of fossils. If potentially unique paleontological resources (fossils) are inadvertently discovered during project construction, work shall be halted immediately within 50 feet of the discovery, the City shall be notified, and a professional paleontologist shall be retained to determine the significance of the discovery. The paleontologist shall establish procedures for paleontological resource surveillance throughout project construction and shall establish, in cooperation with the project applicant, procedures for temporarily halting or redirecting work to permit sampling, identification, and evaluation of fossils. Excavated finds shall be offered to a State-designated repository such as the Museum of Paleontology at the University of California, Berkeley, or the California Academy of Sciences.

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

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

7. Greenhouse Gas Emissions

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

DISCUSSION

a) **Less Than Significant Impact.** There is scientific consensus that the contribution of greenhouse gas (GHG) emissions into the atmosphere is resulting in the change of the global climate. The global average temperature is expected to increase relative to the 1986-2005 period by 0.3 to 4.8 degrees Celsius (°C) (0.5-8.6 degrees Fahrenheit [°F]) by the end of the 21st century (2081-2100), depending on future GHG emission scenarios (IPCC 2014). According to the California Natural Resources Agency (2012), temperatures in California are projected to increase 2.7°F above 2000 averages by 2050 and, depending on emission levels, 4.1–8.6°F by 2100. Physical conditions beyond average temperatures could be indirectly affected by the accumulation of GHG emissions. For example, changes in weather patterns resulting from increases in global average temperature are expected to result in a decreased volume of precipitation falling as snow in California and an overall reduction in snowpack in the Sierra Nevada. The Global Warming Solutions Act, also known as Assembly Bill (AB) 32, is a legal mandate requiring that statewide GHG emissions be reduced to 1990 levels by 2020.

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

Area sources would result in GHG emissions generated from the combustion of wood or biomass and are considered biogenic emissions of CO_2. However, the project would be required to comply with SCAQMD Rule 445, which prohibits the use of wood-burning stoves and fireplaces in new development. Another area source includes landscape maintenance equipment, which would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this

category would include lawn mowers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain project landscaping.

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

GHG emissions would also result from mobile sources associated with the project. These mobile source emissions will result from the typical daily operation of motor vehicles by visitors, employees, and residents. Project mobile source emissions are dependent on overall daily vehicle trip generation.

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

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

Thresholds of significance illustrate the extent of an impact and are a basis from which to apply mitigation measures. On September 28, 2010, the SCAQMD recommended a bright-line, numeric threshold of 3,000 metric tons of carbon dioxide equivalent (CO_2e) as a threshold for all land uses. This threshold was developed as part of the SCAQMD GHG CEQA Significance Threshold Working Group. The GHG Significance Threshold Working Group was formed to assist SCAQMD's efforts to develop a GHG significance threshold consistent with the GHG reduction goals of AB 32, which as previously described is the legal mandate requiring that statewide GHG emissions be reduced to 1990 levels by 2020. The GHG Significance Threshold Working Group is comprised of a wide variety of stakeholders including the State Office of Planning and Research (OPR), CARB, the Attorney General's Office, a variety of city and county planning departments in the South Coast Air Basin, various utilities such as sanitation and power companies throughout the South Coast Air Basin, industry groups, and environmental and professional organizations. This threshold was developed to be consistent with CEQA requirements for developing significance thresholds, is supported by substantial evidence, and provides guidance to CEQA practitioners with regard to determining whether GHG emissions from a proposed project are significant. Therefore, for the purposes of this evaluation and in the absence of any other adopted significance thresholds, a threshold of 3,000 metric tons of CO_2e per year is used to assess the significance of greenhouse gases. Emissions resulting from implementation of the proposed project have been quantified and the quantified emissions are compared with the SCAQMD greenhouse gas threshold. The anticipated GHG emissions during project construction and operation are shown in **Table 7-1**. Per this table, GHG emissions projected to result from both construction (amortized over 30 years)

and operation of the proposed project would not exceed the SCAQMD greenhouse gas threshold of 3,000 metric tons of CO_2e per year. The impact is therefore considered less than significant.

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

Emissions Source	Total CO_2e
Annual construction-related emissions amortized over 30 years	32
Area	20
Energy	275
Mobile	1,067
Waste	41
Water Usage	29
Total	**1,464**
SCAQMD Threshold	*3,000*
Significant?	**NO**

*Source: LSA Associates 2015a. See **Appendix 2** for modeling details.*

b) **Less Than Significant Impact**. As previously stated, AB 32 is the legal mandate requiring that statewide GHG emissions be reduced to 1990 levels by 2020. In addition, two Executive Orders, California Executive Order 5-03-05 (2005) and California Executive Order B-30-15 (2015), highlight GHG emissions reduction targets, though such targets have not been adopted by the State and remain only a goal of the Executive Orders. Specifically, Executive Order 5-03-05 seeks to achieve a reduction of GHG emissions of 80 percent below 1990 levels by 2050 and Executive Order B-30-15 seeks to achieve a reduction of GHG emissions of 40 percent below 1990 levels by 2030. Technically, a governor's Executive Order does not have the effect of new law but can only reinforce existing laws. For instance, as a result of the AB 32 legislation, the State's 2020 reduction target is backed by the adopted AB 32 Scoping Plan, which provides a specific regulatory framework of requirements for achieving the 2020 reduction target. The State-led GHG reduction measures, such as the Low Carbon Fuel Standard and the Renewables Portfolio Standard, are largely driven by the AB 32 Scoping Plan. Executive Orders S-03-05 and B-30-15 do not have any such framework and therefore provide no emissions reduction mechanisms that can be applied to the analysis of land use projects for the purpose of meaningful emissions estimates. As a result of Executive Orders B-30-15 and 5-03-05, new legislation is proposed to establish post-2020 GHG reduction goals; however, no action on the legislation has been taken as of this writing (April 2016).

SCAG's 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), adopted April 4, 2012, which establishes GHG emissions goals for automobiles and light-duty trucks for 2020 and 2035, establishes an overall GHG target for the project region consistent with both the target date of AB 32 (2020) and the post-2020 GHG reduction goals of Executive Order 5-03-05 (2005) and Executive Order B-30-15 (2015). As identified in Table 7-1, mobile-source emissions are the most potent contributor of GHG emissions with the proposed project. SCAG was tasked by CARB to achieve a 9 percent per capita reduction compared to 2012 vehicle emissions by 2020 and a 16 percent per capita reduction by 2035, which CARB confirmed the

project region would achieve by implementing its RTP/SCS (CARB 2013). The RTP/SCS contains GHG-reducing programs, including multimodal transportation investments such as bus rapid transit, light rail transit, heavy rail transit, commuter rail, high-speed rail, active transportation strategies (e.g., bikeways and sidewalks), transportation demand management strategies, transportation systems management, highway improvements (interchange improvements, high-occupancy vehicle lanes, high-occupancy toll lanes), arterial improvements, goods movement strategies, aviation and airport ground access improvements, and operations and maintenance to the existing multimodal transportation system. SCAG's RTP/SCS identifies that land use strategies which focus new housing and job growth in areas served by high quality transit and other opportunity areas would be consistent with a land use development pattern that supports and complements the proposed transportation network, which emphasizes system preservation, active transportation, and transportation demand management measures. The 2012 RTP/SCS incorporates local land use projections and circulation networks from the cities' and counties' general plans. The projected regional development pattern, including location of land uses and residential densities in local general plans, when integrated with the proposed regional transportation network identified in the 2012 RTP/SCS, would reduce per capita vehicular travel-related GHG emissions and achieve the GHG reduction per capita targets for the SCAG region.

The RTP/SCS sets forth a development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, would reduce GHG emissions from transportation (excluding goods movement). The RTP/SCS is meant to provide individual jurisdictions with growth strategies that, when taken together, achieve the regional GHG emissions reduction targets. Specifically, the SCS distributes growth forecast data to transportation analysis zones for the purpose of modeling performance. The growth and land use assumptions for the SCS are to be adopted at the jurisdiction level. For Wildomar, the SCS's Growth Forecast assumes 10,000 households and 3,400 jobs in 2008, anticipates 13,000 households and 5,900 jobs in 2020, and projects 16,800 households and 9,300 jobs in 2035. Accordingly, the population that would be generated as a result of the project is within this anticipated growth. As previously stated, under the current MUPA designation, a minimum of 209 dwelling units are required; the project proposes a General Plan Amendment to allow the development of only 77 dwelling units. Furthermore, the proposed project is not regionally significant per CEQA Guidelines Section 15206 and as such, it would not conflict with the SCAG RTP/SCS targets, since those targets were established and are applicable on a regional level.

As noted, the RTP/SCS includes a strong commitment to reduce emissions from transportation sources (the most potent source of GHG emissions of the project), improve public health, and meet the national ambient air quality standards as set forth by the federal Clean Air Act. The RTP/SCS provides a blueprint for improving residents' quality of life by providing more choices for where they will live, work, and play, and how they will move around (SCAG 2012). The proposed project's consistency with the applicable RTP/SCS goals is analyzed in detail in **Table 7-2**.

Table 7-2
Consistency with SCAG's
Regional Transportation Plan/Sustainable Communities Strategy Goals

SCAG Goals	Compliance with Goal
GOAL 1: Align the plan investments and policies with improving regional economic development and competitiveness.	Not Applicable: This is not a project-specific policy and is therefore not applicable.
GOAL 2: Maximize mobility and accessibility for all people and goods in the region.	Consistent: Improvements to the transportation network in Wildomar are developed and maintained to meet the needs of local and regional transportation and to ensure efficient mobility. A number of regional and local plans and programs are used to guide development and maintenance of transportation networks, including but not limited to: • Riverside County Congestion Management Program • Caltrans Traffic Impact Studies Guidelines • Caltrans Highway Capacity Manual • SCAG RTP/SCS
GOAL 3: Ensure travel safety and reliability for all people and goods in the region.	Consistent: All modes of transit in Wildomar are required to follow safety standards set by corresponding regulatory documents. Pedestrian walkways and bicycle routes must follow safety precautions and standards established by local (e.g., City of Wildomar, County of Riverside) and regional (e.g., SCAG, Caltrans) agencies. Roadways for motorists must follow safety standards established for the local and regional plans.
GOAL 4: Preserve and ensure a sustainable regional transportation system.	Consistent: All new roadway developments and improvements to the existing transportation network must be assessed with some level of traffic analysis (e.g., traffic assessments, traffic impact studies) to determine how the developments would impact existing traffic capacities and to determine the needs for improving future traffic capacities.
GOAL 5: Maximize the productivity of our transportation system.	Consistent: The local and regional transportation system would be improved and maintained to encourage efficiency and productivity. The City's Public Works Department oversees the improvement and maintenance of all aspects of the public right-of-way on an as-needed basis. The City also strives to maximize productivity of the region's public transportation system (i.e., bus, bicycle) for residents, visitors, and workers coming into and out of Wildomar.
GOAL 6: Protect the environment and health of our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking).	Consistent: The reduction of energy use, improvement of air quality, and promotion of more environmentally sustainable development are encouraged through the development of alternative transportation methods, green design techniques for buildings, and other energy-reducing techniques. For example, development projects are required to comply with the provisions of the California Building and Energy Efficiency Standards and the Green Building Standards Code (CALGreen). The City also strives to maximize the protection of the environment and improvement of air quality by encouraging and improving the use of the region's public transportation system (i.e., bus, bicycle) for residents, visitors, and workers coming into and out of Wildomar.
GOAL 7: Actively encourage and create incentives for energy efficiency, where possible.	Not Applicable: This is not a project-specific policy and is therefore not applicable
GOAL 8: Encourage land use and growth patterns that facilitate transit and non-motorized transportation.	Consistent: See response to RTP/SCS Goal 6.

Table 7-2, continued

SCAG Goals	Compliance with Goal
GOAL 9: Maximize the security of our transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.	Consistent: The City of Wildomar monitors existing and newly constructed roadways and transit routes to determine the adequacy and safety of these systems. Other local and regional agencies (i.e., Riverside County Transportation Department, Caltrans, SCAG) work with the City to manage these systems. Security situations involving roadways and evacuations would be addressed in the County of Riverside's emergency management plans (e.g., Riverside County Operational Area Emergency Operations Plan) developed in accordance with the state and federal mandated emergency management regulations.

The proposed project is not regionally significant per CEQA Guidelines Section 15206 and as such would not conflict with the SCAG RTP/SCS and associated GHG reduction targets for the year 2020 or year 2035, since those targets were established and are applicable on a regional level. In addition, as shown in **Table 7-2**, the project does not conflict with the stated goals of the RTP/SCS. For these reasons, the proposed project would not interfere with SCAG's ability to implement the regional strategies outlined in the 2012 RTP/SCS to achieve the greenhouse gas reduction goals and strategies for passenger vehicles.

In addition to project consistency with the 2012 RTP/SCS, it would also be consistent with the Western Regional Council of Governments (WRCOG) (2014) Subregional Climate Action Plan (CAP). Though the CAP has not been formally adopted by the City, Wildomar is a member agency of WRCOG, which coordinated a subregional climate action plan process on behalf of its member agencies. Wildomar is a participating agency of the CAP. The WRCOG CAP establishes a community-wide emissions reduction target of 15 percent below 2010 levels by the year 2020, following guidance from CARB and the Governor's Office of Planning and Research. CARB and the California Attorney General have determined this approach to be consistent with the statewide AB 32 goal of reducing emissions to 1990 levels by the year 2020. Progress toward achieving the 2020 emissions reduction target will be monitored over time through preparation of an annual memorandum documenting program implementation and performance. Following each annual report, WRCOG and the participating jurisdictions may adjust or otherwise modify the strategies to achieve the reductions needed to reach the target. Such adjustments could include more prescriptive measures, reallocation of funding to more successful programs, and modifications to the 2020 business-as-usual (BAU) emissions projection and reduction target based on revised population, housing, and employment growth estimates. Additionally, there will be a comprehensive inventory update prior to 2020 to track overall progress toward meeting the GHG reduction target.

To meet emissions reduction targets, the CAP considers existing programs and policies in the subregion that achieve GHG emissions reductions in addition to new GHG reduction measures. Several measures apply to participating jurisdictions in western Riverside County uniformly because they respond to adoption of a state law (e.g., the Low Carbon Fuel Standard) or result from programs administered at the discretion of a utility serving multiple jurisdictions (e.g., utility rebates). For other discretionary measures, participating jurisdictions, including the City of Wildomar, have voluntarily committed to a participation level that could be implemented in their communities. For example, the City has agreed to increase the amount of bike lanes in the city by 10 percent compared with existing conditions (CAP Measure T-1), increase bicycle parking (CAP

Measure T-2), increase fixed-route bus service by 5 percent compared with existing conditions (CAP Measure T-5), synchronize traffic signals (CAP Measure T-7), increase the jobs/housing ratio in the city by 5 percent (CAP Measure T-9), and provide residential green bins for the collection and transport of organic waste for compost (CAP Measure SW-1).

No aspect of the proposed project would conflict with or inhibit the City of Wildomar's commitment to its GHG-reducing measures under the WRCOG Subregional Climate Action Plan.

The reduction measures proposed in the CAP build on inventory results and key opportunities prioritized by city staff, other member agencies of WRCOG, and members of the public. The strategies in the CAP consist of measures that identify the steps needed to support reductions in GHG emissions. These reductions in GHG emissions will be achieved through a mix of voluntary programs and new strategic standards. All standards presented in the CAP respond to the needs of development, avoiding unnecessary regulation, streamlining new development, and achieving more efficient use of resources.

The project is consistent with the GHG inventory contained in the CAP. Both the existing and the projected GHG inventory contained in the CAP were derived based on the land use designations and associated densities defined in the City's General Plan. Since the proposed General Plan Amendment and zone change are required to allow the development of residential units at a reduced density compared to the density allowed under the current land use designation, the project would not exceed the population densities assumed in the GHG inventory contained in the CAP. (Under the current MUPA designation, a minimum of 209 dwelling units are required. The project is proposing a General Plan Amendment to allow the development of only 77 dwelling units.)

For the reasons described above, this impact would be less than significant.

STANDARD CONDITIONS AND REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

8. Hazards and Hazardous Materials

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

DISCUSSION

A Phase I Environmental Site Assessment (ESA) prepared for the project site by Soils Southwest, Inc., in March 2016 (**Appendix 6**). The Phase I ESA consists of historical property use research, a regulatory agency records search, and site reconnaissance to identify potential recognized environmental conditions on the project site.

a, b) **Less Than Significant Impact**. The development of the proposed project involves construction activities that could result in the transport, use, and disposal of hazardous materials such as gasoline fuels, asphalt, lubricants, toxic solvents, pesticides, and herbicides. The transport, use, and disposal of these materials could pose a potential hazard to the public and the environment.

The project proposes residential development, consisting of 77 detached single-family homes. Typically, residential development is not expected to involve the routine transport, use, or disposal of hazardous materials in significant quantities. Generally, the exposure of persons to hazardous materials could occur through improper handling or use of hazardous materials or hazardous wastes during construction or operation of future developments, particularly by untrained personnel, an accident during transport, environmentally unsound disposal methods, or fire, explosion, or other emergencies.

The proposed project would be required to comply with all applicable local, state, and federal regulations during project construction and operation. The Riverside County Department of Environmental Health is the Certified Unified Program Agency (CUPA) for Riverside County and is responsible for consolidating, coordinating, and making consistent the administrative requirements, permits, inspections, and enforcement activities of state standards regarding the transportation, use, and disposal of hazardous materials in Riverside County, including Wildomar.

While the risk of exposure to hazardous materials cannot be eliminated, adherence to existing regulations would ensure compliance with safety standards related to the use and storage of hazardous materials and with the safety procedures mandated by applicable federal, state, and local laws and regulations. Compliance with these regulations would ensure that risks resulting from the routine transportation, use, storage, or disposal of hazardous materials or hazardous wastes associated with implementation of the proposed project would be less than significant.

c) **Less Than Significant Impact**. Ronald Reagan Elementary School is located approximately 0.26 miles from the proposed project site. However, all requests for development or a change in occupancy will be circulated to the Lake Elsinore Unified School District (LEUSD) for review and comment. This would help to address any concerns related to proposed uses that could have the potential to release hazardous materials in proximity to a school. Additionally, the project is a residential development and is not anticipated to emit hazardous emissions or handle hazardous or acutely hazardous material within one-quarter mile of a school. Impacts are anticipated to be less than significant.

d) **Less Than Significant Impact**. The project site is not included on a list of hazardous materials sites compiled by the California Department of Toxic Substances Control (DTSC) or the State Water Resources Control Board (SWRCB) pursuant to Government Code Section 65962.5 as of February 2016 (DTSC 2016; SWRCB 2016). The site is not a land use associated with hazardous materials. The project site is not known or anticipated to have been contaminated with hazardous materials, and no hazardous material storage facilities are known to exist on-site.

The Phase I identified two hazardous materials sites within 1 mile of the project site: Prompt Cleaners and RePlanet LLC. However, the Phase I ESA prepared for the Clinton Keith Village Center development project, which is located directly south of the proposed project site on APN 362-250-003, identified three (one of them being Prompt Cleaners) hazardous materials sites within 1

mile of Clinton Keith Village Center that were reported in the agency database records search. These properties are also within 1 mile of the proposed project site. The properties listed in **Table 8-1** are known to be associated with the use and/or storage of hazardous materials or petroleum hydrocarbons. The facilities from both studies have been included in **Table 8-1**.

Table 8-1
Hazardous Materials Sites

Site/Facility Name	Address	Distance from Project Site	Cleanup Status	Associated Project Impacts
Prompt Cleaners	23905 Clinton Keith Road	0.25 Miles WSW	Active	None
RePlanet LLC	23893 Clinton Keith Road	0.30 Miles SW	Active	None
USA Station No. 638238	23905 Cat Road	0.27 Miles West	Closed	None
Clinton Keith Chevron	23805 Clinton Keith Road	0.32 Miles WSW	Active	None

Source: EnGEN 2013; Soils Southwest 2016

According to the Phase I ESA (EnGEN 2013; Soils Southwest, Inc.), there are no records of unauthorized releases or violations associated with these sites. Therefore, impacts are considered less than significant.

e) **No Impact**. The project site is not located within any airport land use plan. The closest public airport is French Valley Airport, which is located approximately 9.6 miles southeast of the project site. Given the distance and because the project is not in the airport land use plan area for French Valley Airport, there is no impact.

f) **No Impact**. The project site is located in proximity to Skylark Field, which is a private airstrip located at the south end of Lake Elsinore, approximately 5 miles northwest of the project site. Skylark Field is used primarily by skydiving aircraft, which commonly drop parachutists into the nearby back-bay area south of the lake. The airport is also used for gliding and other recreational uses. As shown in Figure 2, Skylark Airfield Area of Influence, of the Wildomar General Plan, the proposed project site is outside of the area of influence (City of Wildomar 2008). Therefore, there would be no impact.

g) **Less Than Significant Impact**. Access to the project site is available via George Avenue and Iodine Springs Road. The construction and operation of the proposed project would not place any permanent physical barriers on either of these public streets. A private street will connect George Avenue to Iodine Springs Road. Construction would take place within the project site, and no roadway closures are anticipated. To ensure compliance with zoning, building, and fire codes, the project applicant is required to submit appropriate plans for plan review prior to the issuance of a building permit. Adherence to these requirements would ensure that the project would not have a significant impact on emergency response and evacuation plans. A less than significant impact would occur as a result of the proposed project.

h) **Less Than Significant Impact**. Government Code 51175-89 directs the California Department of Forestry and Fire Protection (Cal Fire) to identify areas of very high fire hazard severity zones within Local Responsibility Areas (LRA). Mapping of the areas, referred to as Very High Fire Hazard Severity Zones (VHFHSZ), is based on data and models of potential fuels over a 30- to 50-year time

horizon and their associated expected fire behavior and expected burn probabilities, which quantifies the likelihood and nature of vegetation fire exposure (including firebrands) to buildings. LRA VHFHSZ maps were initially developed in the mid-1990s and are now being updated based on improved science, mapping techniques, and data.

In 2008, the California Building Commission adopted California Building Code Chapter 7A requiring new buildings in VHFHSZs to use ignition-resistant construction methods and materials. These codes include provisions to improve the ignition resistance of buildings, especially from firebrands.

The eastern and western portions of Wildomar, including the project site, have been designated very high fire hazard severity zones. Therefore, development on the project site would be subject to compliance with the 2013 California Building Code (or the most current version) and the 2013 Edition of the California Fire Code (Part 9 of Title 24 of the California Code of Regulations, which includes Section 4905.2 "Construction Methods and Requirements within Established Limits."). Fire Code Chapter 49 cites specific requirements for wildfire-urban interface areas that include, but are not limited to, providing defensible space and hazardous vegetation and fuel management. Wildomar is covered under the Riverside County Operational Area Emergency Operations Plan (2006) and the Riverside County Operation Area Multi-Jurisdictional Local Hazard Mitigation Plan (2012). These plans provide guidance to effectively respond to any emergency, including wildfires. In addition, all proposed construction would be required to meet minimum standards for fire safety. Implementation of these plans and policies in conjunction with compliance with the Fire Code would minimize risk of loss due to wildfires.

Considering the existing emergency plans, the project site's location in a very high fire hazard severity zone will not result in any significant exposure of individuals or structures to the threat of wildfire.

STANDARD CONDITIONS AND REQUIREMENTS

1. Compliance with the 2013 California Building Code (or most current version) and the 2013 Edition of the California Fire Code (Part 9 of Title 24 of the California Code of Regulations).

2. Adherence to California Fire Code Chapter 49, which cites specific requirements for wildfire-urban interface areas.

MITIGATION MEASURES

None required.

9. Hydrology and Water Quality

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

A preliminary Water Quality Management Plan (WQMP) was prepared for the proposed project by TL Group Corp. on April 14, 2016 (**Appendix 7**).

DISCUSSION

a, e, f) **Less Than Significant Impact.** Wildomar Municipal Code Section 13.12.050 requires development to comply with a Municipal Separate Storm Sewer System (MS4) Permit from the San Diego Regional Water Quality Control Board. Section F.1 of the MS4 permit specifies requirements for new developments, and Section F.1.D provides details on the requirements for standard stormwater mitigation plans (SSMPs, also known as WQMPs). The WQMP for this project is provided in **Appendix 7** to this IS/MND. The MS4 permit imposes pollution prevention requirements on planned developments, construction sites, commercial and industrial businesses, municipal facilities and activities, and residential activities. Even though Wildomar is split by two watersheds (Santa Ana and Santa Margarita) that affect some of the properties in the city, the entire city is governed by the MS4 permit for the Santa Margarita region. The project site is not one of the properties split by the jurisdictional boundaries between the Santa Ana and Santa Margarita watersheds. The project site drains entirely into the Santa Margarita watershed.

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

Construction

Construction activities associated with development of the proposed project will involve site grading, excavation, and disturbance of the existing vegetation cover and soil. Intense rainfall and associated stormwater runoff during construction activities could result in erosion in areas of exposed or stockpiled soils. If uncontrolled, these soil materials would flow off of the site and into the storm drainage system. Pollutants of concern include trash/debris, oxygen-demanding substances, oil and grease, pesticides, and bacteria and viruses. The project site does not contain any known legacy pollutants or hazardous substances above applicable regulatory standards (see subsection 8, Hazards and Hazardous Materials, and **Appendix 7**).

To minimize the potential for contamination of stormwater during construction, a stormwater pollution prevention plan (SWPPP) is required as part of the grading permit submittal package. The SWPPP will incorporate a series of specific measures that will be included in the construction process to address erosion, accidental spills, and the quality of stormwater runoff.

The best management practices that must be implemented as part of a SWPPP can be grouped into two major categories: (1) erosion and sediment control BMPs, and (2) non-stormwater management and materials management BMPs. Erosion and sediment control BMPs fall into four main subcategories:

1. Erosion controls

2. Sediment controls
3. Wind erosion controls
4. Tracking controls

Erosion controls include practices to stabilize soil, to protect the soil in its existing location, and to prevent soil particles from migrating. Examples of erosion control BMPs are preserving existing vegetation, mulching, and hydroseeding. Sediment controls are practices to collect soil particles after they have migrated, but before the sediment leaves the site. Examples of sediment control BMPs are street sweeping, fiber rolls, silt fencing, gravel bags, sand bags, storm drain inlet protection, sediment traps, and detention basins. Wind erosion controls prevent soil particles from leaving the site in the air. Examples of wind erosion control BMPs include applying water or other dust suppressants to exposed soils on the site. Tracking controls prevent sediment from being tracked off site via vehicles leaving the site to the extent practicable. A stabilized construction entrance not only limits the access points to the construction site but also functions to partially remove sediment from vehicles prior to leaving the site.

Non-stormwater management and material management controls reduce non-sediment-related pollutants from potentially leaving the construction site to the extent practicable. The Construction General Permit prohibits the discharge of materials other than stormwater and authorized non-stormwater discharges (such as irrigation and pipe flushing and testing). Non-stormwater BMPs tend to be management practices with the purpose of preventing stormwater from coming into contact with potential pollutants. Examples of non-stormwater BMPs include preventing illicit discharges and implementing good practices for vehicle and equipment maintenance, cleaning, and fueling operations, such as using drip pans under vehicles. Waste and materials management BMPs include implementing practices and procedures to prevent pollution from materials used on construction sites. Examples of materials management BMPs include:

1. Good housekeeping activities such as storing of materials covered and elevated off the ground, in a central location.
2. Securely locating portable toilets away from the storm drainage system and performing routine maintenance.
3. Providing a central location for concrete washout and performing routine maintenance.
4. Providing several dumpsters and trash cans throughout the construction site for litter/floatable management.
5. Covering and/or containing stockpiled materials and overall good housekeeping on the site.

The Construction General Permit also requires that construction sites be inspected before and after storm events and every 24 hours during extended storm events. The purpose of the inspections is to identify maintenance requirements for the BMPs and to determine the effectiveness of the BMPs that are being implemented. The SWPPP is a “living document” and as such can be modified as construction activities progress. Additional requirements include

compliance with post-construction standards focusing on low impact development (LID) and preparation of rain event action plans.

The SWRCB has also issued a Statewide General Permit (Water Quality Order R5-2008-0081, NPDES No. CAG995001) for dewatering and other low-threat discharges to surface waters in the state. Should construction of a project require dewatering, the project applicant would be required to submit a Notice of Intent, as well as a Best Management Practices Plan, to comply with the general permit. The BMP Plan would include disposal practices to ensure compliance with the general permit, such as the use of sediment basins or traps, dewatering tanks, or gravity or pressurized bag filters. Monitoring and reporting would also be performed to ensure compliance with the permit.

Project Operation

The project's on-site drainage system directs on-site drainage through "best management practice" (BMP) facilities that improve water quality, and into a storm drain system located in Lot B. From Lot B stormwater flows will ultimately be conveyed to the existing 54-inch reinforced concrete pipe in George Avenue. Existing onsite stormwater flows are 10.88 cubic feet per second (cfs) for 2-year storm events and 18.84 cfs for 10-year storm events. During project implementation, onsite stormwater flows are expected to remain the same for 2-year storm events and incrementally increase to 18.89 cfs for 10-year storm events. The incremental increase during 10-year storm events would not result in a substantial increase in stormwater flows beyond what the project currently conveys. (TL Group Corp. 2015; **Appendices 7c and 7d**).

TL Group Corp. (2015) prepared a preliminary Water Quality Management Plan (WQMP) for the proposed project (see Appendix 7). A final WQMP will be prepared for the project if it is approved and will replace the preliminary WQMP. Based on the preliminary WQMP, the project site is tributary to the receiving waters listed in **Table 9-1**, which also identifies the designated beneficial uses associated with each of the receiving waters.

Table 9-1
Receiving Waters for Urban Runoff from Proposed Project – Santa Ana River Watershed

Receiving Waters	EPA-Approved 303(d) List Impairments	Designated Beneficial Uses	Proximity to RARE Beneficial Use
Cole Canyon	N/A	MUN, AGR, IND, PROC, REC-1, REC-2, BIOL, WARM, WILD	N/A
Murrieta Creek	Copper, Chlorpyrifos, Toxicity	MUN, AGR, IND, PROC, GWR, REC-1, REC-2, WARM, WILD	N/A
Santa Margarita River	Enterococcus, Fecal Coliform, Phosphorus, Total Nitrogen as N, Toxicity	MUN, AGR, IND, REC-1, REC-2, WARM, COLD, WILD, RARE	N/A

Source: TL Group 2015

As listed in **Table 9-1**, beneficial uses include the following:

- Municipal and Domestic Supply (MUN) – Includes uses of water for community, military, or individual water supply systems including, but not limited to, drinking water supply.
- Agricultural Supply (AGR) – Includes uses of water for farming, horticulture, or ranching including, but not limited to, irrigation, stock watering, or support of vegetation for range grazing.
- Industrial Service Supply (IND) – Includes uses of water for industrial activities that do not depend primarily on water quality including, but not limited to, mining, cooling water supply, hydraulic conveyance, gravel washing, fire protection, or oil well repressurization.
- Industrial Process Supply (PROC) – Includes uses of water for industrial activities that depend primarily on water quality.
- Groundwater Recharge (GWR) – Includes uses of water for natural or artificial recharge of groundwater for purposes of future extraction, maintenance of water quality, or halting of saltwater intrusion into freshwater aquifers.
- Preservation of Biological Habitats of Special Significance (BIOL) – Includes uses of water that support designated areas or habitats, such as established refuges, parks, sanctuaries, ecological reserves, or Areas of Special Biological Significance, where the preservation or enhancement of natural resources requires special protection.
- Water Contact Recreation (REC-1) – Uses of water for recreational activities involving body contact with water, where ingestion of water is reasonably possible. These uses include, but are not limited to, swimming, wading, water-skiing, skin and scuba diving, surfing, whitewater activities, fishing, or use of natural hot springs.
- Non-Contact Water Recreation (REC-2) – Uses of water for recreational activities involving proximity to water, but not normally involving body contact with water, where ingestion of water is reasonably possible. These uses include, but are not limited to, picnicking, sunbathing, hiking, beachcombing, camping, boating, tide pool and marine life study, hunting, sightseeing, or aesthetic enjoyment in conjunction with the above activities.
- Warm Freshwater Habitat (WARM) – Includes uses of water that support warm water ecosystems including, but not limited to, preservation or enhancement of aquatic habitats, vegetation, fish or wildlife, including invertebrates.
- Cold Freshwater Habitat (COLD) – Includes uses of water that support cold water ecosystems including, but not limited to, preservation or enhancement of aquatic habitats, vegetation, fish or wildlife, including invertebrates.
- Wildlife Habitat (WILD) – Uses of water that support terrestrial ecosystems including, but not limited to, preservation and enhancement of terrestrial habitats, vegetation, wildlife (e.g., mammals, birds, reptiles, amphibians, invertebrates), or wildlife water and food sources.
- Rare, Threatened, or Endangered Species (RARE) – Includes uses of water that support habitats necessary, at least in part, for the survival and successful maintenance of plant

or animal species established under state or federal law as rare, threatened or endangered.

The WQMP identifies a series of specific permanent and operational source control best management practices to be incorporated into project design:

- Extended Detention Basin – Dry extended detention ponds (a.k.a. dry ponds, extended detention basins, detention ponds, extended detention ponds) are basins whose outlets have been designed to detain the stormwater runoff from a water quality design storm for some minimum time (e.g., 48 hours) to allow particles and associated pollutants to settle. Unlike wet ponds, these facilities do not have a large permanent pool. They can also be used to provide flood control by including additional flood detention storage. Targeted constituents include sediment, nutrients, trash, metals, bacteria, oil and grease, and organics.
- Vegetated Swale – Vegetated swales are open, shallow channels with vegetation covering the side slopes and bottom that collect and slowly convey runoff flow to downstream discharge points. They are designed to treat runoff through filtering by the vegetation in the channel filtering through a subsoil matrix and/or infiltration into the underlying soils. Swales can be natural or man-made. They trap particulate pollutants (suspended solids and trace metals), promote infiltration, and reduce the flow velocity of stormwater runoff. Vegetated swales can serve as part of a stormwater drainage system and can replace curbs, gutters, and storm sewer systems.

Implementation of best management practices identified in the preliminary WQMP and compliance with existing state and local regulations would protect water quality and ensure compliance with applicable water quality standards. Therefore, impacts are less than significant.

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

- Recharge from precipitation – Rainfall directly to the basin.
- Surface water infiltration – Recharge from infiltration of surface waters such as streams. The San Jacinto River is the major surface water inflow. Inflow from Lake Elsinore is considered negligible.
- Infiltration from land use – Direct surface recharge from application of water for irrigation.
- Infiltration from septic tanks – Infiltration in areas serviced by septic systems in the basin.

Murrieta Creek is the closest stream to the proposed project site and would be considered a source of recharge for the basin. The proposed project will not affect the recharge capability of Murrieta Creek, as it is outside the project boundaries.

Currently, the proposed site is largely permeable. However, with the exception of landscaped and water quality areas, the proposed project site will be covered by impervious surfaces such as buildings, parking areas and drive aisles. Development on the project site may lead to an increased demand for potable water supply, which is provided by the Elsinore Valley Municipal Water District, in part from groundwater supplies. The EVMWD imports water to ensure that significant overdraft of local groundwater supplies does not occur. Based on the EVMWD's (2011) Urban Water Management Plan, no adverse impacts to groundwater resources were forecast to occur from implementing the approved land uses in the project area anticipated as part of buildout of the Wildomar General Plan. The proposed project would be consistent with the General Plan that was used by EVMWD to prepare the UWMP.

EVMWD adopted a Water Shortage Contingency Plan on February 5, 1992. EVMWD's Water Shortage Contingency Plan was prepared to comply with Assembly Bill 11x (1991). The bill modified Section 10632 of the California Water Code and required every urban water supplier to file a plan, because of the worsening 1986–1992 drought. The key elements of the EVMWD's Water Shortage Contingency Plan are ordinances with phased water use restrictions and a drought rate structure. EVMWD has two water shortage ordinances: Nos. 78 and 81. The drought plan stages and reduction goals (applied to the base years specified in the ordinances) are presented in **Table 9-2**. Determination of a Stage I, II, III, IV or V condition is at the discretion of EVMWD's General Manager in consultation with the Board of Directors. EVMWD does not have a Stage V reduction for its retail customers. For its wholesale customers, a Stage V reduction would result in a mandatory reduction of 20 percent. A mandatory reduction of 50 percent would occur under Stage V for retail agricultural customers with interruptible deliveries. However, EVMWD does not serve any customer with interruptible deliveries. The trigger levels (to move from one stage to the next) depend on the local water situation and actions taken by Metropolitan. Metropolitan's actions represent the principal trigger(s) for EVMWD's action, because cutbacks in the imported water supply to EVMWD will require action to mitigate those impacts. Currently, EVMWD is recognizing a Stage 4a Drought Alert for all customers. During this stage, the following actions are prohibited:

- Washing down sidewalks and driveways;
- Watering during or within 48 hours after a rain event; and
- Filling, refilling, or adding water to your uncovered pool or spa.

Fines for Stage 4a noncompliance include written notices for the first two violations and then monetary fines for the third through fifth violations. The sixth violation may result in a flow restrictor being installed. In addition, EVMWD has also implemented a drought surcharge to residential users. Surcharges are based on indoor/outdoor or inefficient/excessive uses. As with non-drought rates, the surcharges are the highest for inefficient and excessive uses.

Table 9-2. Water Supply Shortage Stages and Conditions for EVMWD

Stage	Voluntary or Mandatory Reduction	Reduction Goal (%)			
		Retail Customers (Firm Deliveries)	Wholesale Customers (Firm Deliveries)	Retail Customers Interruptible Deliveries)	Retail Agricultural Customers (Interruptible Deliveries)
I	Voluntary	10	10	Non-specific	Non-specific
II	Mandatory	5	5	20	20
III	Mandatory	10	10	30	30
IV	Mandatory	15	15	40	40
V	Mandatory	N/A	20	N/A	50

Source: EVMWD UWMP 2010

Further, the project applicant is required to obtain a will-serve letter from the EVMWD. The will-serve letter will confirm whether the EVMWD's current water supply exceeds the maximum daily demand projected in the next five years and is sufficient to serve the proposed project. The will-serve letter from EVMWD is located in **Appendix 10**. Therefore, impacts are less than significant.

c, d) **Less Than Significant Impact**. The reader is referred to Issue b) in subsection 6, Geology and Soils, for further discussion of erosion. The drainage of surface water would be controlled by building regulations and directed toward existing streets, flood control channels, storm drains, and catch basins. The proposed drainage of the site would not channel runoff on exposed soils, would not direct flows over unvegetated soils, and would not otherwise increase the erosion or siltation potential of the site or any downstream areas. As discussed above, the proposed project is subject to NPDES requirements, including the countywide MS4 permit and compliance with the WQMP. Additionally, the project applicant is required to submit a SWPPP to reduce erosion and sedimentation of downstream watercourses during project construction. Further, the applicant would be required to prepare and submit a detailed erosion control plan for City approval prior to obtaining a grading permit. Implementation of this plan is expected to address any erosion issues associated with proposed grading and site preparation. Although future development would create new impervious surface on the property, development associated with the proposed project would result in opportunities for landscaped areas to be utilized for stormwater retention.

The project site currently drains ultimately to Murrieta Creek to the south. While the stormwater runoff is channeled into the stormwater system, the proposed project would not alter this general drainage pattern.

Furthermore, the required SWPPP for the project includes best management practices designed to prevent erosion both during and after construction (see Issue a, e, f) above). Therefore, the proposed project would not result in substantial erosion or siltation on- or off-site, and this impact would be less than significant.

g, h) **No Impact.** The project site is designated by the Federal Emergency Management Agency (FEMA) as Zone X, indicating minimal risk of flooding. Therefore, the project would not place housing or

other structures within a 100-year flood hazard area and would not impede or redirect flood flows. No impact would occur.

i) **No Impact.** The County of Riverside identifies dam inundation hazard areas throughout the county. A review of records maintained at the California Office of Emergency Services provided potential failure inundation maps for 23 dams affecting Riverside County; these maps were compiled into geographic information system (GIS) digital coverage of potential dam inundation zones. The county's dam inundation zones are identified in Figure S-10 of the Wildomar General Plan (2008). According to Figure S-10, the project site is not in any dam inundation hazard zones. In addition, the project is not in the vicinity of any levees. Therefore, no impacts are identified.

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

STANDARD CONDITIONS AND REQUIREMENTS

1. Wildomar Municipal Code Section 13.12.060 requires that new construction and renovation control stormwater runoff so as to prevent any deterioration of water quality that would impair subsequent or competing uses of the water. The City shall identify the best management practices (BMPs) that may be implemented to prevent such deterioration. BMPs are identified in the Water Quality Management Plan (see **Appendix 7**).

MITIGATION MEASURES

None required.

10. Land Use and Planning

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

DISCUSSION

a) **No Impact**. The project site is located in an urbanized area characterized by a mix of land uses. The surrounding area includes both residential and commercial uses. Currently, the project site is vacant land zoned R-R (Rural Residential) and Mixed Use Overlay and the project will include a rezone to R-4 (Planned Residential) Development of the proposed project would be consistent with existing and planned development on surrounding properties and would not impede movement through the area. No impact would occur.

b) **Less Than Significant Impact.** The proposed project will include a General Plan Amendment to change the existing land use designation from MUPA (Mixed Use Planning Area) to MHDR (Medium High Density Residential) and a Change of Zone from R-R (Rural Residential) and Mixed Use Overlay to R-4 (Planned Residential). The proposed project will result in a density of approximately 6.84 dwelling units per gross acre, which is consistent with the General Plan MHDR density range of 5–8 dwelling units per acre. General Plan Policy LU 22.1 states that the City must accommodate the development of single- and multi- family residential units in areas appropriately designated by the General Plan and area plan land use maps. The General Plan Amendment from MUPA to MHDR will guarantee that the project site is appropriately designated by the General Plan for the proposed use. General Plan Policy LU 22.2 accommodates higher density residential development near community centers, transportation centers, employment, and service areas. The General Plan land use designations of the properties surrounding and immediately adjacent to the project site are Medium Density Residential (MDR) to the north; MUPA to the east; MDR to the west; and Commercial Retail (CR) and MUPA to the south. Therefore, the project site will be near community centers, transportation centers, employment, and service area uses. General Plan Policy LU 22.3 requires that adequate and available circulation facilities, water resources, and sewer facilities exist to meet the demands of the proposed residential use. The proposed project must meet these demands before being approved. General

Plan Policy LU 22.8 establishes activity centers within or near residential neighborhoods that contain services such as child or adult-care, recreation, public meeting rooms, convenience commercial uses, or similar facilities. The proposed project includes .43 acres of a private recreation area.

The project will also include a General Plan Amendment to the Circulation Element removing the extension of Depasquale Road through the project site. As previously described, the road proposed to connect George Avenue to Iodine Springs Road will not be developed to the minimum right-of-way of 74-feet, as required in the City's General Plan Circulation Element. Instead, it will be developed to a maximum right-of-way width of 56-feet. Additionally, the location of the roadway does not reflect the buildout scenario roadway location in the General Plan Circulation Element for Depasquale Road. However, the proposed roadway meets Policy C 3.6 which requires developers to be responsible for the improvement of streets and highways service access to developing commercial, industrial, and residential areas with road construction or widening as part of the project. Therefore, as proposed, the private roadway constructed by the proposed project meets General Plan Policy C 3.6. Additionally, the proposed roadway will be sized to adequately meet the demands for the density of development approved and also to facilitate traffic flow into and through the project site. Therefore, impacts associated with this issue will be less than significant.

Additionally, as discussed in subsection 4, Biological Resources, the project would be required to comply with the provisions contained in the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). Compliance with the MSHCP would result in the project having no impact related to this issue area. In addition, the project is consistent with the RTP/SCS as stated in Section 7, Part B. This impact would be less than significant.

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

STANDARD CONDITIONS AND REQUIREMENTS

1. Section 3.42.090 of the Wildomar Municipal Code requires the payment of MSHCP fees at the time of issuance of a building permit.

2. Section 3.44.060 requires the project applicant to pay Transportation Uniform Mitigation Fees, either when a certificate of occupancy is issued for the development project or upon final inspection (whichever comes first).

3. Section 3.44.060 requires that the applicant pay appropriate development impact fees prior to issuance of a certificate of occupancy for the development project.

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

MITIGATION MEASURES

None required.

11. Mineral Resources

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

DISCUSSION

a) **No Impact.** Wildomar, including the proposed project site, is located in an area designated as MRZ-3 by the Wildomar General Plan (2008). The MRZ-3 zone includes areas where the available geologic information indicates that while mineral deposits are likely to exist, the significance of the deposit is undetermined. The General Plan Open Space-Mineral Resources (OS-MIN) land use designation allows mineral extraction and processing facilities, based on the applicable Surface Mining and Reclamation Act (SMARA) classification. Those land areas held in reserve for future mining activities are also designated OS-MIN. No areas within the city boundaries are designated as OS-MIN. Additionally, the proposed project site is not located on parcels zoned Mineral Resources (M-R). Parcels in the M-R zone promote development associated with mining and quarrying activities that support the extraction of mineral resources. In addition to local regulations, all projects are required to comply with applicable state and federal regulations. As a result, no impacts are anticipated.

b) **No Impact.** There are no known locally important mineral resource recovery sites identified on the project site in the Wildomar General Plan or in a specific plan or other land use plan. As a result, no impacts are anticipated.

STANDARD CONDITIONS AND REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

12. Noise

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

SETTING

A Noise Impact Analysis was prepared by LSA Associates (2015) (see **Appendix 8**). The analysis was prepared to evaluate the potential noise impacts and mitigation measures associated with the residential development bounded by George Avenue to the west, Iodine Springs to the east, La Estrella Street to the north, and Clinton Keith Road to the south.

DISCUSSION

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

the project will be consistent with surrounding uses. Therefore, the proposed project does not represent any significant change to the potential long-term noise levels of the area.

Construction Noise

Construction-related, short-term noise levels would be higher than existing ambient noise levels in the project area, but would no longer occur once construction of the project is completed. According to the Noise Impact Analysis prepared for the project (2015), there are two types of short-term noise impacts that could occur during construction on the project site.

First, construction crew commutes and the transport of construction equipment and materials to the site for the proposed project would incrementally increase noise levels on access roads leading to the site. There would be a relatively high single-event noise exposure potential at a maximum level of 55 decibels (dBA) with trucks passing at 50 feet. However, the projected construction traffic would be minimal when compared to the existing traffic volumes on George Avenue, Iodine Springs Road, and other affected streets; and its associated long-term noise level change would not be perceptible (LSA 2015d). Therefore, short-term construction-related worker commutes and equipment transport noise impacts would not be substantial.

The second type of short-term noise impact is related to noise generated during site preparation, grading, building erection, and tenant improvement within the building. Noise levels associated with typical construction equipment are summarized in **Table 12-1.**

Table 12-1
Typical Construction Equipment Noise Levels

Equipment Description	Spec 721.560 L_{max} at 50 Feet	Actual Measured L_{max} at 50 Feet
Backhoe	80	78
Compactor (ground)	80	83
Crane	85	81
Dozer	85	82
Dump Truck	84	76
Excavator	85	81
Flat Bed Truck	84	74
Front-End Loader	80	79
Grader	85	N/A
Jackhammer	85	89
Pickup Truck	55	75
Pneumatic Tools	85	85
Pumps	77	81
Rock Drill	85	81
Roller	85	80
Scraper	85	84
Tractor	84	N/A
Vibratory Pile Driver	95	101

Source: LSA 2015
Note: Noise levels reported in this table are rounded to the nearest whole number.
Lmax = maximum instantaneous sound level.

According to the Noise Impact Analysis (2015), the nearest noise sensitive receptor to the project site, a residence located to the west of the site at approximately 60 feet, would experience short-term construction noise at a maximum level of 86 decibels. The second nearest residence, located 70 feet to the east of the site, would experience short-term construction noise at a maximum level of 85 decibels (LSA 2015). These calculations account for the maximum noise levels generated by scrapers, dozers, and heavy-duty trucks combined.

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

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

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

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

Caltrans Standard Specifications Section 14-8

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

The American National Standards Institute

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

The American Conference of Governmental Industrial Hygienists

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

Federal Railroad Administration

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

California Department of Industrial Relations

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

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

As shown on **Figure 10**, all of the residences on the west side of George Street are more than 50 feet from the nearest construction area. According to the Noise Impact Analysis (2015), the nearest noise sensitive receptor to the project site, a residence located to the west of the site at approximately 60 feet, would experience short-term construction noise at a maximum level of 86 decibels. Noise from construction activities at the western portion of the project site (i.e., the portion of the site within 60 feet of the nearest residence) would be sporadic and limited during the construction period. Nonetheless, in order to address this impact, mitigation measure **NOI-1** requires that the construction contractor follow best management practices that include, but are not limited to, restricting grading and excavation activities to the hours of 9:00 a.m. to 4:00 p.m. on non-holiday Mondays through Fridays. This ensures that the loudest construction activities occur outside of recognized weekend, holiday, sleeping, and rest time. Mitigation measure **NOI-1** also requires the use of grading and excavation equipment that has been certified to generate noise levels of no more than 85 dBA at a distance of 50 feet, either erecting a temporary noise barrier or developing the proposed masonry wall along the western and eastern perimeters of the site, and coordinating with the adjacent residents such that the residents are fully aware of the construction schedule.

Compliance with mitigation measure **NOI-1** will ensure notification of the neighborhood, a contact to call concerning noise, a requirement to conduct the noisiest construction activities (e.g., grading and trenching) during the time of day when most residents are at work, and that the

noise wall is constructed to reduce noise during the noisiest construction activities of the project. This will ensure that noise levels are at or below the 85 dBA threshold; therefore, this impact is less than significant with mitigation incorporated.

Operational Noise

The primary source of noise associated with the proposed project would be traffic-related noise. According to the Noise Impact Report (2015d), the proposed project would not result in significant traffic noise impacts to off-site sensitive uses as it takes a doubling of the traffic volume to have a 3 dBA increase in traffic noise. 3 dBA is the amount of noise level increase required to register as perceptible to the average human ear. Vehicular traffic trips associated with the proposed residential development are anticipated to be small after being distributed onto adjacent roadways in the project area (LSA 2015d).

In terms of on-site traffic noise, the Federal Highway Administration (FHWA) highway traffic noise prediction model (FHWA RD-77-108) was used to evaluate traffic-related noise conditions along roadways in the project vicinity and its effect on the proposed residential neighborhood. To determine the potential traffic noise impact on the proposed residential uses, a noise impact analysis was conducted by LSA Associates, Inc. (2015d) using the input parameters required by the Riverside County Department of Public Health. The department's requirements for determining and mitigating traffic noise impacts to residential structures were followed, including a hard-site condition, level of service (LOS) C traffic volume, and vehicle mix for George Avenue (collector), Iodine Springs Road (collector), La Estrella Street (collector), and Clinton Keith Road (urban arterial) in the project vicinity.

Table 12-2 shows the traffic noise levels adjacent to roadway links in the project vicinity using the input parameters required by the Riverside County Department of Public Health. These noise levels represent the worst-case scenario, which assumes that no shielding is provided between the traffic and the location where the noise contours are drawn (LSA 2015). The specific assumptions used in developing these noise levels and model printouts are provided in **Appendix 8**.

Table 12-2
Level of Service C Traffic Noise

Roadway	ADT	Centerline to 70 CNEL (ft)	Centerline to 65 CNEL (ft)	Centerline to 60 CNEL (ft)	CNEL (dBA) 50 Feet from Outermost Lane
George Avenue (2-lane collector)	10,400	<50	115	363	68.1
Iodine Springs Road (2-lane Collector)	10,400	<50	115	363	68.1
La Estrella Street (2-lane collector)	10,400	<50	115	363	68.1
Clinton Keith Road (4-lane urban arterial)	28,700	250	787	2,489	75.5

Source: LSA Associates 2015
ADT = average daily traffic; CNEL = community noise equivalent level; dBA = A-weighted decibels; ft = foot/feet

Table 12-2 shows that the LOS C traffic volumes on George Avenue, Iodine Spring Road, and La Estrella Street would have the 65 and 60 dBA community noise equivalent level (CNEL) impact zones extend up to 115 and 363 feet, respectively, from the roadway centerline. Also, the 70, 65, and 60 dBA CNEL impact zones extend up to 250, 787, and 2,489 feet, respectively, from the roadway centerline of Clinton Keith Road.

Proposed dwelling units closest to La Estrella Street and Clinton Keith Road would not have property lines within 115 and 787 feet, respectively, from the roadway centerline (LSA 2015). In addition, there will be future development between the project site and these roads that will provide further shielding from traffic. Therefore, dwelling units would not be located within the 65 dBA CNEL impact zone, and no further noise analysis is required (LSA 2015). However, proposed dwelling units adjacent to George Avenue and dwelling units adjacent to Iodine Springs Road would have property lines within 115 feet of the centerline of these roadways (LSA 2015). These dwelling units would be located within the 65 dBA CNEL impact zone. The outdoor area near the property line would be exposed to traffic noise reaching 69 dBA CNEL (LSA 2015).

Therefore, mitigation measures, such as a 6-foot-high freestanding wall, would be required for outdoor active use areas adjacent to George Avenue. The Riverside County Department of Public Health specifies an exterior-to-interior noise reduction of 20 dBA when windows are closed. Building façade upgrades are required for residential structures that would experience interior noise levels exceeding the 45 dBA CNEL noise standard when windows are closed. Mitigation measure **NOI-2** would ensure the proposed project is not exposed to vehicular traffic noise impacts.

Development of the project site may result in increases in ambient noise levels above existing levels without the project resulting from sources other than traffic, such as lawn mowers, radios, televisions, and children playing outside. While this is an increase in the noise levels on the currently vacant site, it is similar to other residential noises in the city and not considered significant. The homes will also have air conditioning/heating systems (HVAC) that will generate noise. HVAC units are reviewed during the building permit review process for placement.

b) **Less Than Significant Impact.** Increases in groundborne vibration levels attributable to the proposed project would be primarily associated with short-term construction-related activities. Construction on the project site would have the potential to result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used and the operations involved. The Wildomar General Plan does not set decibel standards for temporary construction noise impacts. To determine a threshold for construction-generated groundborne vibration, standards provided by the Federal Transit Administration (FTA) and California Department of Transportation (Caltrans) are referenced.

The FTA threshold for groundborne vibration is 85 vibration decibels (VdB). VdB is particle velocity in inches per second and measures the rumbling sound caused by the vibration of room surfaces. According to the FTA, 85 VdB is distinctly perceptible and unacceptable unless occurring very infrequently.

As previously described, construction activities would require the use of off-road equipment such as tractors, jackhammers, and haul trucks. The use of major groundborne vibration–generating

construction equipment, such as pile drivers, would not be needed for the project. Groundborne vibration levels associated with representative construction equipment are summarized in **Table 12-3**. Based on the vibration levels presented in the table, ground vibration generated by construction equipment would not be anticipated to exceed 85 VdB at 50 feet.

Table 12-3
Representative Vibration Source Levels for Construction Equipment

Equipment	Approximate VdB	
	50 Feet	100 Feet
Large Bulldozer	81	75
Caisson Drilling	81	75
Loaded Trucks	80	74
Jackhammer	73	67
Small Bulldozer	52	46

Source: FTA 2006
Notes: The vibration levels at the off-site sensitive uses are determined with the following equation from the FTA Transit Noise and Vibration Impact Assessment, Final Report: Lv(D)=Lv (25 ft)–20log(D/25), where Lv = vibration level of equipment, D = distance from the equipment to the receiver, Lv (25 ft) = vibration level of equipment at 25 feet.

The nearest residence to the project site is located at 60 feet of the site's western boundary. Based on the vibration levels presented in **Table 12-3**, ground vibration generated by construction equipment would not exceed the FTA threshold of 85 VdB at this residence.

The Caltrans threshold for groundborne vibration is 0.3 inches/second, peak particle velocity (inches/second, PPV), which is considered the vibration level able to result in structural damage for sensitive buildings and residences. If this groundborne vibration level threshold is exceeded, the result may be "architectural" damage to normal dwellings. Groundborne vibration levels associated with representative construction equipment are summarized in **Table 12-4**.

Table 12-4
Representative Vibration Source Levels for Construction Equipment

Equipment	Peak Particle Velocity at 25 Feet (in/sec)
Loaded Trucks	0.076
Jackhammer	0.035
Small Bulldozers/Tractors	0.003
Large Bulldozer	0.089
Caisson Drilling	0.089

Source: FTA 2006; Caltrans 2004

As noted, the nearest residential structure to the project site is approximately 60 feet of the western construction fence line. Based on the vibration levels presented in **Table 12-4**, ground vibration generated by heavy-duty equipment would not be anticipated to exceed approximately 0.08 inches per second peak particle velocity at 25 feet. Therefore, predicted vibration levels at the nearest residence would not exceed the Caltrans recommended criteria.

As demonstrated, construction activities associated with the proposed project would not exceed either the FTA or Caltrans recommended thresholds for groundborne vibration impacts. Once construction is completed, all construction-generated groundborne vibration would cease.

There would be no source of ground vibration associated with the proposed project operations.

This impact is less than significant.

e) **No Impact**. The project site is not located within the influence area for any airport. The closest public general aviation airfield is French Valley Airport, approximately 9.6 miles southeast of the project site. In addition, Ryan Field airport is located approximately 15 miles northeast of the proposed project site. The project site is outside of the airport noise and safety influence or flight surface control areas. As a result, no impacts are anticipated.

f) **Less Than Significant Impact**. Skylark Field is located approximately 5 miles northwest of the project site in Lake Elsinore. Skylark Field is used primarily by skydiving aircraft. Given the type of aircraft that routinely use the airfield and the airfield's limited use, less than significant impacts are anticipated.

STANDARD CONDITIONS AND REQUIREMENTS

1. All construction and general maintenance activities shall be limited to the hours 7:00 a.m. to 6:00 p.m. (October through May) and 6:00 a.m. to 6:00 p.m. (June through September).

MITIGATION MEASURES

NOI-1 Construction Noise Impacts. Construction of the proposed project would potentially result in relatively high noise levels and annoyance at the closest off-site residential uses. The following best management practices (BMPs) would reduce short-term construction-related noise impacts resulting from the proposed project:

1. Notification shall be mailed to owners and occupants of all developed land uses immediately bordering the project site, directly across the street from the project site providing a schedule for major construction activities that will occur for the duration of the construction period. In addition, the notification will include the identification of and contact number for a community liaison and a designated construction manager who would be available on-site to monitor construction activities. The construction manager will be located at the on-site construction office during construction hours for the duration of all construction activities. Contact information for the community liaison and the construction manager will be located at the construction office, City Hall, and the police department.
2. During all project site excavation and grading, the construction contractor shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturers' standards. In addition, site grading and excavation activity shall be limited to weekdays between 9:00 a.m. and 4:00 p.m., and no construction activities shall occur on Saturdays, Sundays, or federally recognized holidays.

3. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site.

4. The construction contractor shall utilize grading and excavation equipment that is certified to generate noise levels of no more than 85 dBA at a distance of 50 feet.

5. All construction equipment shall be properly maintained with operating mufflers and air intake silencers as effective as those installed by the original manufacturer.

6. The construction contractor shall erect a temporary noise construction barrier along the eastern and western perimeters of the project site. If a temporary construction barrier is deemed technically infeasible, the contractor shall construct a masonry wall along the eastern and western perimeters of the project prior to any other phase of construction activity, including site grading. The applicant shall demonstrate that the temporary barrier achieves a noise reduction of at least 5 decibels during construction activities.

7. 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.

8. The construction contractor shall monitor the effectiveness of noise attenuation measures by taking noise measurements.

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

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

NOI-2 **Traffic Noise Impacts.** The following mitigation measures shall be implemented for the proposed project for vehicular traffic noise impacts:

1. A minimum sound wall height of 6 feet along the western property line along George Avenue for Lot Numbers 1 through 6 and Lot Numbers 76 and 77.

2. A minimum sound wall height of 6 feet along the eastern property line along Iodine Springs Road for Lot Numbers 43 through 51.

3. D Double-paned windows with minimum sound transmission class (STC) 30 for first-floor bedrooms on Lot Numbers 49, 50, and 51, and for second-floor bedrooms on Lot Numbers 1 through 6 and Lot Numbers 45 through 51 that are directly exposed to traffic noise.

4. Mechanical ventilation, such as an air conditioning system, in all residential units.

Timing/Implementation: *Prior to certificate of occupancy*

Enforcement/Monitoring: *City of Wildomar Planning Department and Building and Safety Department*

13. Population and Housing

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

DISCUSSION

a) **Less Than Significant Impact.** The proposed development will result in 77 single-family homes. Using January 2014 California Department of Finance estimates, an average of 3.3 persons per household is assumed for residences in the city. Considering this estimate, the proposed project will result in 254 new residents. The addition of 254 residents to the city's current (2016) population of 35,168 represents a 0.7 percent increase in population and is considered less than significant.

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

STANDARD CONDITIONS AND REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

14. Public Services

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

DISCUSSION

a) **Less Than Significant Impact.** The Riverside County Fire Department (RCFD) provides fire protection and safety services to the City of Wildomar. RCFD Fire Station 75 (Bear Creek) is located at 38900 Clinton Keith Road, approximately 3.2 miles southwest of the project site (RCFD 2016), and would respond to calls for service from the proposed project. In addition to Fire Station 75, several other Riverside County and Murrieta Fire Department fire stations in the surrounding area would be able to provide fire protection services to the project site if needed.

A standard condition of approval for the proposed project includes compliance with the requirements of the Riverside County Fire Department and the payment of standard development impact fees pursuant to Wildomar Municipal Code Section 3.44.080, which include a fee for fire service impacts. In addition, all new development in Wildomar is required to annex into Community Facilities District 2013-1, which provides funding for police and fire services to new development, among other things. The proposed project is not expected to result in activities that create unusual fire protection needs or significant impacts. Any impacts would be considered incremental and less than significant.

b) **Less Than Significant Impact.** Police protection services are provided in Wildomar by the Riverside County Sheriff's Department (RCSD). The nearest sheriff's station is located at 333 Limited Street in Lake Elsinore, approximately 9 miles northwest of the project site. Traffic enforcement is provided for Riverside County in this area by the California Highway Patrol, with additional support from local Riverside County Sheriff's Department personnel.

For the purpose of establishing acceptable levels of service, the Riverside County Sheriff's Department maintains a recommended servicing of 1.2 sworn law enforcement personnel for every 1,000 residents (City of Wildomar 2008). As discussed in Issue a) in subsection 13, Population and Housing, the project is not anticipated to induce substantial population growth and therefore would not be expected to substantially increase the demand for police protection

services. Furthermore, the project is not expected to result in activities that create unusual police protection needs. Regardless, as a standard condition of approval for the project, the project applicant would be required to pay the standard development impact fees pursuant to Wildomar Municipal Code Section 3.44.080, which include a fee for police service impacts. In addition, all new development in Wildomar is required to annex into Community Facilities District 2013-1, which provides funding for police and fire services to new development, among other things. Therefore, this impact would be less than significant.

c) **Less Than Significant Impact.** The project is located in the Lake Elsinore Unified School District (LEUSD) and, as discussed in Issue a) in subsection 13, Population and Housing, would not substantially increase the city's population. Currently, the City provides a Notice of Impact Mitigation Requirement to an applicant for a building permit, who then works with the school district to determine the precise amount of the fee. Once the fee has been paid in full, the LEUSD prepares a certificate that is provided to the City demonstrating payment of the fee. Payment of fees in compliance with Government Code Section 65996 fully mitigates all impacts to school facilities. Therefore, this impact would be less than significant.

d) **Less than Significant Impact.** The City of Wildomar owns and manages three public parks with a combined acreage of 14.727 acres: Marna O'Brien Park, Regency Heritage Park, and Windsong Park. The City of Wildomar requires 0.0066 acres per multi-family residential dwelling unit or 0.0093 acres per single-family residential dwelling unit of parkland to be set aside to comply with the Quimby Act (Wildomar 2015). **Table 14-1** illustrates how the acreage per residential unit was derived. Alternatively, if the City chooses to collect "in-lieu fees" rather than requiring dedication of parkland, those fees would be based on the acres per unit (0.0066 or 0.0093, depending on the type of residential development) and the most currently adopted DIF fee schedule applicable to parkland dedication. Based on **Table 14-1**, the proposed project is required to provide approximately 0.72 acres of parkland or pay equivalent in-lieu fees.

Table 14-1. Acres per Unit for Parkland Dedication

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

Source: City of Wildomar 52015
Notes:
1. DU = dwelling unit
2. Acres per capita based on the Quimby Act minimum of 3.0 acres per 1,000 residents
3. Persons per dwelling unit; these numbers are based on estimates found in Table 2.1 of the City of Wildomar Impact Fee Study Report (April 30, 2013)
4. Acres per unit = acres per capita multiplied by persons per unit

As identified in **Table 14-22**, the City currently has a deficit of approximately 91.23 acres of parkland based on the City's standard of 3 acres of parkland per 1,000 in population. With the increase in people that would result from development of the project, the City would still have a parkland deficit. However, this deficiency is an existing condition that would not be significantly increased by the proposed project. However, the project does not propose any dedicated

parkland. As a result, the applicant is required to pay the currently adopted Parkland In-Lieu fees to offset the parkland dedication in compliance with the Quimby Act Ordinance (Section 16.20.020 of the Wildomar Municipal Code) and the City's Development Impact Fee Program (Chapter 3.44, Fees, of the Wildomar Municipal Code), which includes a Parkland Acquisition Fee and a Park Improvement Fee. Payment of fees would reduce impacts to less than significant levels.

Table 14-2. Existing Parkland and Parkland Requirements

	Without Project (Existing)	With Project
Population[1]	35,168	35,422
Parkland Required[2]	105.50 acres	106.27 acres
Existing Parkland[3]	14.27 acres	14.27 acres
Parkland Deficit	Deficit of 91.23 acres	Deficit of 92.00 acres

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

e) **Less Than Significant Impact.** Development associated with the proposed project may result in a slight increase in the demand for other governmental services, economic development, and the other community support services commonly provided by the City of Wildomar, including but not limited to City Hall, the Mission Trail Library, and the Animal Friends of the Valleys animal shelter. As stated in Impact a) in subsection 13, Population and Housing, the proposed project will result in approximately 254 new residents. Considering the 2016 population of Wildomar of 35,168 the proposed project would result in an estimated 0.07 percent population increase. Impacts to community support services by a population increase of 0.7 percent are less than significant.

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

STANDARD CONDITIONS AND REQUIREMENTS

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

MITIGATION MEASURES

None required.

15. Recreation

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

DISCUSSION

a) **Less Than Significant.** The City of Wildomar owns and manages three public parks with a combined acreage of 14.27 acres: Marna O'Brien Park, Regency Heritage Park, and Windsong Park. The City of Wildomar requires 0.0066 acres per multi-family residential dwelling unit or 0.0093 acres per single-family residential dwelling unit of parkland to be set aside to comply with the Quimby Act (Wildomar 2015). **Table 14-1** illustrates how the acreage per residential unit was derived. Alternatively, the developer may pay "in-lieu fees" rather than dedicating parkland, and those fees would be based on the acres per unit (0.0066 or 0.0093, depending on the type of residential development). Therefore, for the proposed project, the required amount of parkland would be approximately 0.72 acres or equivalent in-lieu fees.

As identified in **Table 14-2**, the City currently has a deficit of approximately 91.23 acres of parkland based on the City's standard of 3 acres of parkland per 1,000 in population. With the increase in people that would result from development of the project, the City would still have a parkland deficit. However, this deficiency is an existing condition that would not be significantly increased by the proposed project. However, the project does not propose any dedicated parkland. As a result, the applicant is required to pay the currently adopted Parkland In-Lieu fees to offset the parkland dedication in compliance with the Quimby Act Ordinance (Section 16.20.020 of the Wildomar Municipal Code) and the City's Development Impact Fee Program (Chapter 3.44, Fees, of the Wildomar Municipal Code), which includes a Parkland Acquisition Fee and a Park Improvement Fee. Payment of fees would reduce impacts to less than significant levels.

b) **Less Than Significant Impact.** The proposed project includes 0.43 acres of a private recreational facility. Impacts related to the construction of this facility are considered throughout the analysis in this document and mitigated when applicable. As a result, the proposed project would not result in any significant impacts.

STANDARD CONDITIONS AND REQUIREMENTS

1. In compliance with the City's Development Impact Fee Program (Chapter 3.44, Fees, of the Wildomar Municipal Code), the applicant is required to the pay in-lieu fees. as identified in **Table 14-2**.

MITIGATION MEASURES

None required.

16. Transportation/Traffic

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

DISCUSSION

A traffic impact analysis (TIA) was prepared for the proposed project by Kunzman Associates in July 2015 (see **Appendix 9**).

SIGNIFICANCE THRESHOLD

Based on the City's guidelines, a significant impact occurs when the addition of project traffic, as defined by the "with project" scenario, causes an intersection that operates at an acceptable level of service under

the “without project” traffic condition (i.e., LOS C or D or better) to fall to an unacceptable level of service (i.e., LOS E or F). Therefore, the following criteria were utilized to identify significant project-related traffic impacts:

A. If an intersection is projected to operate at an acceptable level of service without the project and the addition of project traffic, as measured by 50 or more peak-hour trips, is expected to cause the intersection to operate at an unacceptable level of service, the impact is considered significant.

In addition, for intersections within the jurisdictional authority of the City of Wildomar, the City requires that an additional test be performed for intersection locations found to operate at a deficient level of service (i.e., LOS E or F) under pre-project conditions:

B. If an intersection is projected to operate at an unacceptable level of service without the project, and the addition of project traffic (as measured by 50 peak-hour trips or more) results in an increase of more than 5.0 seconds to the peak-hour delay, the impact is considered significant. Mitigation is then required to bring the “with project” scenario delay to within 5.0 seconds of the pre-project condition.

The California Department of Transportation (Caltrans) advocates the use of *Highway Capacity Manual* intersection analysis methodology to analyze the operation of signalized intersections. This methodology describes the operation of a signalized intersection using a range of level of service from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on the corresponding stopped delay experienced per vehicle. Caltrans endeavors to maintain a target level of service at the transition between LOS C and LOS D on state highway facilities. Caltrans establishes LOS D as deficient.

Cumulative traffic impacts are created as a result of a combination of the proposed project together with other future developments contributing to the overall traffic impacts and requiring additional improvements to maintain acceptable level of service operations with or without the project.

METHODOLOGY

Trip Generation

The trips generated by the project are determined by multiplying an appropriate trip generation rate by the quantity of land use. Trip generation rates are predicated on the assumption that energy costs, the availability of roadway capacity, the availability of vehicles to drive, and lifestyles remain similar to what are known today. A major change in these variables may affect trip generation rates.

Trip generation rates were determined for daily traffic, morning peak-hour inbound and outbound traffic, and evening peak-hour inbound and outbound traffic for the proposed land use. By multiplying the trip generation rates by the land use quantity, the traffic volumes are determined. **Table 16-1** exhibits the trip generation rates, project peak-hour volumes, and project daily traffic volumes. The trip generation rates are from the Institute of Transportation Engineers, Trip Generation, 9th Edition, 2012. The proposed development is projected to generate approximately 733 daily vehicle trips, 57 of which occur during the morning peak hour and 77 of which occur during the evening peak hour.

Table 16-1
Project Trip Generation Summary

Land Use	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Trip Generation Rates							
77 Single-Family Detached Residential Units	0.19	0.56	0.75	0.63	0.37	1.00	9.52
Trips Generated							
77 Single-Family Detached Residential Units	14	43	57	49	28	77	733

Source: Kunzman Associates 2015

Project Trip Distribution

To determine the trip distributions for the proposed project, peak-hour traffic counts of the existing directional distribution of traffic for existing areas in the vicinity of the site, and other additional information on future development and traffic impacts in the area were reviewed.

Project Trip Assignment

Based on the identified trip generation and distributions, project average daily traffic volumes were calculated, as shown on **Figure 11**. Morning and evening peak-hour intersection turning movement volumes expected from the project are shown on **Figures 12** and **13**, respectively.

Modal Split

The traffic-reducing potential of public transit was considered in the analysis prepared for the project (Kunzman Associates 2015). Essentially, the traffic projections are conservative in that public transit might be able to reduce the estimated traffic volumes.

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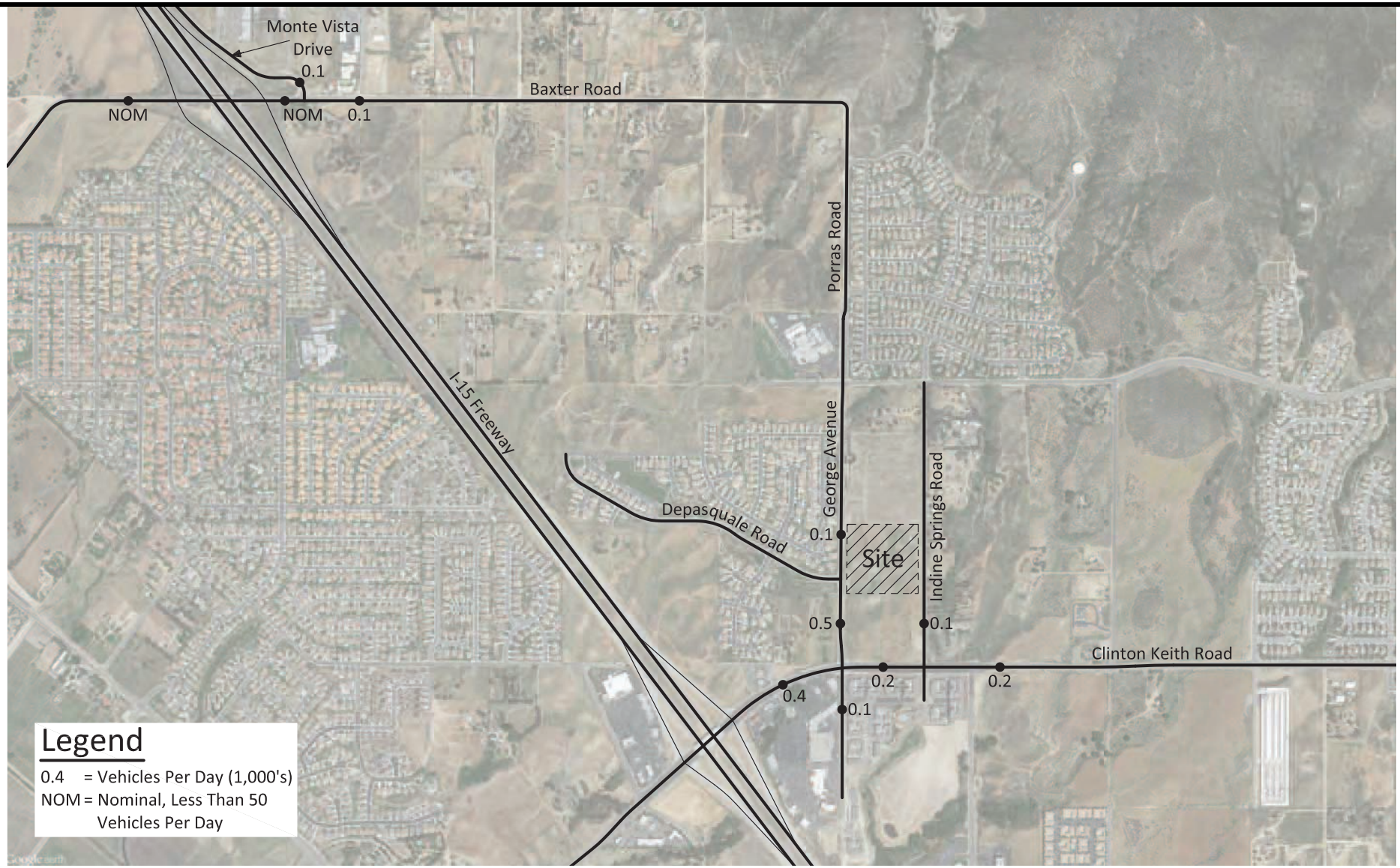

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FIGURE 11
Project Average Daily Trip Volumes

Michael Baker INTERNATIONAL

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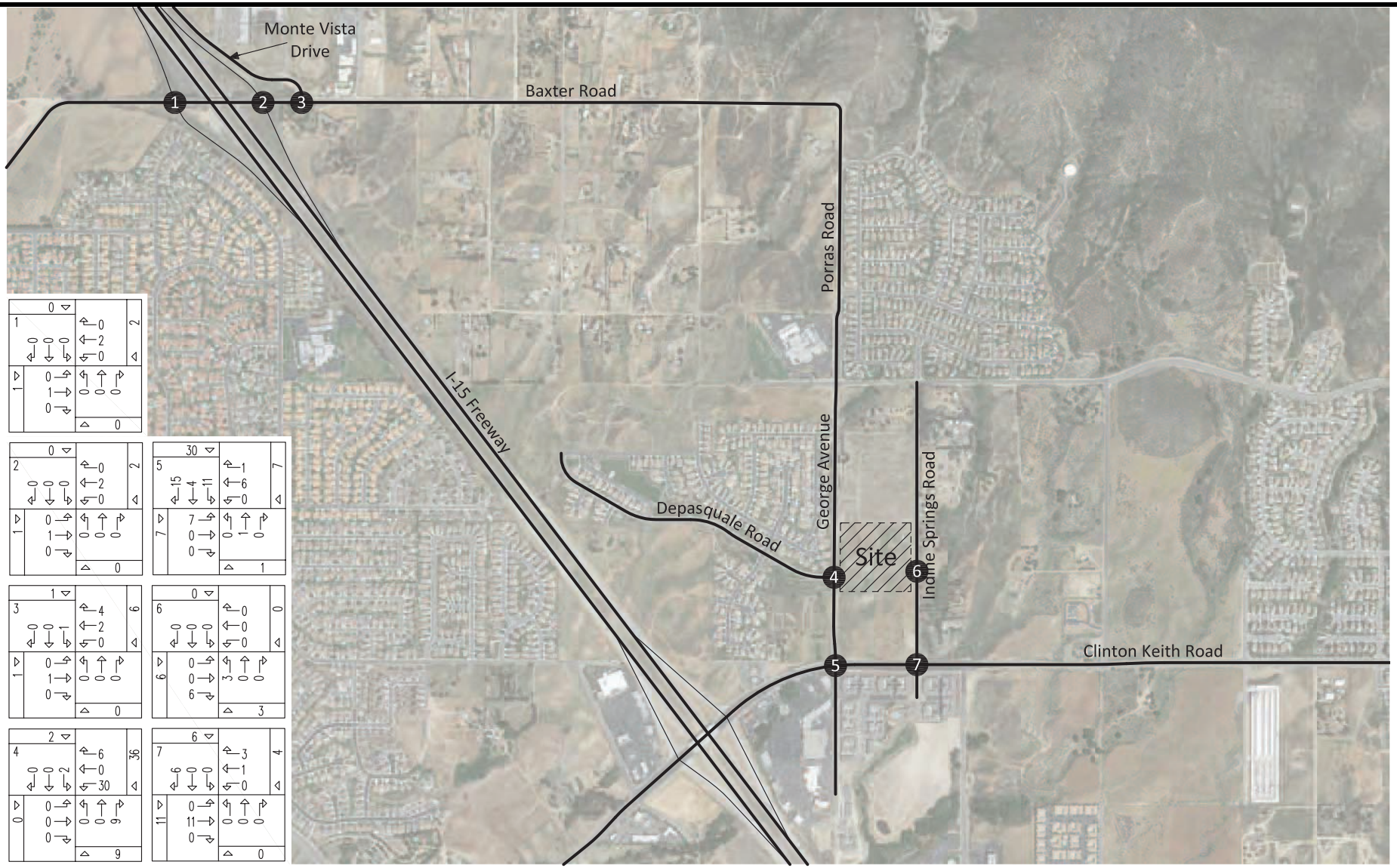

Source: Kunzman Associates, Inc.

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FIGURE 12

Project Morning Peak Hour Intersection Turning Movement Volumes

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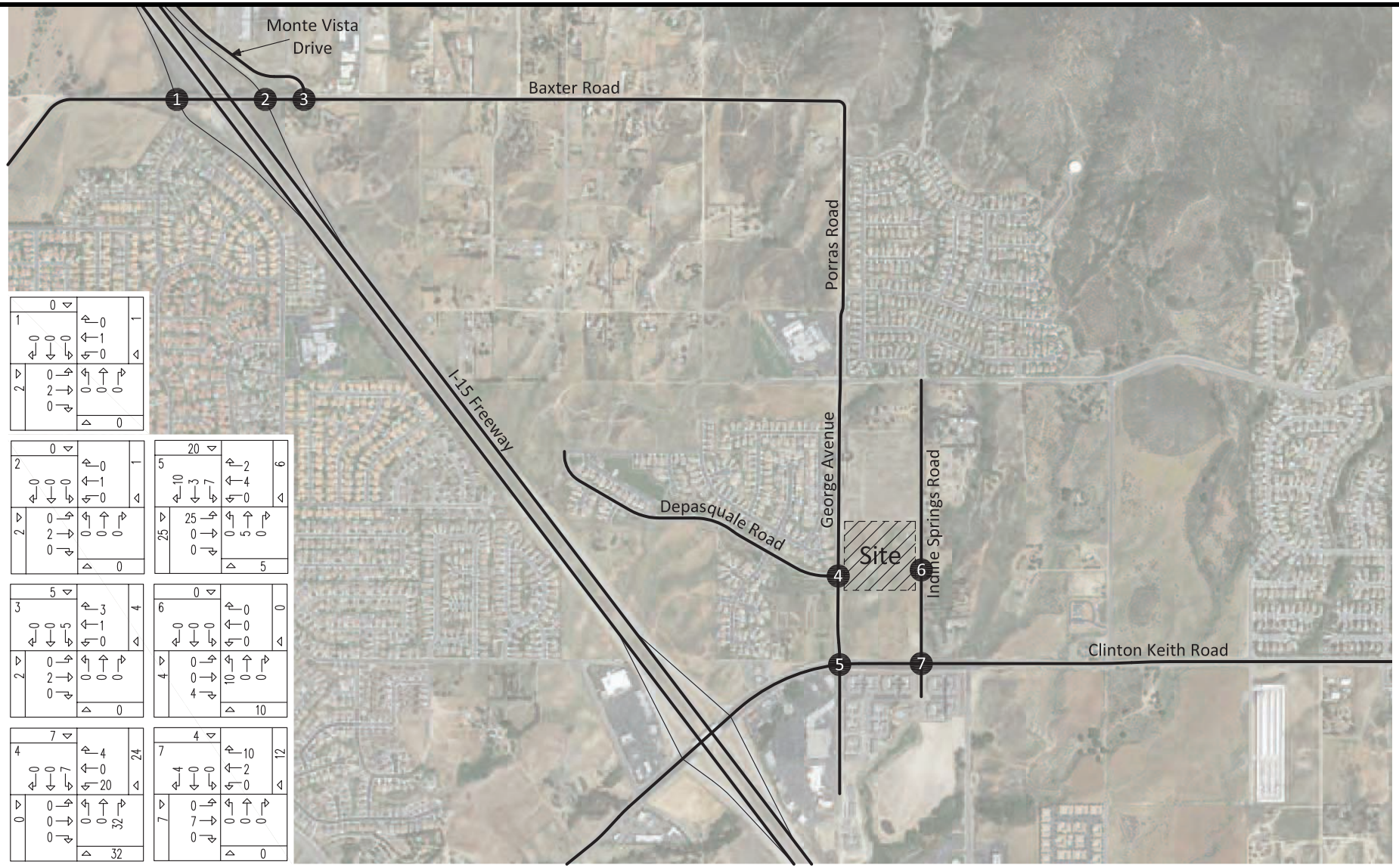

Source: Kunzman Associates, Inc.

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FIGURE 13

Project Evening Peak Hour Intersection Turning Movement Volumes

Michael Baker INTERNATIONAL

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Intersection Capacity Analysis

The levels of service at the unsignalized and signalized intersections were calculated using the delay methodology in the Highway Capacity Manual. This methodology views an intersection as consisting of several lane groups. A lane group is a set of lanes serving a movement. If there are two northbound left turn lanes, then the lane group serving the northbound left turn movement has two lanes. Similarly, there may be three lanes in the lane group serving the northbound through movement, one lane in the lane group serving the northbound right turn movement, and so forth. It is also possible for one lane to serve two lane groups. A shared lane might result in there being 1.5 lanes in the northbound left turn lane group and 2.5 lanes in the northbound through lane group. For each lane group, there is a capacity. That capacity is calculated by multiplying the number of lanes in the lane group times a theoretical maximum lane capacity per lane times 12 adjustment factors. Each of the 12 adjustment factors has a value of approximately 1.00. A value less than 1.00 is generally assigned when a less than desirable condition occurs. For a full explanation of the calculations used to determine intersection (unsignalized and signalized) level of service, the reader is referred to Appendix D of the TIA (**Appendix 9**).

Levels of service thresholds for both unsignalized and signalized intersections are shown in **Table 16-2**. For unsignalized intersections, the level of service rating is based on the weighted average control delay expressed in seconds per vehicle. For signalized intersections, level of service is directly related to the average control delay per vehicle and is correlated to a LOS designation as described in **Table 16-2**.

Table 16-2
Level of Service Thresholds for Unsignalized and Signalized Intersections

Level of Service	Description	Average Control per Vehicle (seconds)	
		Signalized	Unsignalized
A	Operations with very low delay occurring with favorable progression and/or short cycle length.	0 to 10.00	0 to 10.00
B	Operations with low delay occurring with good progression and/or short cycle lengths.	10.01 to 20.00	10.01 to 15.00
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.01 to 35.00	15.01 to 25.00
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.01 to 55.00	25.01 to 35.00
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.01 to 80.00	35.01 to 50.00
F	Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths	80.01 and up	50.01 and up

Source: Kunzman Associates 2015
V/C = volume-to-capacity

Traffic Operations Analysis Methodology

The scope of the TIA was approved by the City of Wildomar. The TIA evaluated the following three scenarios:

- *Existing Plus Project* – The existing year (2015) with project analysis determines direct project-related traffic impacts that would occur on the existing roadway system in the theoretical scenario of the project being placed on existing conditions. Based on discussions with City staff, project impacts were determined through a comparison of the existing versus existing with project traffic conditions. As such, the existing with project scenario is provided to assess direct project impacts and to identify the associated project mitigation measures. **Figure 14** shows the average daily traffic volumes that can be expected for Existing Plus Project traffic conditions.

- *Existing Plus Ambient Growth Plus Project* – This scenario evaluates existing (2015) traffic combined with ambient growth and project traffic. To account for ambient growth on roadways, traffic volumes have been calculated based on a 2 percent annual growth rate of existing traffic volumes over a two-year period. **Figure 15** shows the average daily traffic volumes that can be expected for Existing Plus Ambient Growth Plus Project traffic conditions.

- *Existing Plus Ambient Growth Plus Project Plus Cumulative* (2015) – This scenario evaluates existing traffic combined with ambient growth, project traffic, and cumulative traffic. Opening year of the project is estimated to be 2017 and constructed in a single year. **Figure 16** shows the average daily traffic volumes that can be expected for Existing Plus Ambient Growth Plus Project Plus Cumulative traffic conditions.

Based on calculations conducted by Kunzman Associates (2015), traffic from the project is estimated to generate a net total of 733 daily vehicle trips, 57 of which occur during the morning peak hour and 77 of which occur during the evening peak hour. Some of the intersections are already operating at an unacceptable level of service. In these instances, the intersections were studied further to determine whether the proposed project resulted in a significant change in the delay or level of service, or if additional improvements were warranted as a result of the proposed project. **Table 16-3** lists the intersections studied and their current morning AM and PM levels of service.

Table 16-3
Existing Intersection Levels of Service

ID	Intersection Location	Jurisdiction	Peak-Hour Delay LOS		Existing LOS	
			AM	PM	AM	PM
1	***I-15 Southbound Ramp/Baxter Road***	***Caltrans***	***99.9***	***23.6***	***F***	C
2	I-15 Southbound Ramp/Baxter Road	Caltrans	27.2	16.2	D	C
3	***Monte Vista Drive/Baxter Road***	***Wildomar***	***56.5***	***9.8***	***F***	A
4	George Avenue/Depasquale Road	Wildomar	11.5	9.2	B	A
5	George Avenue/Clinton Keith Road	Wildomar	16.2	13.8	B	B
7	Iodine Springs Road/Clinton Keith Road	Wildomar	10.9	12.8	B	B

Source: Kunzman Associates 2015
Note: Bold, italic font in the table indicates existing unacceptable level of service.

Cumulative Analysis Methodology

The CEQA Guidelines require that other reasonably foreseeable development projects that are either approved or being processed concurrently in the study area also be included as part of a cumulative analysis scenario. The cumulative setting for the proposed project includes the nearby development for opening year traffic conditions provided by City of Wildomar Department of Transportation staff and City of Murrieta Department of Transportation staff.

The General Plan buildout (post-2035) traffic conditions analyses can be utilized to determine whether improvements funded through regional transportation mitigation fee programs, such as the Transportation Uniform Mitigation Fee (TUMF), City development impact fee (DIF) programs, or other approved funding mechanism can accommodate the long-range cumulative traffic at the target level of service identified in the City of Wildomar General Plan. If the funded improvements can provide the target level of service, then the project's payment into the TUMF and DIF will be considered as cumulative mitigation through the conditions of approval. Other improvements needed beyond the funded improvements (such as localized improvements to non-TUMF or DIF facilities) are identified as such.

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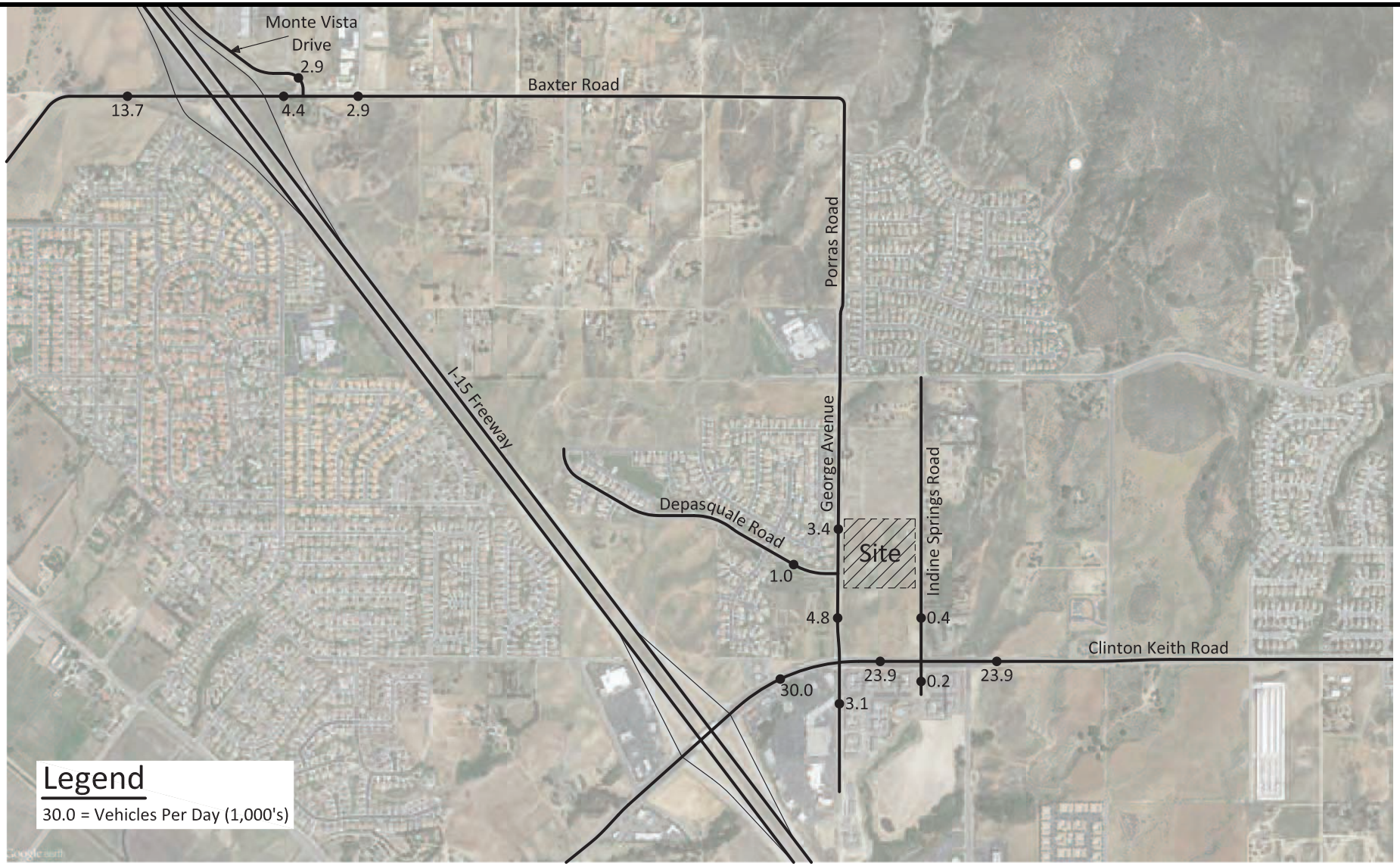

Source: Kunzman Associates, Inc.

Not To Scale

FIGURE 14

Existing Plus Project Average Daily Traffic Volumes

Michael Baker INTERNATIONAL

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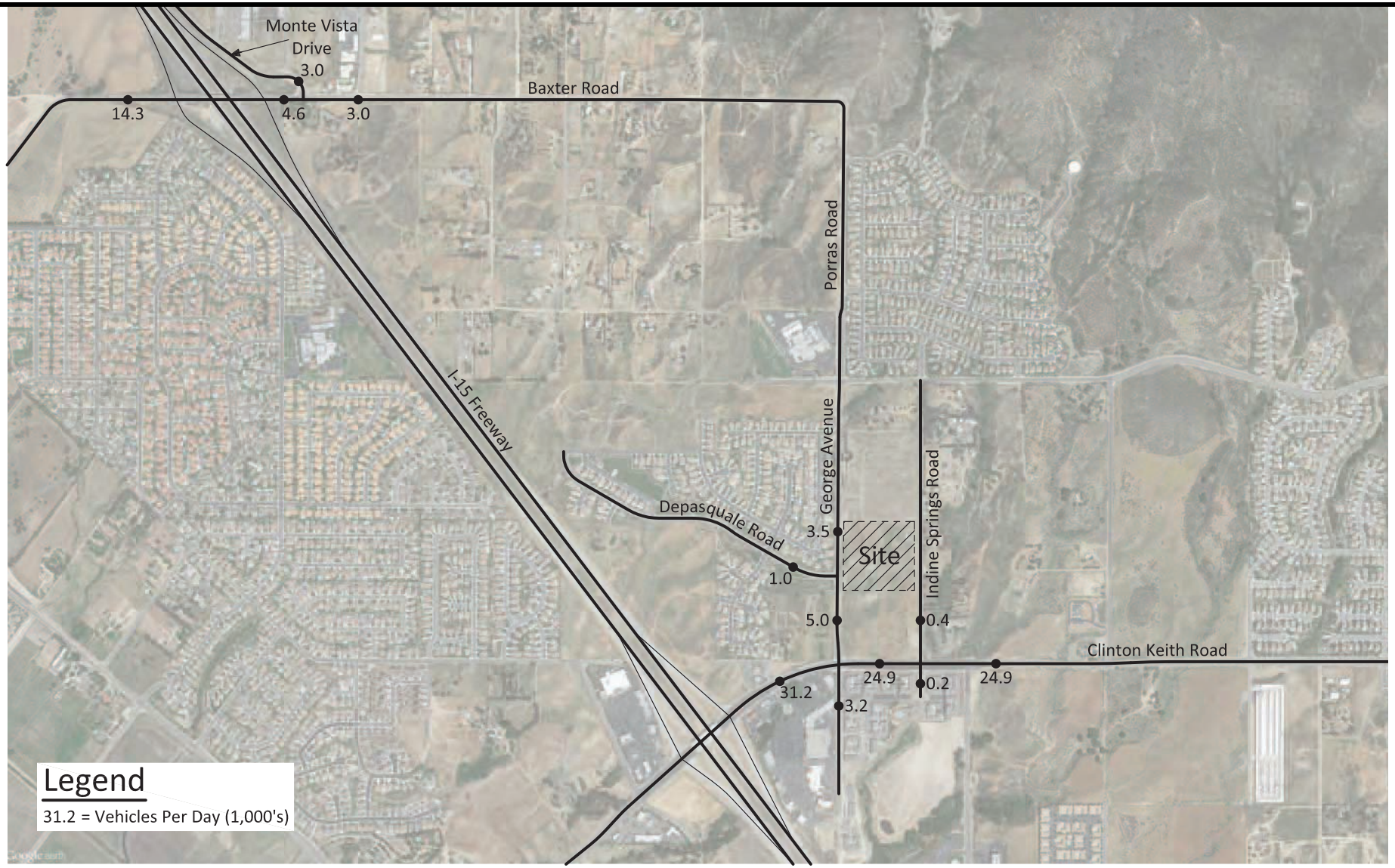

Source: Kunzman Associates, Inc.

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FIGURE 15

Existing Plus Ambient Growth Plus Project Average Daily Traffic Volumes

Michael Baker INTERNATIONAL

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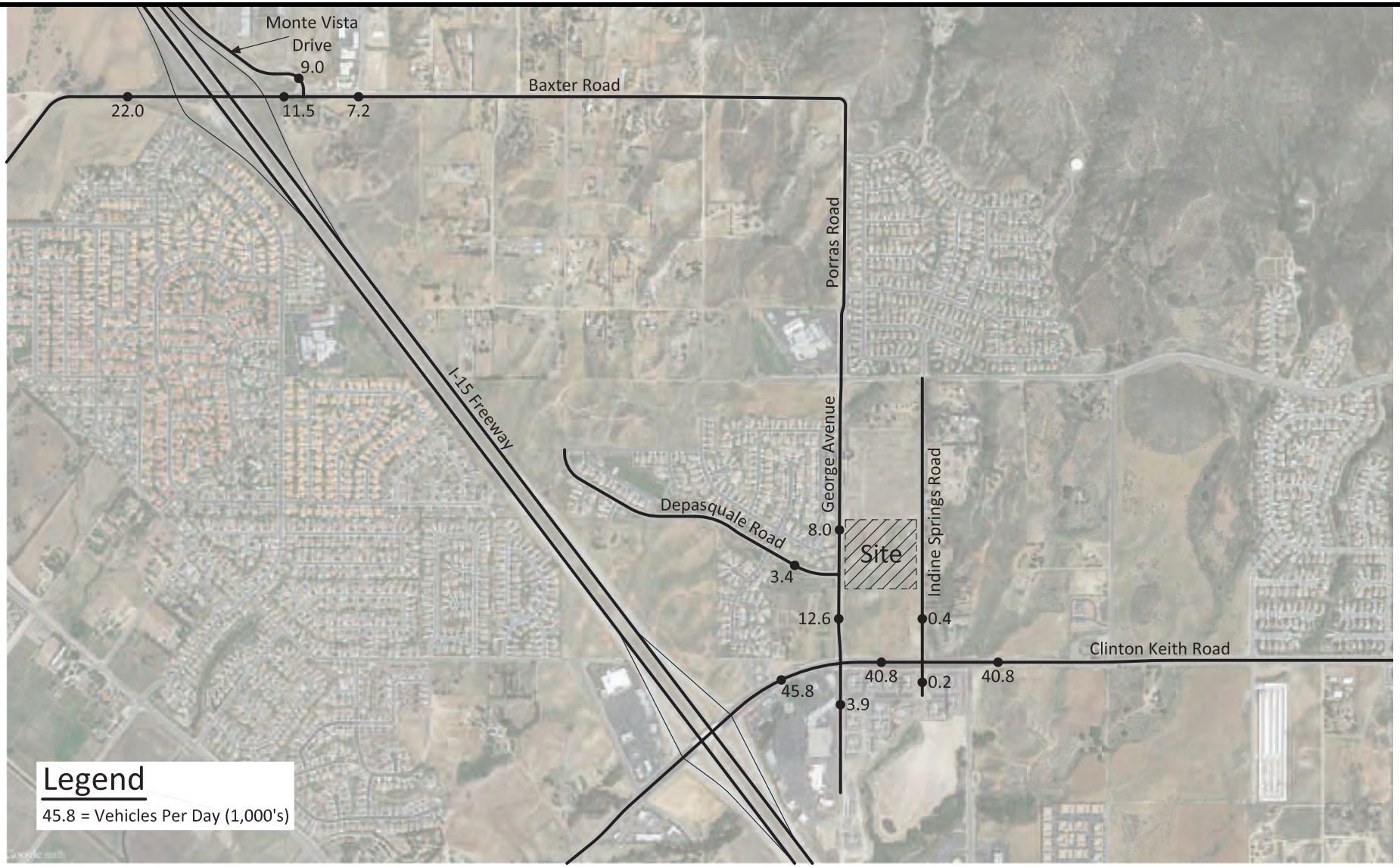

Source: Kunzman Associates, Inc.

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FIGURE 16

Existing Plus Ambient Growth Plus Project Plus Cumulative Average Daily Traffic Volumes

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a) **Less Than Significant Impact.**

Existing Plus Project

The Existing Plus Project delay and levels of service for the study area roadway network are shown in **Table 16-4**, which shows delay values based on geometrics at the study area intersections with and without improvements. For Existing Plus Project traffic conditions, the following study area intersections are projected to operate at unacceptable levels of service during the peak hours without improvements:[1]

- I-15 Freeway Southbound Ramps (NS) at
  - Baxter Road (EW) – #1
- Monte Vista Drive (NS) at
  - Baxter Road (EW) – #3

As shown in **Table 16-4**, intersections 1 and 3 have an existing unacceptable level of service in the AM peak hour. The addition of project traffic would not result in an increase of delay greater than 5.0 seconds at these intersections. Traffic from the proposed project will not result in an unacceptable level of service at any intersection operating at an acceptable level of service under existing conditions.

As proposed, the project will construct a private street with a maximum right-of way of 56-feet at the southernmost boundary of the project site connecting George Avenue to Iodine Springs Road. In the Circulation Element, upon full buildout, Depasquale Road would be constructed as a 2-lane collector road connecting George Avenue to Iodine Springs Road with a minimum right-of-way width of 74-feet. The proposed project roadway location and right of way width for the private street does not reflect the General Plan Circulation Element roadway width and location for Depasquale Road. However, this configuration would result in the focus of traffic to Clinton Keith Road, which is designated a Major Highway and is currently at buildout with 4-through lanes. Traffic related impact analysis includes the removal of the extension of Depasquale Road through the project site. As shown in **Table 16-4**, impacts to both George Avenue/Clinton Keith Road and Iodine Springs Road/Clinton Keith Road intersections would not result unacceptable LOS.

Existing Plus Ambient Growth Plus Project

The Existing Plus Ambient Growth Plus Project delay and levels of service for the study area roadway network are shown in **Table 16-4,** which shows delay values based on geometrics at the study area intersections without and with improvements. For Existing Plus Ambient Growth Plus Project traffic conditions, the following study area intersections are projected to operate at unacceptable levels of service during the peak hours, without improvements:[2]

1 Increase in delay time indicated is “without improvements” scenario.

- I-15 Freeway Southbound Ramps (NS) at
  - Baxter Road (EW) – #1
- Monte Vista Drive (NS) at
  - Baxter Road (EW) – #3

Intersections 1 and 3 have an unacceptable level of service in the AM peak hour (LOS E or F) under existing conditions. The addition of traffic from other approved projects in the Existing Plus Ambient Growth Plus Project scenario would result in greater than 5.0-second delays, resulting in potentially significant impacts at intersection 3 during the AM peak hour. As shown in Table 16-4, the proposed project does not increase the delay by 5.0 seconds at these intersections, however project traffic is part of the cumulative impact at these intersections. The project's contribution of a fraction of a second to the delays at these intersections is not cumulatively considerable, but nonetheless the project should be required to contribute its fair share toward the cost of the improvements at these intersections. Improvements to the intersection at Monte Vista Drive and Baxter Road are included as part of the City DIF funding program, including the construction of a southbound left turn lane, eastbound left turn land, and installation of a traffic signal at the Monte Vista Drive / Baxter Road intersection. Construction of these improvements is also a condition of approval and/or mitigation measure for several approved projects, including Walmart (SCH#2014011014) and Cornerstone Community Church (SCH#2013111005). Because a number of projects will contribute to the same improvement, the City will coordinate the design and construction of the interim intersection improvements. With the construction of these improvements, the Monte Vista Drive / Baxter Road intersection is projected to operate within acceptable levels of service during the peak hours, reducing impacts at this intersection to less than significant levels. Payment of the City's DIFs is both an ordinance of the City and a standard condition of approval and represents the project's fair share of the costs of the improvements. Existing Plus Ambient Growth Plus Project delay worksheets are provided in Appendix D of the TIA (**Appendix 9**).

Furthermore, the private street constructed by the project to connect George Avenue to Iodine Springs Road instead of constructing Depasquale Road as reflected in the City's General Plan, would result in the focus of traffic to Clinton Keith Road. However, as shown in **Table 16-4**, impacts to both George Avenue/Clinton Keith Road and Iodine Springs Road/Clinton Keith Road intersections would not result unacceptable LOS. Therefore, impacts associated with this change in roadway configuration would be **less than significant** under this scenario.

Table 16-4
Existing Plus Ambient Growth Plus Project (With and Without Improvements)

	Intersection Location	Existing Site Conditions				Existing Plus Project Without Improvements				Delay (seconds)		Significant?		Existing Plus Project With Improvements				Delay (seconds)		Significant?		Plus Ambient Growth and Project Without Improvements				Delay (seconds)[1]		Plus Ambient Growth and Project With Improvements			
		Delay (seconds)		LOS		Delay (seconds)		LOS						Delay (seconds)		LOS						Delay (seconds)		LOS				Delay (seconds)		LOS	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1	I-15 Southbound Ramp/Baxter Road	130.2	23.6	F	C	130.7	23.9	F	C	0.5	0.3	No	No	33.6	12.7	C	B	(97.1)	(11.2)	No	No	147.9	27.6	F	D	0.0	4.0	17.7	32.5	B	C
2	I-15 Northbound Ramp/Baxter Road	27.2	16.2	D	C	27.5	16.2	D	C	0.3	0.0	No	No	22.8	17.6	C	B	(4.7)	1.4	No	No	32.4	17.4	D	C	5.2	1.2	24.5	18.1	C	D
3	Monte Vista Drive/Baxter Road	56.5	9.8	F	A	58.5	10.0	F	A	2.0	0.2	No	No	16.9	10.0	B	A	(41.6)	0.0	No	No	77.5	10.1	F	B	21.0	0.3	18.2	10.0	B	B
4	George Avenue/Depasquale Road & Project Access	11.5	9.2	B	A	16.5	12.6	C	B	5.0	3.4	No	No									17.1	12.9	C	B	5.6	3.7				
5	George Avenue/Clinton Keith Road	16.2	13.8	B	B	16.6	14.5	B	B	0.4	0.7	No	No									16.7	14.5	B	B	0.5	0.7				
6	Iodine Springs Road/Project Access					8.5	8.5	A	A													8.5	8.5	A	A						
7	Iodine Springs Road/Clinton Keith Road	10.9	12.8	B	B	10.9	12.9	B	B	0.0	0.1	No	No									11.1	13.2	B	B	0.2	0.4				

Source: Kunzman Associates 2015
[1] The difference in delay is between existing site conditions and project implementation without improvements.

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Existing Plus Ambient Growth Plus Project Plus Cumulative

The Existing Plus Ambient Growth Plus Project Plus Cumulative delay and levels of service for the study area roadway network are shown in **Table 16-5,** which shows delay values based on geometrics at the study area intersections without and with improvements. For Existing Plus Ambient Growth Plus Project Plus Cumulative traffic conditions, the following study area intersections are projected to operate at unacceptable levels of service during the peak hours, without improvements:[3]

- I-15 Freeway Southbound Ramps (NS) at
  - Baxter Road (EW) – #1
- I-15 Freeway Northbound Ramps (NS) at
  - Baxter Road (EW) – #2
- Monte Vista Drive (NS) at
  - Baxter Road (EW) – #3
- George Avenue (NS) at
  - Depasquale Road/Project Access (EW) – #4

As shown in **Table 16-6**, intersections 1 and 3 have an unacceptable level of service in the AM peak hour (LOS E or F) under existing conditions. With project implementation combined with cumulative projects and ambient growth, intersections 1 and 3 would result in greater than 5.0-second delays, resulting in significant impacts at those locations. In addition, intersection 1 would experience an unacceptable level of service in the PM peak hour, intersection 2 would experience an unacceptable level of service in both the AM and PM peak hours, and intersection 4 would experience an unacceptable level of service in the AM peak hour. As discussed above, the improvements necessary to bring intersection #3 to acceptable levels of service are included in the City's DIF funding program and payment of the DIF would reduce impacts to less than significant. The improvements necessary for intersection #4 to operate at acceptable levels of service are also included in the City's DIF funding program and payment of the DIF represents the project's fair share toward the necessary improvements at that intersection. Accordingly, payment of the City's DIF (which is required by ordinance and is a standard condition of approval) reduces impacts at intersections 3 and 4 to less than significant.

For the impacts to intersections #1 and #2, mitigation measure TRAF-1 is required (see below). This mitigation requires the project applicant to participate in the funding of off-site traffic improvements to these intersections. Specifically, the required improvements, which are not included as part of the City DIF funding program or TUMF funding program, include the construction of an eastbound right turn lane and the installation of a traffic signal at the I-15 southbound ramps / Baxter Road intersection, and the installation of an interim traffic signal at the I-15 northbound ramps / Baxter Road intersection. While **Table 16-4** shows that the proposed

3 Increase in delay time indicated is "without improvements" scenario.

project does not contribute traffic that results in an increase of 5.0 seconds at these intersections, proposed project traffic is part of the cumulative traffic affecting these intersections. Mitigation measure **TRAF-1**, represents the proposed project proportionate share of the cost of constructing improvements at these intersections. The improvements are also reflected in Mitigation Measure 4.16.6.1B of the Baxter Village project (SCH##2014121047) scheduled for review by the City Council in July 2016.

Additionally, the private street constructed by the project to connect George Avenue to Iodine Springs Road instead of constructing Depasquale Road as reflected in the City's General Plan, would result in the focus of traffic to Clinton Keith Road. However, as shown in **Table 16-5**, impacts to both George Avenue/Clinton Keith Road and Iodine Springs Road/Clinton Keith Road intersections would not result unacceptable LOS. Therefore, impacts associated with this change in roadway configuration would be **less than significant** under this scenario.

Existing Plus Ambient Growth Plus Project Plus Cumulative delay worksheets are provided in Appendix D of the TIA (**Appendix 9**).

Table 16-5
Existing Plus Ambient Growth Plus Project Plus Cumulative (With and Without Improvements)

	Intersection Location	Existing Site Conditions				Plus Ambient Growth, Project and Cumulative Without Improvements				Delay (seconds)[1]		Plus Ambient Growth, Project and Cumulative With Improvements			
		Delay (seconds)		LOS		Delay (seconds)		LOS				Delay (seconds)		LOS	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1	I-15 Southbound Ramp/Baxter Road	103.2	23.6	F	C	246.6	192.9	F	**F**	0.0	76.3	19.4	37.3	B	D
2	I-15 Northbound Ramp/Baxter Road	27.2	16.2	D	C	93.0	68.2	**F**	**F**	72.7	83.7	33.7	30.7	C	C
3	Monte Vista Drive/Baxter Road	56.5	9.8	F	A	603.5	58.2	F	**F**	43.4	48.4	16.7	11.8	B	B
4	George Avenue/Depasquale Road & Project Access	11.5	9.2	B	A	26.3	20.1	**D**	C	14.8	10.9	19.5	19.4	C	C
5	George Avenue/Clinton Keith Road	16.2	13.8	B	B	22.8	30.7	C	C	6.6	16.9				
6	Iodine Springs Road/Project Access					8.5	8.5	A	A						
7	Iodine Springs Road/Clinton Keith Road	10.9	12.8	B	B	13.5	18.7	B	C						

Source: Kunzman Associates 2015
1 The difference in delay is between existing site conditions and project implementation without improvements.

Conclusion

Significant impacts are determined by comparing with and without project scenarios for each traffic condition. As presented in the analysis, intersections 1 and 3 have an unacceptable level of service in the AM peak hour (LOS E or F) under existing conditions, and with project implementation combined with cumulative projects and ambient growth, these two intersections would result in greater than 5.0-second delays, resulting in significant impacts at those locations. In addition, intersection 1 would experience an unacceptable level of service in the PM peak hour, intersection 2 would experience an unacceptable level of service in both the AM and PM peak hours, and intersection 4 would experience an unacceptable level of service in the AM peak hour due to the project. However, with the implementation of mitigation measure TRAF-1, shown below and the payment of standard DIFs, all study area intersections would operate at acceptable levels of service during the peak hours upon project implementation. Therefore, the project would not cause a significant impact at any study area intersection.

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

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

Some of the vehicle trips generated by residential development on the project site will connect to the CMP network at Interstate 15, and development associated with the proposed project may add an additional increment of traffic to the designated CMP network. The proposed project is estimated to result in 733 daily vehicle trips. If these vehicle trips were to travel on Interstate 15, this increase would represent an increase of 0.5 percent to the 2014 vehicle counts of 126,000 along I-15 at the Clinton Keith interchange (Caltrans 2015). Any impacts would be less than significant.

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

d, e) **Less Than Significant Impact.** The City of Wildomar implements development standards designed to ensure standard engineering practices are used for all improvements. The proposed project would be checked for compliance with these standards as part of the review process conducted by the City. The project includes improvements to the transportation and circulation system surrounding the site, and all such improvements would be designed and constructed to local, regional, and federal standards. As such, they would not introduce any hazardous design features.

The project is proposed to have access on George Avenue and Iodine Springs Road. On-site improvements associated with the proposed project include:

- Construction of George Avenue from the north project boundary to the south project boundary to serve as a secondary (100-foot right-of-way) at its ultimate half-section width including landscaping and parkway improvements in conjunction with development, as necessary.
- Construction of Iodine Springs Road from the north project boundary to the south project boundary at its ultimate half-section width including landscaping and parkway improvements in conjunction with development, as necessary.
- Provision of sufficient parking spaces to meet City of Wildomar Municipal Code (Chapter 17. 188) parking requirements in order to serve on-site parking demand.
- Implementation of on-site traffic signing/striping in conjunction with detailed construction plans for the project site.
- Provision of adequate sight distance at project accesses consistent with California Department of Transportation/City of Wildomar standards and in conjunction with the preparation of final grading, landscaping, and street improvement plans. The final grading, landscaping, and street improvement plans must demonstrate that sight distance standards are met. Such plans must be reviewed by the City and approved as consistent with this measure prior to the issuance of grading permits.

With the implementation of these on-site improvements, impacts are considered less than significant.

f) **No Impact.** The project proposes a Plot Plan to develop 77 single-family residential dwelling units with related open space and recreational amenities. The City's plot plan application process would review the proposed project's need to provide bicycle lanes, bus turnouts, or other design components to support alternative transportation as part of project design. Any necessary improvements would be a condition of development approval. The Riverside Transit Agency (RTA) provides transit service in the area. Bus Route 7 runs along the portion of Clinton Keith Road fronting the project site. The benefit of accommodating alternative transportation modes is also recognized by the California Green Building Standards Code, which provides credit for a site design that reduces personal automobile use through the implementation of alternative transportation programs encouraging the use of public transportation, bicycles, and low-emission and fuel-efficient vehicles. As such, no adverse impacts would occur.

STANDARD CONDITIONS AND REQUIREMENTS

1. Prior to issuance of any building permit on the project site, the project applicant shall pay all existing roadway network fees (e.g., in lieu costs, development impact fees and the Transportation Uniform Mitigation Fee).

MITIGATION MEASURES

TRAF-1 The following intersection improvements are required for Existing Plus Ambient Growth Plus Project and Existing Plus Ambient Growth Plus Project Plus Cumulative traffic conditions.

Prior to occupancy, the project applicant shall be required to either construct, or participate in the funding that will lead to the construction of, the following off-site improvements:

- I-15 Freeway Southbound Ramps (NS) at [In Lieu]
  - Baxter Road (EW) – #1
    - Construct Eastbound Right Turn Lane
    - Install Interim Traffic Signal
- I-15 Freeway Northbound Ramps (NS) at [In Lieu]
  - Baxter Road (EW) – #2
    - Install Interim Traffic Signal

17. Utilities and Service Systems

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

DISCUSSION

a, b) **Less Than Significant Impact.** The EVMWD currently operates three wastewater treatment facilities: the Regional WWTP, the Horsethief Canyon WWTP, and the Railroad Canyon WWTP. In addition, flow in the southern part of the EVMWD's service area is treated at the Santa Rosa Water Reclamation Facility operated by the Rancho California Water District. The proposed project will be within the Regional WWTP service area, which has its wastewater conveyed by 24 lift stations and treated by the Regional Water Reclamation Facility (EVMWD 2008).

To determine future demand for wastewater facilities, the EVMWD relies on recommended generation factors included in Appendix B of the Wastewater Master Plan (2008). The recommended generation factors are determined according to land use designation. The generation factor for MHDR (Medium High Density Residential) developed uses are 1,500 gallons

per day per acre (EVMWD 2008). Using this factor and allowing that the proposed project will result in a total of 11.25 developed acres, the proposed project may be expected to generate 16,875 gallons of wastewater per day (1,500 gpd x 11.25 developed acres).

Of the 24 lift stations operating with the Regional WRF service area, wastewater produced by the proposed project will be drawn by the B-2 Regional Lift Station located approximately 5.4 miles northwest of the project site at 32741 Mission Trail. The B-2 lift station includes three 25 horsepower pumps and has a firm capacity (the capacity of the lift station with the largest pump out of service) of 3,456,000 gallons per day (gpd). Considering the proposed project's projected wastewater generation rate of 16,875 gpd, the proposed project would represent a 0.5 percent increase in capacity at the B-2 lift station.

The 2008 EVMWD Wastewater Master Plan includes detailed descriptions of all facilities operated by the EVMWD for the purpose of collecting and treating wastewater. For its description of the Regional WRF, the 2008 Wastewater Master Plan states that the existing average flow and peak flow capacities of the Regional WRF are 8 million gallons per day (mgd) and 17.6 mgd, respectively.

The Regional WRF was constructed in 1981 with a capacity of 2.0 mgd. The plant was subsequently expanded to a capacity of 3.0 mgd in 1989. In 1994, an ultraviolet disinfection system was installed and the plant was re-rated to a capacity of 4.0 mgd. In 2002, a new 4.0 mgd process train (Train B) was added to the existing 4.0-mgd Train A, expanding the Regional WRF to accommodate a flow of 8.0 mgd. Currently, the Regional WRF is processing approximately 6 mgd, leaving an unused capacity of 2 mgd (EVMWD 2008). Considering the EVMWD's generation factor to determine that the proposed project will result in a wastewater demand of 16,875 gallons per day, and the stated current treatment capacity of the Regional WRF to be 8 mgd, the proposed project would result in an increase of 0.2 percent to the average wastewater flow of the Regional WRF. This impact is **less than significant**.

c) **No Impact**. According to the City of Wildomar GIS system, the proposed project is located outside of a flood zone. Therefore, the project would not require or result in the construction of new stormwater drainage facilities.

d) **Less Than Significant Impact**. The project site is within the service boundary for the EVMWD, and development on the project site would connect to EVMWD water service infrastructure via 8-inch connections in Iodine Springs Road or 12-inch connections in George Avenue. The EVMWD utilizes both groundwater and imported water supplies to ensure adequate water is available for consumers. Imported water is utilized to ensure that significant overdraft of local groundwater supplies does not occur. Imported water is obtained from the Metropolitan Water District, local surface water from Canyon Lake, and local groundwater from the Elsinore Basin. The EVMWD has access to groundwater from the Elsinore Basin, Coldwater Basin, San Bernardino Bunker Hill Basin, Rialto-Colton Basin, and Riverside-North Basin. Almost all of the groundwater production for potable use occurs in the Elsinore Basin. Imported water supply is purchased from the Metropolitan Water District via the Eastern Municipal Water District and Western Municipal Water District. The EVMWD plans to expand its recycled water system to provide recycled water for irrigation users and to maintain water levels in Lake Elsinore during normal and dry years (EVMWD 2011). Per the Metropolitan Water District's (2010) Regional Urban Water Management

Plan (RUWMP), the district indicates that its existing supplies are adequate to meet the projected demands in all hydrologic conditions through 2035. Planned supplies by the Metropolitan Water District increases reliability and maintains an adequate reserve. Based on the district's 2010 RUWMP, it is assumed that imported water is fully reliable during average, dry, and wet years. The EVMWD's (2011) Urban Water Management Plan projects a 2035 water demand of 65,258 acre-feet per year, with a projected supply of 70,581 acre-feet per year. Development of the project was considered in the EVMWD Urban Water Management Plan as part of the City of Wildomar General Plan. This impact would be **less than significant**.

e) **Less Than Significant Impact**. Development on the project site would connect to existing water and sewer service infrastructure. To determine future demand for wastewater facilities, the EVMWD relies on recommended generation factors included in Appendix B of the Wastewater Master Plan (2008a). The recommended generation factors are determined according to land use designation, with the designation of the proposed project being MDHR (Medium High Density Residential). The generation factor for the MHDR land use is 1,500 gallons per day per acre (EVMWD 2008). Using this factor, the proposed project may be expected to result in an additional wastewater demand of 16,875 gpd. An increase of 16,875 gpd represents an increase of 0.5 percent to the wastewater demand of the EVMWD and its facilities. This impact would be **less than significant**.

f) **Less Than Significant Impact.** The main disposal site in the vicinity of the project site is the El Sobrante Landfill in Corona. The El Sobrante Landfill (CalRecycle Solid Waste Information System Number 33-AA-0217) is projected to reach full capacity of 184,930,000 tons in 2045 (CalRecycle 2016). The landfill covers approximately 1,322 acres and receives approximately 16,054 tons of solid waste per day.

The California Department of Resources Recycling and Recovery (CalRecycle) collects and maintains data that records the rate of solid waste disposal at local, regional, and statewide levels. CalRecycle inputs this data into the Disposal Reporting System (DRS), which is used to determine per capita disposal rates as well as other solid waste disposal statistics. There is currently no regional reporting system in place for inland Southern California, so for this analysis the statewide per capita disposal rate will be used. The most current data available (2013) from the CalRecycle DRS assigns a disposal rate of 4.4 pounds per day to the residents of California (CalRecycle 2013). Using the CalRecycle DRS disposal rates for California residents, the 254 residents of the proposed project may be expected to generate 1,117.6 pounds per day of solid waste. This incremental generation is well within the capacity of the El Sobrante Landfill, and impacts would be less than significant.

g) **Less Than Significant Impact**. Development on the project site would be subject to the Solid Waste Reuse and Recycling Access Act of 1991. The act requires that adequate areas be provided for collecting and loading recyclable materials such as paper products, glass, and other recyclables. City of Wildomar Municipal Code Section 8.104 regulates solid waste handling and mandates that sufficient receptacles be in place on-site to accommodate refuse and recycling. Compliance with state law and the City's Municipal Code will ensure that the project results in a less than significant impact.

STANDARD CONDITIONS AND REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

V. MANDATORY FINDINGS OF SIGNIFICANCE

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

DISCUSSION

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

a) **Less Than Significant Impact With Mitigation Incorporated.** Based on evaluations and discussion contained in this IS/MND, the proposed project has a very limited potential to incrementally degrade the quality of the environment because the site was previously disturbed. As discussed in subsection 4, Biological Resources, with implementation of mitigation measures **BIO-1** through **BIO-6,** the proposed project would have a less than significant impact on biological resources and would have no conflict with the MSHCP. Similarly, as discussed in subsection 5, Cultural Resources, with implementation of mitigation measures **CUL-1** through **CUL-5,** the proposed project would have a less than significant impact on archaeological resources. Therefore, the proposed project

would not significantly affect the environment with implementation of the mitigation measures contained in this IS/MND.

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

Aesthetics

Implementation of the proposed project would not contribute to cumulative visual resource or aesthetic impacts. The project proposes several design measures to minimize light pollution. This project and other projects in the city are required to comply with the City's light pollution ordinance. Furthermore, the City's public use permit application process would ensure the proposed development is in compliance with the City's zoning and design standards and guidelines, which regulate building design, mass, bulk, height, color, and compatibility with surrounding uses. Thus, the proposed project would have a less than cumulatively considerable impact to aesthetics.

Agricultural Resources

Implementation of the proposed project would not result in any impacts to agricultural or forestry resources and would therefore not contribute to cumulative impacts to these resources.

Air Quality

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

Biological Resources

The potential for the proposed project to result in direct biological impacts is addressed through the payment of mitigation fees required by the MSHCP and mitigation measures **BIO-1** through **BIO-6**. Therefore, the proposed project would have a less than cumulatively considerable impact on biological resources.

Cultural Resources

Development of the project site would contribute to a cumulative increase in potential impacts to cultural and archaeological resources. However, mitigation measures **CUL-1** though **CUL-5** would reduce the potential impacts associated with development on the project site. Thus, the project would have a less than cumulatively considerable impact.

Geology and Soils

Project-related impacts on geology and soils associated with development on the project site are site-specific, and development on the site would not contribute to seismic hazards or soil erosion. Implementation of mitigation measures **GEO-1** through **GEO-4** would result in decreased exposure to the risks associated with seismic activity. Additionally, **GEO-5**would reduce any potential impacts associated with paleontological resources. Therefore, the proposed project is anticipated to have no impact on cumulative geophysical conditions in the region.

Greenhouse Gas Emissions

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

Hazards and Hazardous Materials

The proposed project is not expected to utilize or contribute to hazards associated with the accidental release of hazardous materials. Furthermore, compliance with federal, state, and local regulations would ensure that cumulative hazard conditions are less than cumulatively considerable.

Hydrology and Water Quality

Water quality measures included in the proposed project and the WQMP and SWPPP prepared for the project would protect the quality of water discharged from the site during both construction and operational activities. Therefore, the project would have a less than cumulatively considerable impact on water quality. The site is not located within a flood hazard zone. Therefore, the proposed project would have a less than cumulatively considerable impact related to hydrology.

Land Use and Planning

The proposed project is consistent with the existing land use designation of the General Plan and the existing zoning for the site and, with implementation of mitigation measures **BIO-1** through **BIO-6**, would be consistent with the MSHCP. Therefore, the project would have a less than cumulatively considerable impact related to land use and planning.

Mineral Resources

The proposed project would have no impact related to mineral resources and would therefore not contribute to any cumulative impacts to such resources.

Noise

As discussed in subsection 12, Noise, operation of the proposed project would comply with all applicable noise standards and would have less than significant direct impacts related to noise. Project construction could result in some noise disturbance; however, these impacts would be temporary and would be restricted to daytime hours. In addition, mitigation measure **NOI-1**

would reduce construction associated noise by requiring best management practices be implemented to reduce construction related noise.

Population and Housing

Since the project site is currently vacant, no housing units or people would be displaced and the construction of replacement housing is not required. The project would not displace any houses or people requiring the construction of new housing elsewhere. Therefore, the project would have a less than cumulatively considerable impact related to population and housing.

Public Services and Recreation

Implementation of the proposed project, in combination with other existing, planned, proposed, approved, and reasonably foreseeable development in the immediate area, may increase the demand for public services such as fire and police protection. However, as a standard condition of approval, the project applicant would be required to pay development impact fees to fund the expansion of such services and would be required to annex into CFD 2013-1. Development of any future public facilities would be subject to CEQA review prior to approval that would identify and address any resulting impacts. Therefore, the proposed project would have a less than cumulatively considerable impact on public services.

Transportation/Traffic

The CEQA Guidelines require that other reasonably foreseeable development projects which are either approved or being processed concurrently in the study area also be included as part of a cumulative analysis scenario. The cumulative setting for the proposed project includes the nearby development for opening year traffic conditions provided by City of Wildomar Public Works and Engineering staff. Cumulative traffic impacts are created as a result of a combination of the proposed project and other future developments contributing to the overall traffic impacts and requiring additional improvements to maintain acceptable level of service operations with or without the project. A project's contribution to a cumulatively significant impact can be reduced to less than significant if the project implements or funds its fair share of improvements designed to alleviate the potential cumulative impact. As enforced by City Municipal Code Chapter 3.40, the Western Riverside County Transportation Uniform Mitigation Fee, and the adopted City Traffic Signal Development Impact Fee (Article I, Development Impact Fees, of Municipal Code Chapter 3.44), the project applicant will be required to participate in the funding of off-site improvements, including traffic signals that are needed to serve cumulative traffic conditions. Specifically, this will be accomplished through the payment of Western Riverside County TUMF, City of Wildomar development impact fees, and a fair-share contribution as directed by the City. Per Municipal Code Chapters 3.40 and 3.44, these fees are collected as part of a funding mechanism aimed at ensuring that regional highways and arterial expansions keep pace with projected population increases. The project's impacts to cumulative traffic conditions would be less than cumulatively considerable.

The proposed project includes a general plan amendment that will change the circulation pattern by eliminating the extension of Depasquale Road from George Avenue to Iodine Springs Road. Vehicular access between the two points via the existing George Avenue and the proposed Varian Way will still occur, however the route will not be as direct as currently proposed in the General

Plan. This will slow traffic in the area and encourage use of Clinton Keith Road which is designed for high speed and high volumes of traffic. In addition, because of hills, natural drainages and the associated wetland and biological constraints, it is unlikely that Depasquale Road would extend east of Iodine Springs road. As there will still be vehicle and pedestrian connectivity between George Avenue and Iodine Springs Road, the proposed change in the circulation element is considered less than significant.

Utilities and Service Systems

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

c) **Less Than Significant Impact With Mitigation Incorporated**. The proposed project does not have the potential to significantly adversely affect humans, either directly or indirectly. While a number of the impacts were identified as having a potential to significantly impact humans, with implementation of the identified mitigation measures and standard conditions and requirements, these impacts are expected to be less than significant. With implementation of the identified measures, the proposed project is not expected to cause significant adverse impacts to humans. Mitigation measures **BIO-1** through **BIO-6** reduce impacts associated with biological resources; mitigation measures **CUL-1** through **CUL-5** reduce impacts associated with cultural and archaeological resources; mitigation measures **GEO-1** through **GEO-5** reduce impacts associated with fault and soils hazards and paleontological resources; and mitigation measure **NOI-1** and **NOI-2** reduces construction noise impacts. All significant impacts are avoidable, and the City of Wildomar will ensure that measures imposed to protect human beings are implemented.

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