INITIAL STUDY FOR THE

CAMELIA TOWNHOUSE PROJECT

(Planning Application 16-0070)

Lead Agency:

CITY OF WILDOMAR
23873 Clinton Keith Road, Suite 202
Wildomar, CA 92595

Prepared by:

Michael Baker International
9755 Clairemont Mesa Boulevard
San Diego, CA 92124

January 2017

TABLE OF CONTENTS

TABLES

FIGURES

APPENDICES INCLUDED ON ENCLOSED CD-ROM

Appendix 1 – Development/Site Plans

Appendix 2 – Architectural Plans

Appendix 3 – Air Quality Report

Appendix 4 – Biological Resources

a. Special Status Species Plant Report

b. Determination of Biologically Equivalent or Superior Preservation (DBESP)

c. Biological Constraints Analysis Findings

Appendix 5 – Cultural Resources

a. Phase I Cultural Assessment

b. AB 52 Letters and Responses

Appendix 6 – Geological Technical Report

Appendix 7 –Greenhouse Gas Report

Appendix 8 – Hydrology and Water Quality

a. Hydrology Report

b. Water Quality Management Plan

Appendix 9 – Noise Study

Appendix 10 – Traffic Impact Assessment

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

This page intentionally left blank.

I. INTRODUCTION AND PROJECT DESCRIPTION

Purpose and Project Overview

This Initial Study evaluates the following:

1) Change of Zone (CZ): The project requires approval of a Change of Zone from the existing zoning designation of R-R (Rural Residential) to R-3 (General Residential) on the entire 25.91-acre site.

2) Tentative Tract Map (TTM No. 37156): The project requires a subdivision for condominium purposes of 25.91 acres into 20 lots (including 4 open space lots) to accommodate the proposed condominium project.

3) Plot Plan (PP): The project requires approval of a plot plan/final site plan of development to develop the site with a 163-unit townhouse/for-sale single-family attached development with related on- and off-site improvements.

The purpose of this Initial Study is to evaluate the potential environmental effects associated with construction and operation of the multi-family development and to provide mitigation where necessary to avoid, minimize, or lessen those effects.

Project Location

The project site is located at the southeast corner of Palomar Street and Jefferson Avenue (after realignment). The regional and local vicinity of the project site are shown in **Figures 1** and **2**, respectively. The Assessor's Parcel Number (APN) for the project site is 380-220-003. The southern property line of the project is also the boundary line between the City of Wildomar and the City of Murrieta.

Project Description

As shown in the proposed plot plan, a total of 163 single family attached dwelling units will be developed on the 25.91-acre site at a density of 6.3 dwelling units/acre (see **Figure 3 and 4** and **Appendix 1**). Of the 423 parking spaces provided, 326 parking spots will be garage parking assigned to each townhouse unit, while 97 parking spaces will be uncovered parking throughout the site for residents and visitors. The proposed elevations for each of the buildings are shown in **Appendix 2 (Figure 5)**. The proposed project will include the following amenities: private bocce ball court, basketball court, tot lot, dog park, pool, and picnic tables.

Site Development

The project site is approximately 25.91 acres. It is anticipated that the entire site would be graded to accommodate the proposed development. The plot plan indicates that grading activities will result in a total of 250,000 Cubic Yards (cy) cut and fill. The project site would not require import or export and the site would be balanced.

Roadway Access and Parking

Site access will occur at two locations via Washington Avenue and Palomar Street from proposed Street "A". The development would include 423 parking stalls, 326 of the parking stalls are designated as private garage spaces for each townhouse unit.

Off-Site Street Improvements

The proposed project would construct the continuation of Palomar Street (a General Plan Circulation Road) through the property and connecting to Jefferson Avenue (currently located immediately adjacent to the northeastern portion of the project site), which would extend south along the northwest portion of the project site and ultimately meet Palomar Street on the south. Street "A" within the proposed development would extend into Street "H", which would intersect Washington Avenue.

Water

The proposed project would receive potable water from the Elsinore Valley Municipal Water District (EVMWD). Existing water lines run along both Palomar Street and Washington Avenue (12-inch PVC). Connection to the EVMWD water supply would occur at Palomar Street to the west of the project site and at the proposed Jefferson Avenue extension to the north of the project site.

Sewer

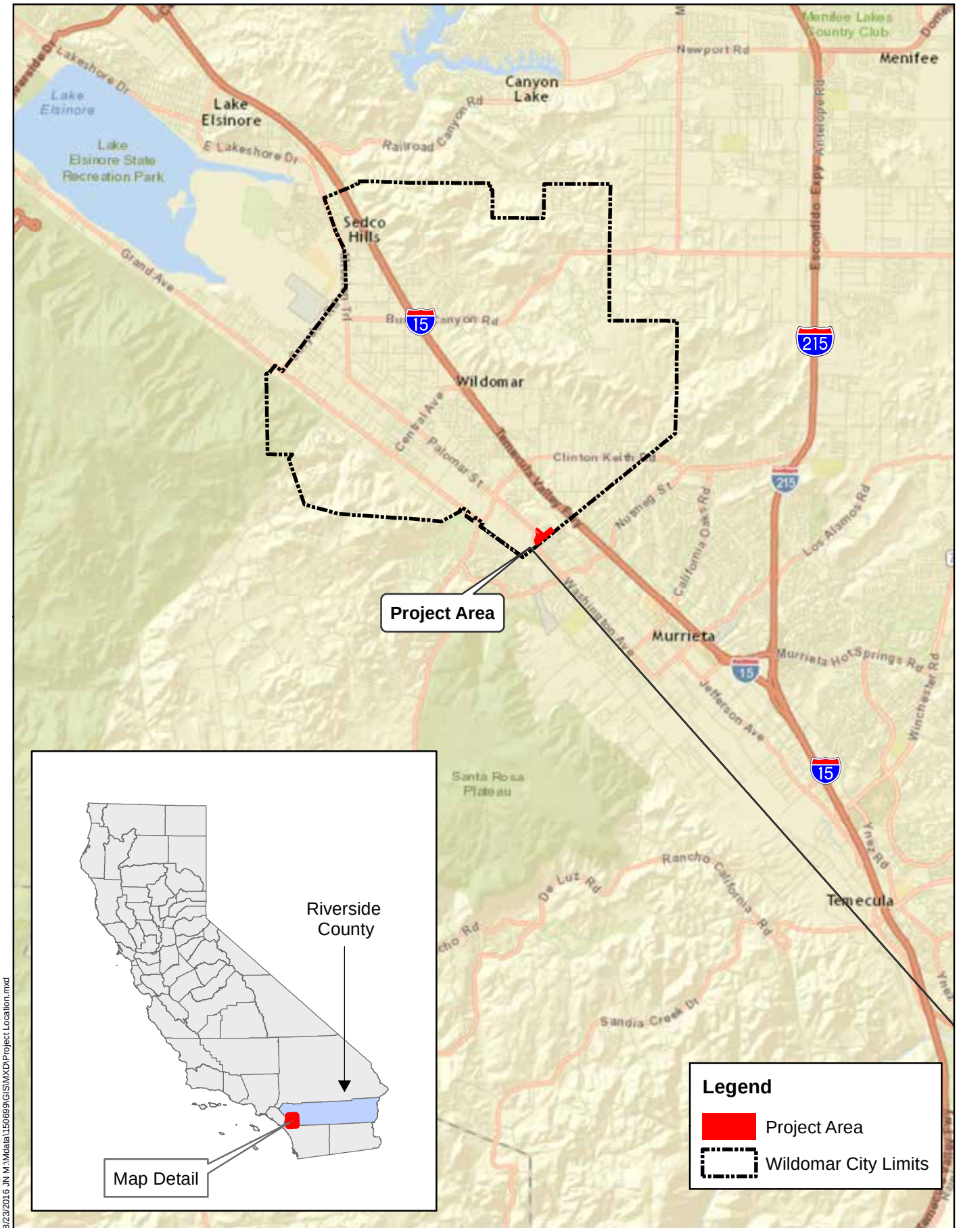
The proposed project would receive wastewater service from the EVMWD. Connection to the EVMWD wastewater system would occur via a 15-inch PVC pipe at Palomar Street.

Storm Water Improvements

Construction of the proposed project will result in an increase in impervious surfaces by approximately 21.41 acres. Table I-1 breaks down the increase of impervious surfaces.

Table I-1.
Surfaces

Acres	Surface
4.0 acres	Buildings
3.28 acres	Private streets, alleys, and parking
8.42 acres	Landscape, walkways, and amenities
5.71 acres	Public right-of-way
4.25 acres	Remainder parcels (north of Jefferson Avenue extension, that are not proposed for development)



Source: City of Wildomar GIS, County of Riverside GIS

0 1 2 4 Miles

09/2016 JN 150699 16-0070

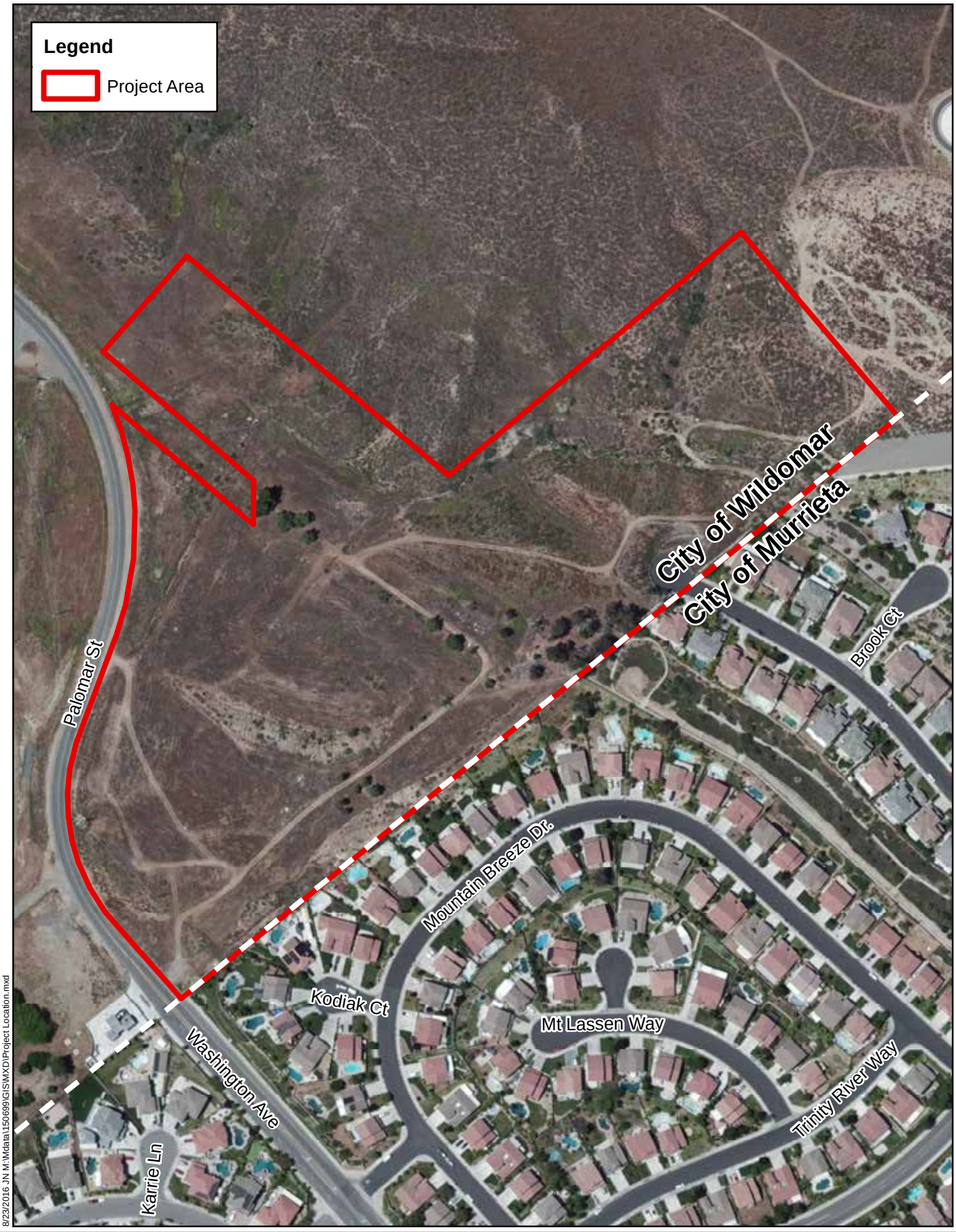
FIGURE 1

Regional Vicinity

Camelia Townhomes

Michael Baker INTERNATIONAL

This page intentionally left blank



Source: City of Wildomar GIS, County of Riverside GIS

Michael Baker INTERNATIONAL

0 100 200 400 Feet

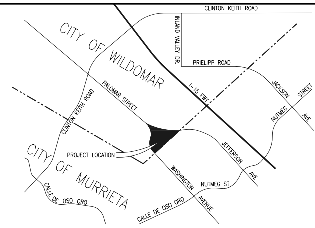
09/2016 JN 150699 16-0070

FIGURE 2

Project Location

Camelia Townhomes

This page intentionally left blank



VICINITY MAP:

NOT TO SCALE

ASSESSORS PARCEL NUMBER

380-220-003

APPLICATION/DEVELOPER

CAMELIA COMMUNITIES, LLC
27127 CALLE ARROYO, #1910
SAN JUAN CAPISTRANO, CA 92675

PROJECT INFORMATION

THOMAS BROS MAP: PAGE 927 GRID: F3/G3
PROPOSED USE: RESIDENTIAL
EXISTING ZONING: R-R (RURAL RESIDENTIAL)
GENERAL PLAN DESIGNATION: MHDR - (5-8 DU/AC.)

GROSS ACREAGE: 25.9 ACRES
NET ACREAGE: 16.50 ACRES
TOTAL UNITS: 163 UNITS
TOTAL GROSS DENSITY: 6.3 DU/ACRE

AREA COMPUTATIONS

1) GROSS PROJECT AREA:	25.9 AC
2) AREA COVERED BY BUILDING:	4.0 AC
3) AREAS COVERED BY PRIVATE ST., ALLEYS, AND PARKING:	3.28 AC
4) LANDSCAPE, WALKWAYS, & AMENITIES:	8.42 AC
5) PUBLIC RIGHT OF WAY:	5.71 AC
5) REMAINDER PARCELS	4.25 AC

UTILITY PURVEYORS:

SEWER:	ELSINORE VALLEY MUNICIPAL WATER DISTRICT
WATER:	ELSINORE VALLEY MUNICIPAL WATER DISTRICT
GAS:	SOUTHERN CALIFORNIA GAS COMPANY
ELECTRIC:	SOUTHERN CALIFORNIA EDISON
TELEPHONE:	VERIZON
CABLE TV:	TIME WARNER CABLE
SCHOOL DISTRICT:	LAKE ELSINORE UNIFIED SCHOOL DISTRICT

LEGAL DESCRIPTION

LAND SITUATED IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, DESCRIBED AS:

PARCEL 1:

THAT PORTION OF BLOCK "M" OF GRAHAM, COLLIER AND HELD'S SUBDIVISION OF BLOCKS "K", "L", AND "M" IN ELSINORE, AS SHOWN BY MAP ON FILE IN BOOK 4 OF MAPS, AT PAGE 174, RECORDS OF SAN DIEGO COUNTY, CALIFORNIA, TOGETHER WITH THAT PORTION OF PALOMAR STREET AS SHOWN ON SAID MAP AND TOGETHER WITH THAT PORTION OF LOT 1 IN FRACTIONAL SECTION 7, TOWNSHIP 7 SOUTH, RANGE 3 WEST, SAN BERNARDINO BASE & MERIDIAN, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF, DESCRIBED AS FOLLOWS;

COMMENCING AT THE NORTHWEST CORNER OF SAID SECTION 7;

THENCE SOUTH 0° 51' 48" EAST, ALONG THE WESTERLY LINE OF SAID SECTION 7, A DISTANCE OF 284.78 FEET TO A POINT HEREINAFTER DESCRIBED AS POINT "A";

THENCE NORTH 0° 51' 48" WEST A DISTANCE OF 284.78 FEET TO THE NORTHWEST CORNER OF SAID SECTION 7;

THENCE NORTH 89° 08' 28" EAST, ALONG THE NORTH LINE OF SAID SECTION 7, A DISTANCE OF 1079.63 FEET;

THENCE SOUTH 49° 39' 35" WEST A DISTANCE OF 182.37 FEET TO THE TRUE POINT OF BEGINNING;

THENCE CONTINUING SOUTH 49° 39' 35" WEST A DISTANCE OF 760.60 FEET TO A POINT THAT BEARS SOUTH 49° 02' 13" EAST, A DISTANCE OF 472.07 FEET FROM SAID POINT "A";

THENCE NORTH 49° 02' 13" WEST A DISTANCE OF 472.07 FEET TO SAID POINT "A";

THENCE CONTINUING NORTH 49° 02' 13" WEST A DISTANCE OF 184.06 FEET;

THENCE SOUTH 39° 22' 59" WEST A DISTANCE OF 288.55 FEET TO A POINT ON THE EASTERLY LINE OF THAT CERTAIN 60 FOOT WIDE STRIP OF LAND CONVEYED TO RIVERSIDE COUNTY IN A DEED RECORDED MARCH 18, 1915 IN BOOK 406 OF DEEDS, AT PAGE 98, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

THENCE SOUTHERLY AND SOUTHEASTERLY ALONG THE EASTERLY AND NORTHEASTERLY LINES, RESPECTIVELY, OF SAID STRIP OF LAND, THROUGH THE VARIOUS COURSES AND DISTANCE THEREIN TO THE EASTERLY BOUNDARY LINE OF SAID BLOCK "M" OF SAID SUBDIVISION, SAID LINE ALSO BEING THE NORTHWESTERLY LINE OF THE MURRIETA PORTION OF THE TEMECULA RANCHO;

THENCE NORTH 49° 39' 21" EAST, ALONG SAID LINE, A DISTANCE OF 167.10 FEET TO AN ANGLE POINT IN SAID LINE WHICH AS SHOWN AS "STA 13" ON SAID MAP;

THENCE NORTH 49° 39' 33" EAST ALONG SAID RANCHO LINE A DISTANCE OF 1608.14 FEET TO A POINT ON THE NORTHERLY LINE OF THAT CERTAIN 110 FOOT WIDE EASEMENT DEDICATED TO THE CITY OF MURRIETA IN A DEED RECORDED JUNE 18, 1999 AS INSTRUMENT NO. 271923, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

THENCE AT A RIGHT ANGLE TO SAID RANCHO LINE, NORTH 40° 20' 27" WEST A DISTANCE OF 475.68 FEET TO THE TRUE POINT OF BEGINNING.

PARCEL 2:

THAT PORTION OF LOT 1 IN FRACTIONAL SECTION 7, TOWNSHIP 7 SOUTH, RANGE 3 WEST, SAN BERNARDINO BASE & MERIDIAN, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SAID SECTION 7;

THENCE NORTH 89° 08' 28" EAST ALONG THE NORTHERN LINE OF SAID SECTION 7 A DISTANCE OF 1079.63 FEET TO THE TRUE POINT OF BEGINNING;

THENCE SOUTH 49° 39' 35" WEST A DISTANCE OF 182.37 FEET;

THENCE SOUTH 40° 20' 27" EAST A DISTANCE OF 475.68 FEET TO A POINT IN THE NORTHWESTERLY LINE OF THE MURRIETA PORTION OF THE TEMECULA RANCHO, SAID POINT BEING ALSO ON THE NORTHERLY LINE OF THAT CERTAIN 110 FOOT WIDE EASEMENT DEDICATED TO THE CITY OF MURRIETA IN A DEED RECORDED JUNE 18, 1999 AS INSTRUMENT NO. 271923, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA;

THENCE NORTH 49° 39' 33" EAST ALONG SAID RANCHO LINE A DISTANCE OF 759.78 FEET TO A POINT ON THE NORTHERLY LINE OF SAID SECTION 7;

THENCE SOUTH 89° 08' 28" WEST ALONG SAID NORTH LINE A DISTANCE OF 748.11 FEET TO THE TRUE POINT OF BEGINNING.

APN: 380-220-003-0

LEGEND:

- INDICATES EXISTING PROERTY BOUNDARY
- —8"S— INDICATES PROPOSED SEWER (SIZE PER PLAN)
- —8"W— INDICATES PROPOSED 8" WATER
- INDICATES PROPOSED RETAINING WALL (HT. PER PLAN)
- INDICATES PROPOSED PRIVATE STREET LIGHT
- INDICATES 2:1 SLOPE

PROPERTY BOUNDARY DATA TABLE

No.	DELTA/BEARING	RADIUS	LENGTH	TANGENT
1	N48°52'54"E	–	167.15'	–
2	N48°53'06"E	–	1412.98'	–
3	N41°05'01"W	–	475.68'	–
4	N48°53'07"E	–	760.60'	–
5	N49°48'40"W	–	472.07'	–
6	N38°36'32"E	–	238.64'	–
7	N51°22'12"W	–	401.94'	–
8	N01°37'48"W	–	78.63'	–
9	N51°22'12"W	–	423.90'	–
10	49°19'38"	633.20'	545.14'	290.75'
11	N18°30'51"E	–	199.61'	–
12	62°19'21"	328.10'	356.89'	198.40'
13	N43°48'30"W	–	210.39'	–

GENERAL NOTES:

1) ALL SLOPES ARE TO BE 2:1 UNLESS INDICATED OTHERWISE.
2) THERE ARE NO EXISTING STRUCTURES ON THE PROPERTY.
3) THIS PROJECT INCLUDES THE ENTIRE CONTIGUOUS OWNERSHIP OF THE LAND DIVIDER.
4) THIS PROJECT HAS POTENTIAL FOR MODERATE TO VERY LOW LIQUEFACTION.
5) THIS PROJECT IS SUSCEPTIBLE TO SUBSIDENCE.
6) THIS PROJECT IS NOT SUBJECT TO OVERFLOW, INUNDATION, OR FLOOD HAZARDS.
7) FEMA MAP NO.: 0605C2705G
ZONE DESIGNATION: ZONE X
8) THERE ARE NO KNOWN EXISTING WELLS ON THE PROPERTY.
9) ALL WALKS ARE A MINIMUM OF 5' WIDE.
10) EACH HOME SHALL HAVE INDIVIDUAL TRASH BINS THAT WILL BE STORED IN THE GARAGE (SEE FLOOR PLANS).
11) COMMUNITY ENTRANCES SHALL BE GATED WITH KNOX BOX RAPID ENTRY SYSTEM.

EASEMENT NOTES:

EXISTING EASEMENTS

1. A 10' WIDE EASEMENT GRANTED TO S.C.E. FOR PUBLIC UTITILITIES RECORDED 8/17/1976, PER INSTRUMENT NO. 121838 OFFICIAL RECORDS. TO BE VACATED.
2. A 10' WIDE EASEMENT GRANTED TO S.C.E. FOR PUBLIC UTITILITIES RECORDED 5/14/1973, PER INSTRUMENT NO. 62469 OFFICIAL RECORDS. TO BE VACATED.
3. AN EASEMENT GRANTED TO PACIFIC BELL FOR PUBLIC UTILITIES RECORDED 3/12/1992, PER INSTRUMENT NO. 86277 OFFICIAL RECORDS. TO BE MOVED TO A NEW LOCATION.
4. A 10' WIDE EASEMENT FOR PUBLIC UTITILITIES RECORDED 12/2/1977, PER INSTRUMENT NO. 239958 OFFICIAL RECORDS. TO BE VACATED.

PROPOSED EASEMENTS

1. PROPOSED MAINTENANCE EASEMENT TO BE GRANTED TO THE CITY OF MURRIETA
2. INDICATES EASEMENT FOR PUBLIC UTILITIES, STORM DRAIN AND EMERGENCY VEHICULAR ACCESS TO BE DEDICATED TO THE CITY OF WILDOMAR ON THE FINAL MAP.

PARKING COMPUTATION

SEE PARKING EXHIBIT

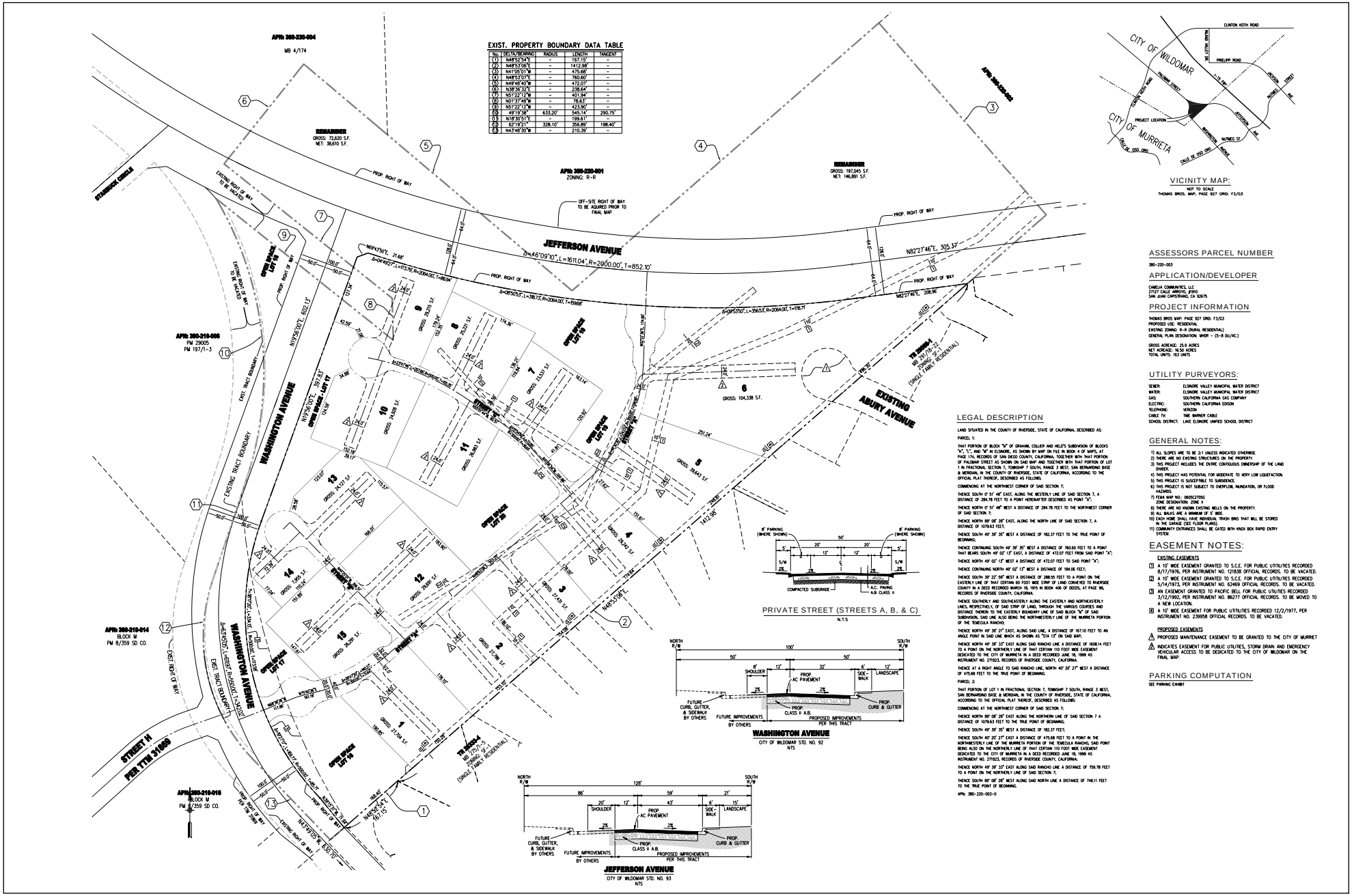
Source: VSL Engineering, 2016.

Michael Baker INTERNATIONAL

09/2016 JN 150699 16-0070

FIGURE 3
Site Plan and Conceptual Grading Plan
Camelia Townhomes

This page intentionally left blank



Source: VSL Engineering, 2016.

FIGURE 4

Tentative Tract Map (TTM No. 37156)

Michael Baker INTERNATIONAL

09/2016 JN 150699 16-0070

Camelia Townhomes

This page intentionally left blank

FRONT ELEVATION

FRONT ELEVATION

Source: Kevin L. Cook Architect Inc., 2016.

Michael Baker INTERNATIONAL

09/2016 JN 150699 16-0070

FIGURE 5

Architectural Elevations

Camelia Townhomes

This page intentionally left blank

II. EXISTING CONDITIONS

Regulatory Setting

The City of Wildomar General Plan land use designation for the project site is MHDR (Medium High Density Residential), which allows the development of single-family attached and detached residences with a density range of 5 to 8 dwelling units per acre and lot sizes ranging from 4,000 to 6,500 square feet.

The General Plan land use designations of the properties surrounding and immediately adjacent to the project site are MDR (Medium Density Residential) to the west, CR (Commercial Retail) to the north, HHDR (Highest Density Residential) to the northeast, and the City of Murrieta SFR land use (Single Family Residential) to the southeast (**Figure 6)**.

The project site is currently zoned R-R (Rural Residential) (**Figure 7**). The project requires approval of a Change of Zone to change the zoning map from the existing zoning of R-R (Rural Residential) to R-3 (General Residential) on the entire 25.91-acre site (See **Figure 8**). The R-R zone allows the development of one-family dwellings on a minimum of one-half acre per Wildomar Municipal Code Section 17.60.020, which includes a complete list of uses permitted in the zoning district. The R-3 zone allows the development of multi-family dwellings per Wildomar Municipal Code Section 17.44.010, which includes a complete list of uses permitted in the zoning district. Zoning for the adjacent properties includes R-R to the north, the City of Murrieta SF-1 zone (Single-Family 1, Residential) to the south, and R-1 (One-Family Dwelling Zone) and M-SC (Manufacturing-Service Commercial) to the west.

Physical Setting

The project site is currently undeveloped but highly disturbed (**See Site Photos**). The site is dominated primarily by ruderal vegetation consisting of non-native species, such as shortpod mustard (*Hirschfeldia incana*), Russian thistle (*Salsola tragus*), London rocket (*Sisymbrium irio*), and foxtail chess (*Bromus madritensis* ssp. *rubens*). Although the site primarily comprises ruderal vegetation, there are patches of native vegetation communities, including California sagebrush, California buckwheat scrub, mule fat thickets, and arroyo willow thickets. The entire project study area is within the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) but are not located within a Criteria Cell that may require specific conservation areas.

The topography of the project site is generally flat with gently rolling hills throughout and steep hillsides along the northeastern portion. Elevations range from approximately 1,180 feet above mean sea level (amsl) along the southwestern boundary of the project site to approximately 1,315 feet amsl along the northeastern boundary.

This page intentionally left blank

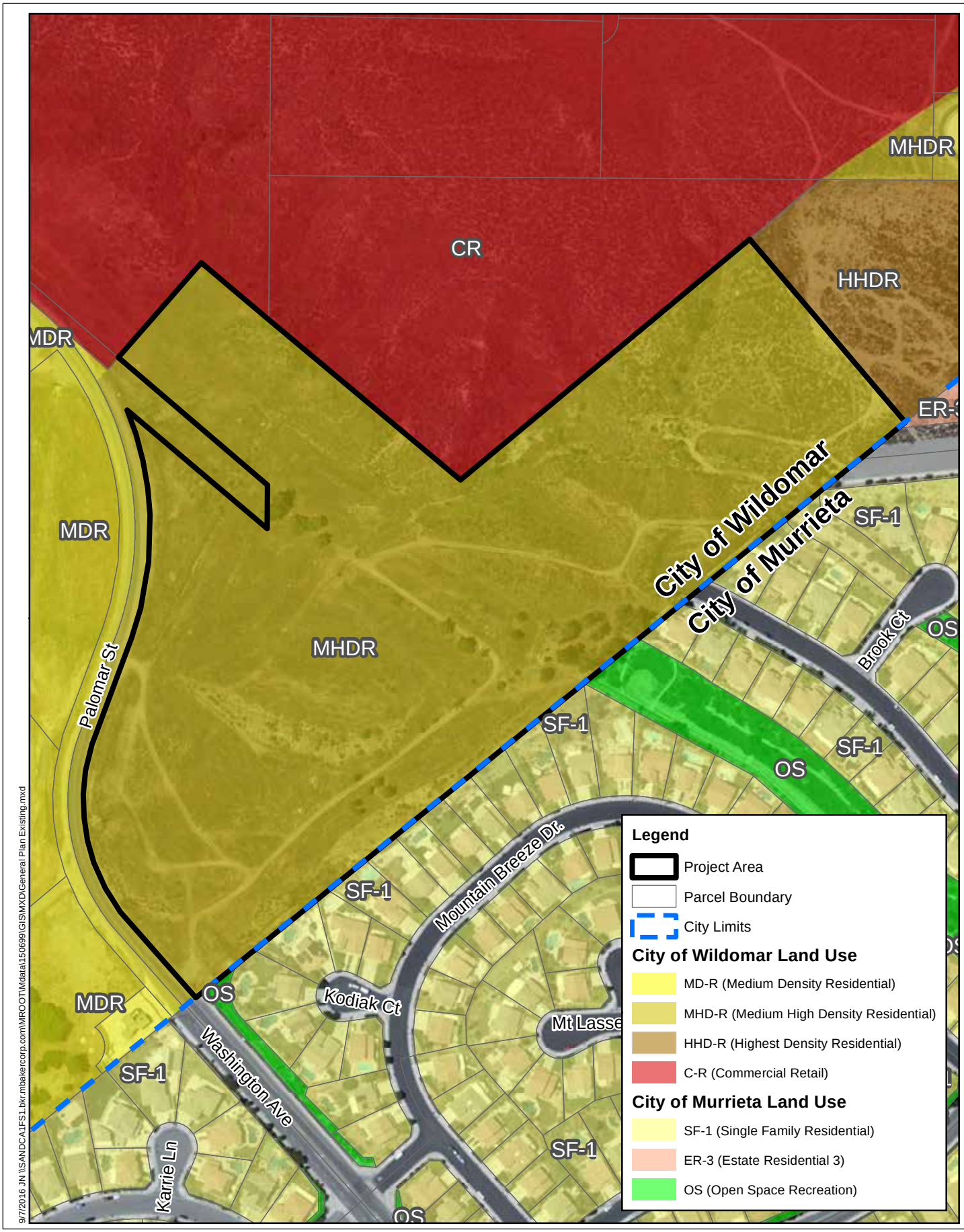
Photo of Site Looking East

Photo of Site Looking North

Photo of Site Looking Southeast

Photo of Site Looking West

This page intentionally left blank



Source: City of Wildomar GIS, County of Riverside GIS

Michael Baker INTERNATIONAL

0 100 200 400 Feet

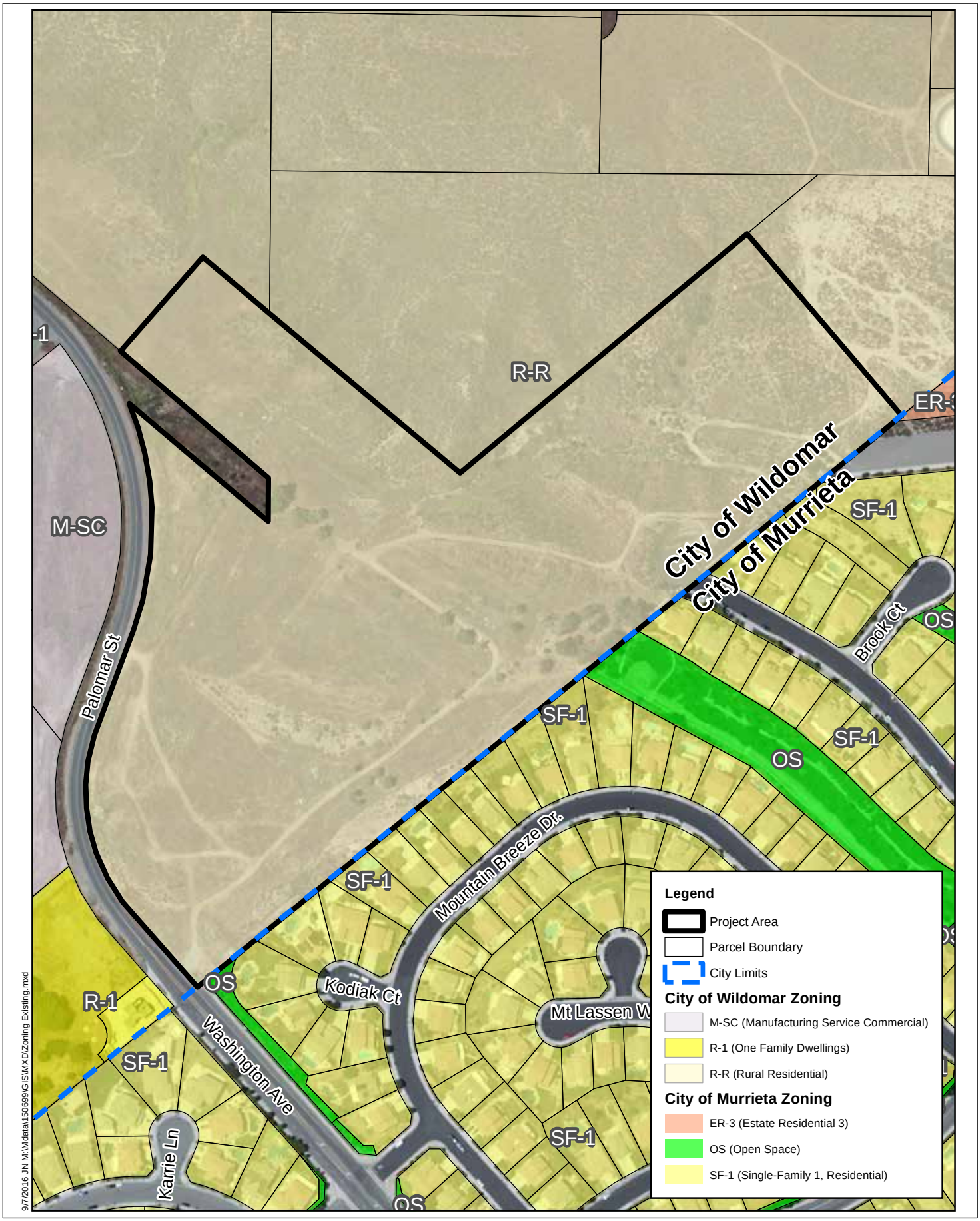
FIGURE 6

Existing General Plan Land Use

09/2016 JN 150699 16-0070

Camelia Townhomes

This page intentionally left blank



Source: City of Wildomar GIS, County of Riverside GIS

0 100 200 400 Feet

Michael Baker INTERNATIONAL

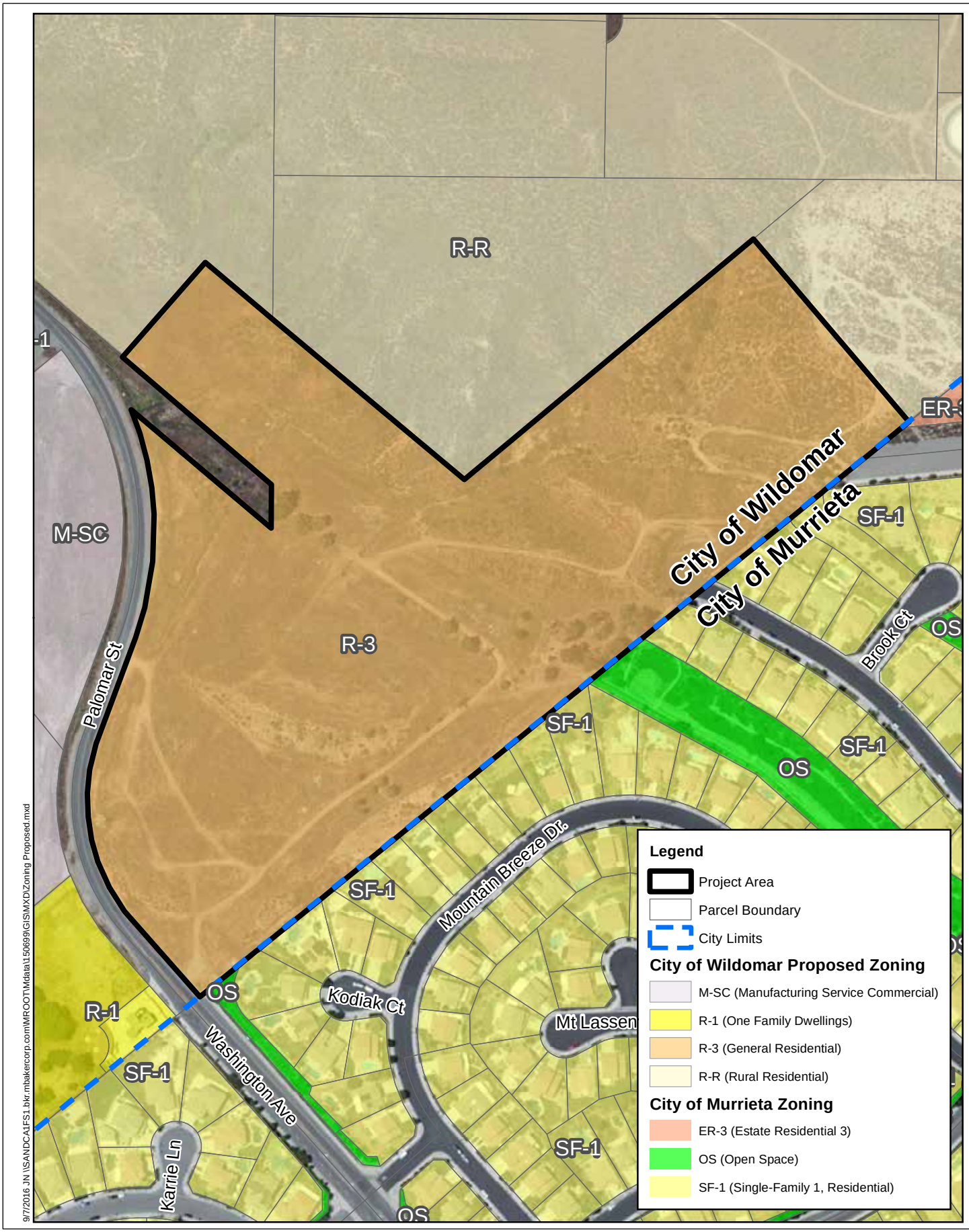
09/2016 JN 150699 16-0070

FIGURE 7

Existing Zone District

Camelia Townhomes

This page intentionally left blank



9/7/2016 JN \\SANDCA1FS1.bkr.mbakercorp.com\MROOT\Mdata\150699\GIS\MXD\Zoning Proposed.mxd

Source: City of Wildomar GIS, County of Riverside GIS

0 100 200 400 Feet

09/2016 JN 150699 16-0070

FIGURE 8

Proposed Zone District

Camelia Townhomes

Michael Baker INTERNATIONAL

This page intentionally left blank

III. ENVIRONMENTAL CHECKLIST FORM

A. Background

1. Project Title: Camelia Townhouses (16-0071)

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 southwest of Jefferson Avenue and northeast of Palomar Street in Wildomar, California (see **Figure 1** and **Figure 2**). The assessor's parcel number (APN) is 380-220-003.

5. Project Sponsor's Name and Address:

Richard Valdez, 31805 Temecula Parkway, Suite 129, Temecula, CA 92592

6. General Plan Designation: MHDR (Medium High Density Residential)

7. Zoning: existing: R-R (Rural Residential; proposed: R-3 (General Residential)

8. Description of Project:

Request for approval of a Change of Zone to change the zoning map from the existing zoning of R-R (Rural Residential) to R-3 (General Residential) on the entire 25.91-acre site, approval of Tentative Tract Map No. 37156 requiring the subdivision for condominium purposes of 25.91 acres into 20 lots to accommodate the proposed project, and approval of a final site plan of development to develop the site with a 163-unit townhouse/for-sale multi-family development with related on- and off-site improvements.

9. Surrounding Land Uses and Setting:

ADJACENT LAND USE, GENERAL PLAN AND ZONING			
Location	**Current Land Use**	**General Plan Land Use Designation**	**Zoning**
North	Vacant	CR (Commercial Retail)	R-R (Rural Residential)
South	Residential	Single Family Residential (SFR) and Parks and Open Space (P/OS)	Single Family Residential (SF-1) and Open Space
East	Residential	Single Family Residential (SFR) and Parks and Open Space (P/OS)	Single-Family Residential (SF-1) and Open Space
West	Murrieta Springs Adventist Christian Academy	MDR (Medium Density Residential)	M-SC (Manufacturing-Service Commercial) and R-1 (One-Family Dwelling Zone)

10. Other Public Agencies Whose Approval Is Required:

- California Department of Fish and Wildlife
- San Diego Regional Water Quality Control Board

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

C. DETERMINATION

On the basis of this initial evaluation:

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

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

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

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

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

City Representative

Matthew C. Bassi, Planning Director — January 19, 2017 (Date)

Applicant

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

Bill Lo, Applicant — January 19, 2017 (Date)

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 360 degree views of mountain ridgelines. As shown in **Appendix 2**, the proposed structures would have a maximum height of 27 feet 4 inches, which would alter existing views from the project site and immediate vicinity of the distant mountains 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. Residential homes in the City of Murrieta border the south and east sides of the project site. As shown in **Figure 9**, additional setbacks have been incorporated into the site. 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. Standards and Guidelines include articulation of building facades, varied roof plans, 360-degree architecture, streetscape design, multiple floor plans and elevations, etc. Compliance with these existing standards would ensure that the proposed project features quality design and architecture and that it is compatible with the character of the adjacent uses. 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, albeit sparse, vegetation and by creating new buildings that will be seen from Washington Avenue, the proposed extension of Palomar Avenue, and some adjacent properties, which include residential and commercial uses, located to the east, south, and west of the project site. The proposed project will regrade the site, create building pads and alter all of the topography to allow for parking and roadways. All of the existing vegetation will be removed. 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. The proposed residential buildings would be architecturally

consistent with existing residential buildings in the community. 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. Ultimately, the Planning Commission will make a final determination during the public hearing for the Plot Plan and Tentative Tract Map to complete the design review process, ensuring that any impact is less than significant.

c) **Less Than Significant Impact**. The proposed development is subject to the City of Wildomar Design Standards and Guidelines consistent with Riverside County Design Standards (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. As seen in **Figure 5, Architectural Elevations**, the proposed project's architectural elements and landscaping would complement existing surrounding residential and commercial development. Additionally, the proposed development would substantially improve the visual character of the site which is currently blighted from illegal dumping and graffiti. 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.

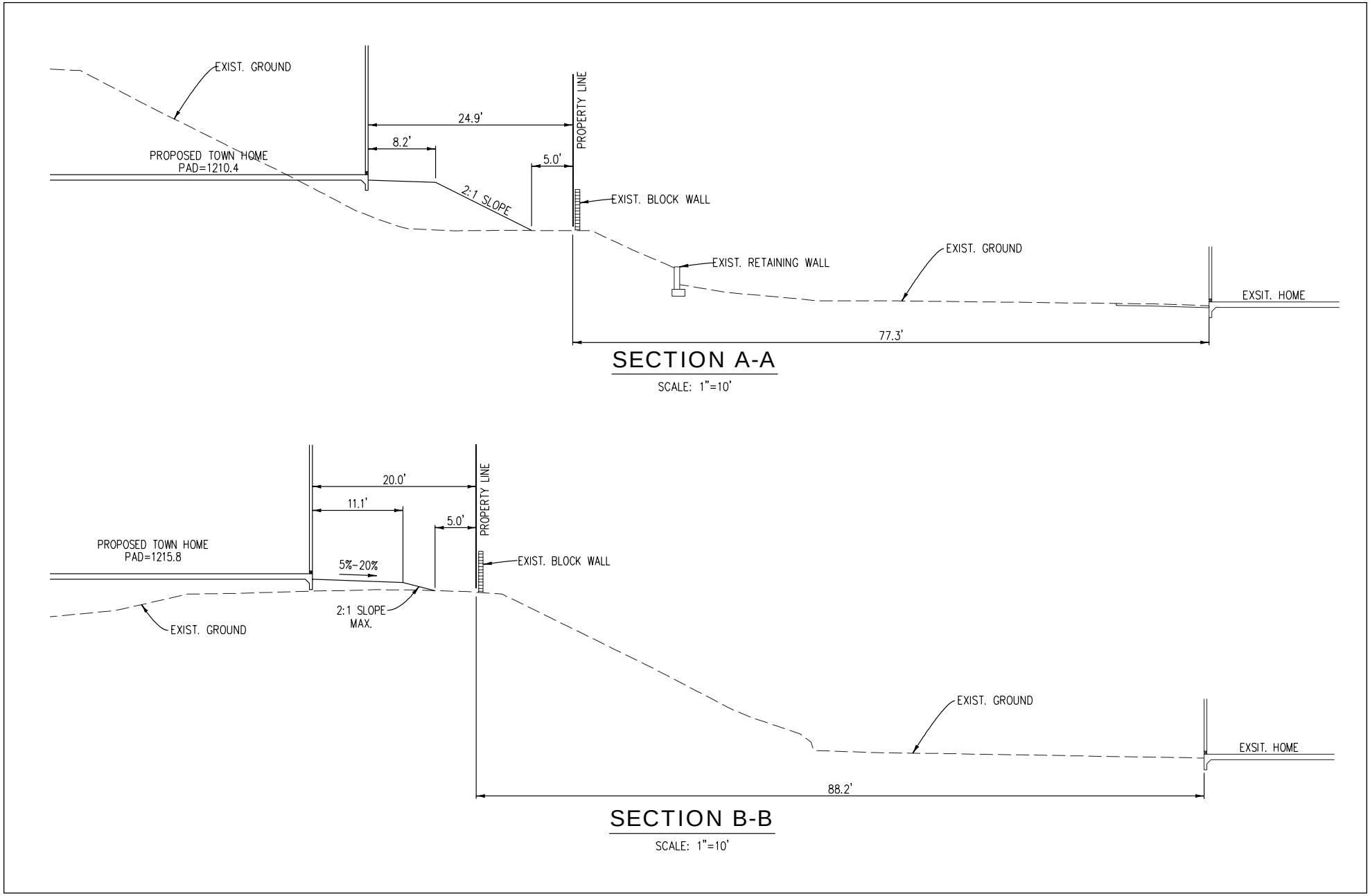
d) **Less Than Significant Impact**. Sources of new and increased nighttime lighting and illumination include, but are not limited to, lights associated with vehicular travel (e.g., car headlights), street lighting, parking lot lights, and security-related lighting. Light pollution is regulated by Chapter 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 aspects of development. Compliance with the ordinance will result in a less than significant impact on nighttime light pollution. However, there will still be new light associated with the proposed project. 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, all light fixtures located along the perimeter would be fitted 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. With compliance with the ordinance, the proposed project would not adversely affect day or nighttime views in the area and would not constitute a significant contribution to night sky pollution. 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.



Source: VSL Engineering, 2016.

FIGURE 9

Proposed Setbacks to Existing Homes

Michael Baker INTERNATIONAL

09/2016 JN 150699 16-0070

Camelia Townhomes

This page intentionally left blank

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 (Department of Conservation 2014). 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, borrow pits; and water bodies smaller than 40 acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land. Therefore, the project 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) **Less Than Significant 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 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 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 2016 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 air 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. The proposed project is consistent with the land use designation and development density presented in the City of Wildomar General Plan and therefore would not exceed the population or job growth projections used by the SCAQMD to develop the Air Quality Management Plan. Thus, the project is consistent with both criteria and impacts would be less than significant.

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. Examples of PM_{10} suppression techniques are summarized below.

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

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

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

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

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

f. A wheel washing system will be installed and used to remove bulk material from tires and vehicle undercarriages before vehicles exit the site.

The estimated maximum daily construction emissions, accounting for compliance with SCAQMD Rules 403, are summarized in **Table 3-1**. Detailed construction model outputs are presented in **Appendix 3**.

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

Construction Year	Reactive Organic Gas	Nitrogen Oxide	Carbon Monoxide	Sulfur Oxide	Coarse Particulate Matter	Fine Particulate Matter
2017	4.90	51.82	40.31	0.04	10.00	6.46
2018	3.58	36.26	25.99	0.04	4.96	3.25
2019	2.94	24.12	24.59	0.04	2.83	1.70
2020	60.69	21.89	23.85	0.04	2.65	1.52
Maximum Daily Emissions[1]	**60.69**	**51.82**	**40.31**	**0.04**	**10.00**	**6.46**
SCAQMD Threshold	75.00	100.00	550.00	150.00	150.00	55
Exceed Threshold?	No	No	No	No	No	No

*Source: Urban Crossroads 2016a. See **Appendix 3** 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, local significance thresholds (LSTs) were established 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.

The project is modeled after the SCAQMD's Summary of Five-Acre Site Example Results by Phase and Equipment. Therefore, the maximum daily disturbed acreage of 5 acres is used in determining the applicability of the SCAQMD's local significance threshold look-up tables. This methodology is consistent with recent recommendations made by SCAQMD planning staff. For a focused discussion on the background on LST development and how the project is applied to LST Methodology, see **Appendix 3,** pages 27–29.

Some people are especially sensitive to air pollution and are given special consideration when evaluating air quality impacts from projects. These groups of people include children, the elderly, persons with preexisting respiratory or cardiovascular illness, and athletes and others who engage in frequent exercise. Structures that house these persons or places where they gather to exercise are defined as "sensitive receptors." The nearest sensitive receptor is the residential community located immediately adjacent to and southeast of the project site. Notwithstanding, the methodology explicitly states, "It is possible that a project may have receptors closer than 25 meters. Projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters (20)." Therefore, LSTs for receptors located at 25 meters were utilized. **Table 3-2** identifies the localized impacts at the nearest receptor location in the vicinity of the project.

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)	51.80	39.40	9.80	6.40
SCAQMD Localized Threshold	371	1,965	13	8
Significant?	No	No	No	No

*Source: Urban Crossroads 2016a. See **Appendix 3** 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 anticipated to be less than significant.

Operational Emissions

Operational activities associated with the proposed project will result in emissions of reactive organic gases (ROG), nitrogen oxide (NO_X), carbon monoxide (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	SO_X	PM_{10}	$PM_{2.5}$
Summer						
Area Source Emissions	6.12	0.16	13.59	0.00	0.29	0.29
Energy Use Emissions	0.10	0.83	0.35	0.00	0.07	0.07
Vehicle Emissions	2.85	8.33	31.00	0.10	6.90	1.94
Total	**9.07**	**9.32**	**44.94**	**0.11**	**7.26**	**2.30**
Winter						
Area Source Emissions	6.12	0.16	13.59	0.00	0.29	0.29
Energy Use Emissions	0.10	0.83	0.35	0.00	0.07	0.07
Vehicle Emissions	2.78	8.67	29.27	0.10	7.05	1.98
Total	**9.00**	**9.66**	**43.21**	**0.11**	**7.41**	**2.34**
SCAQMD Threshold	55.00	55.00	550.00	150.00	150.00	55.00
Significant?	No	No	No	No	No	No

*Source: Urban Crossroads 2016a. See **Appendix 3** 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.

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

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 vehicles idle at intersections. Vehicle emissions standards have become increasingly 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 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.

The proposed project considered herein would not produce the volume of traffic required to generate a CO hot spot in the context of the 2003 Los Angeles hot-spot study (Urban Crossroads 2016a). 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 these intersections would yield higher CO concentrations if modeled in detail. The SoCAB has been designated as attainment for carbon monoxide since 2007, and even very busy intersections do not result in exceedances of the CO standard. Historical air quality data shows that existing CO levels for the project area and the general vicinity do not exceed either state or federal ambient air quality standards. The carbon monoxide 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 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.

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 proposed 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.** In addition to the criteria air pollutants discussed in Issue b) above, the State and Federal Governments identify other substances as "toxic air contaminants" or "toxic air pollutants," respectively (collectively, "air toxics"). Air toxics are air pollutants that may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health. Sensitive receptors to air toxics 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 exposure to air toxics that are also criteria air pollutants 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, 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 1,700 feet east of the project site). Therefore, the site lies beyond the CARB-recommended buffer area, and future receptors would not be negatively affected by toxic air contaminants generated on a highway or interstate. There are no other potential sources of air toxics in the vicinity of the project site.

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 will likely have communal dumpsters, which can potentially emit objectionable odors. It is expected that project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the City's solid waste regulations. The proposed project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. The proposed project would have a less than significant impact associated with odors.

STANDARD CONDITIONS AND REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

4. Biological Resources

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

BACKGROUND

This section summarizes the methods and findings of a comprehensive habitat assessment, biological impact study and Determination of Biologically Equivalent or Superior Preservation (DBESP) report prepared by ESA PCR (2016). The reports are included in their entirety as **Appendix 4a** and **Appendix 4b.** The habitat assessment was used to evaluate the project site's suitability for the presence of special-status species and to characterize the environmental setting on and adjacent to the site. The DBESP provides details of the MSHCP Riparian/Riverine Areas located within the study area in addition to proposed impacts and compensatory mitigation for compliance with Section 6.1.21 of the MSHCP.

DISCUSSION OF IMPACTS

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

Direct Impacts to Special-Status Plants

An estimated 2,108 paniculate tarplants (*Deinandra paniculata*) would be removed as a result of vegetation clearing/grubbing and ground-disturbing activities (e.g., grading, earth moving, excavation, use of heavy equipment). Paniculate tarplant is a CNPS Rank 4.2 species, which has a limited distribution in California, but is locally common in western Riverside County and documented in a number of MSHCP Core areas, including Core F (Santa Rosa Plateau Ecological Reserve). Therefore, due to its local abundance, project impacts to paniculate tarplants would not be significant.

Direct Impacts to Special-Status Wildlife

No special-status wildlife species were observed during the general biological survey; however, there is a potential for 22 species to occur on the project site, of which 16 are Covered Species under the MSHCP. The remaining 6 have a low to very low probability to occur on-site based on limited habitat quantity and quality. Mitigation measures **BIO-1** through **BIO-5**, discussed below, in combination with payment of required MSHCP Local Development Mitigation Fees, would reduce potentially significant impacts to special-status species to less than significant levels.

Although the project site does not currently support burrowing owls, suitable habitat for this special status species exists on site. Because suitable habitat exists on the site, the MSHCP requires preconstruction surveys within 30 days of ground disturbance to confirm absence and avoid construction impacts on the species. Mitigation measure **BIO-1** requires the preconstruction surveys and details measures to be taken in the event that burrowing owls are identified during those surveys to avoid impacting the species. With implementation of **BIO-1**, impacts to burrowing owls would therefore be less than significant.

The project site and adjacent areas have the potential to support songbird and raptor nests due to the presence of shrubs, ground cover, and trees. Disturbing or destroying active nests during the typical avian nesting season is a violation of the Migratory Bird Treaty Act (MBTA). In addition, nests and eggs are protected under California Fish and Wildlife Code Section 3503. Therefore, per mitigation measure **BIO-2**, a preconstruction nesting bird survey is required prior to any ground disturbance during the nesting season.

Indirect Impacts to Special-Status Wildlife

Vegetation clearance/grubbing, ground disturbance (e.g., grading, earth moving, excavation, use of heavy equipment), and construction activities could result in potential significant indirect impacts (e.g., construction-related noise effects, accidental intrusions outside the work limits) to potentially occurring special-status wildlife species that may use areas adjacent to the work limits and to potentially occurring protected avian species (i.e., active songbird/raptor nests in shrubs, ground cover, and limited trees) during the typical avian nesting season. Mitigation measure **BIO-3** requires the implementation of best management practices to reduce the impact to less than significant.

Although potentially suitable burrowing owl habitat exists on property adjacent to the project site, indirect impacts would be avoided through implementation of mitigation measure **BIO-1** which requires the adjacent habitat to be surveyed prior to construction, and impact avoidance measures put in place should the species be present.

Although the project site is not adjacent to or in close proximity to an existing or proposed Stephens' Kangaroo Rat (SKR) Core Reserve, and there is no on-site habitat to facilitate expansion of the SKR Core Reserve system, the Stephens' Kangaroo Rat Habitat Conservation Plan provides "take" authorization for SKR within its boundaries and will continue to be implemented independently of the MSHCP. Therefore, consistent with City ordinance, the project will be assessed an SKR mitigation fee based on the fee structure already in place.

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

Direct Impacts to Riparian Habitat and Other Sensitive Habitats

The project site supports the following riparian habitats: mule fat thickets and arroyo willow thickets. Arroyo willow thicket is designated as a sensitive habitat per the CNDDB list of high priority and rare natural communities, CDFW special-status plant communities, and both mule fat and arroyo willow thickets are considered MSHCP Riparian Areas. However, the proposed project will not affect the arroyo willow thickets and impacts to arroyo willow thickets would be less than significant. Direct impacts to mule fat, a MSHCP Riparian/Riverine Area are discussed below in Section 4.f Riparian/Riverine Areas MSHCP Requirements. Implementation of the DBESP would reduce any associated impacts to mule fat thickets to a less than significant level.

Indirect Impacts to Sensitive and Riparian Habitats

Vegetation clearance/grubbing, ground disturbance (e.g., grading, earth moving, excavation, use of heavy equipment), and construction activities could result in potential significant indirect impacts (e.g., construction-related dust, runoff, accidental intrusions outside the work limits) to the above-mentioned sensitive riparian habitats, which are intended to be avoided. However, implementation of the construction-related BMPs listed in mitigation measure **BIO-3** would reduce these potential indirect impacts to less than significant.

Stormwater runoff from the site, under both construction and post-construction development conditions, could impact downstream sensitive habitats on- and off-site if such runoff carries pollutants (e.g., sediment, hydrocarbons, chemicals, pesticides/herbicides, fertilizers) affecting water quality in these areas. However, such impacts will be avoided through compliance with National Pollutant Discharge Elimination System (NPDES) regulations, which require the construction contractor and the project applicant to prepare and implement a SWPPP and a Water Quality Management Plan (or functional equivalent), respectively. The Water Quality Management Plan will include BMPs designed to collect, detain/retain, infiltrate/ evapotranspirate, treat, and discharge runoff on-site before discharging into the City storm drain system. For post-construction conditions, stormwater detention/retention features will be included in the project design to mitigate stormwater runoff impacts associated with the increase in impervious surfaces on the project site. To the maximum extent practical, stormwater quality treatment will be provided via infiltration treatment methods including wells, basins, high-efficiency planter boxes, and surface planting areas.

Project landscaping in developed areas near the above-mentioned sensitive riparian habitats could result in potential significant impacts to these habitats if planted with non-native plant species that could invade these habitats. In addition, night lighting associated with the project along this interface could result in potential significant impacts to nocturnal wildlife that may use these habitats by increasing prey predation rates. However, implementation of mitigation measure **BIO-4** and **BIO-5** would reduce these impacts to a less than significant level.

c) **Less Than Significant Impact With Mitigation Incorporated.** Although one of the onsite drainages exhibits evidence of isolation from downstream receiving waters and could conceivably be demonstrated to be non-federal jurisdictional waters, for purposes of this analysis, it is presumed to support USACE/RWQCB non-wetland ephemeral waters of the United States regulated under Clean Water Act Sections 404/401, some of which will be permanently impacted by the proposed project (i.e., 0.042 acre of USACE/RWQCB non-wetland jurisdictional streambed). Including this non-riparian portion of the above-mentioned drainage feature that will be impacted, the permanent losses of USACE/RWQCB jurisdiction (0.042 acre of non-wetland streambed) and CDFW jurisdiction (0.282 acre of ephemeral streambed and associated riparian vegetation) would be significant impacts. However, implementation of mitigation measure **BIO-5** would reduce these impacts to less than significant.

d) **Less Than Significant Impact.** The project site supports potential live-in and movement habitat for species on a local scale (i.e., some limited live-in and at least marginal movement habitat for reptile, bird, and small mammal species), but provides minimal function to facilitate wildlife movements on a regional scale, and is not identified as a regionally important dispersal or seasonal migration corridor. Wildlife movements on a local scale likely occur with species adapted to urban environments due to the developments and disturbances in the vicinity. Although the project would result in disturbances to local wildlife movements on-site, those species adapted to urban areas would be expected to persist in post-construction conditions, particularly within the open space areas and existing habitats to remain on-site. Therefore, the proposed project would result in less than significant impacts to wildlife movements.

e) **No Impact.** None of the resources and policies identified in Chapter 5 of the Wildomar General Plan (Multi-Purpose Open Space Element) occur on the project site, particularly those resources that could otherwise be applicable to the site as described in Policies OS 9.3 and OS 9.4. 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). Although the project site is located within the MSHCP Plan Area, it is not located within a Criteria Cell (Exhibit 8, as cited in MBA 2015a). Because the site is not located within a Criteria Cell, there are no conservation requirements on the property. The proposed project would not result in indirect effects associated with locating developments in proximity to a MSHCP Conservation Area, in terms of the quantity and quality of urban runoff (i.e., drainage and toxics), night lighting, noise, non-native invasive plant species, barriers to humans and animal predators, and grading/land development encroachment. Project runoff (during large storm events) would not result in indirect impacts to the quantity and quality of the off-site Murrieta Creek because the project would be required to comply with NPDES regulations as evaluated above. None of the invasive plants listed in Table 6-2 of the MSHCP will

be utilized in the project landscaping so as to avoid dispersal of non-native plant seeds into the downstream watershed.

Project compliance with the MSHCP pertaining to Burrowing Owl (Section 6.3.2), Riparian/Riverine Areas (Section 6.1.2), Narrow Endemic Plant Species (Section 6.1.3), and Urban/Wildlands Interface (Section 6.1.4) requirements (for drainage, toxics, and invasive species) is summarized below.

Burrowing Owl MSHCP Requirements. Although BUOW is presumed absent from the project site due to negative protocol surveys, and is also presumed absent from potentially suitable habitat adjacent to the site, preconstruction surveys are required by the MSHCP within 30 days of ground disturbance, based on the presence of suitable habitat at the time of grading, to avoid potential direct and indirect impacts to this special-status species. Refer to mitigation measure **BIO-1**. Therefore, the project would be consistent with MSHCP Section 6.3.2 (Additional Survey Needs and Procedures).

Riparian/Riverine Areas MSHCP Requirements. Of the total amount of CDFW jurisdictional area (0.282 acre), an estimated 0.016 acre consists of ephemeral non-wetland streambed and the remaining 0.266 acre consists of riparian wetland vegetation, which also corresponds with the definition of "MSHCP Riparian/Riverine Areas." Therefore, the proposed project would result in a potentially significant impact related to the permanent loss of 0.266 acre of Riparian/Riverine Areas as defined by the MSHCP. According to Section 6.1.2 of the MSHCP, if an avoidance alternative is not feasible, a Determination of Biologically Equivalent or Superior Preservation (DBESP) shall be prepared prior to project approval to ensure the replacement of any lost functions and values of habitat as it relates to MSHCP Covered Species, submitted to the County of Riverside Environmental Programs Department (EPD), and reviewed by the Regional Conservation Authority (RCA) and regulatory agencies. A DBESP was prepared (October 2016, see **Appendix 4b**) and submitted to the agencies for review. The DBESP proposes several mitigation options that would reduce impacts to a less than significant level.

Narrow Endemic Plant Species Requirements. The only sensitive plant species detected onsite, paniculate tarplant, is not designated as either a "Narrow Endemic" or "Criteria Area Survey" plant species, per Table 6-1 of the MSHCP, nor is it listed in Table 6-2 (Plants That Should Be Avoided Adjacent to the MSHCP Conservation Area). Therefore, the project would not be inconsistent with MSHCP Section 6.1.3. As previously evaluated, this species is documented in a number of MSHCP Core areas, including Core F (Santa Rosa Plateau Ecological Reserve), and project impacts would not be significant due to its local abundance.

Urban/Wildlands Interface MSHCP Requirements. The project has the potential to affect the quantity and quality of water in downstream MSHCP Conservation Areas or Riparian/Riverine Areas through runoff generated by the development and transport of invasive, non-native plants species from project landscaping. However, this is only a potential during significant storm events that produce enough sheet flow to cross Palomar Street into Murrieta Creek. Since the project is required to comply with NPDES regulations, as previously discussed, no indirect effects from project runoff are expected to occur in downstream areas. In addition, as with similarly approved developments, approval of the proposed project will be conditioned to prevent planting of the invasive, non-native plant species listed in Table 6-2 of the MSHCP in the project's common landscaping areas.

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 Potential Direct/Indirect Impacts to Burrowing Owl. Due to the presence of potentially suitable habitat on the project site and in adjacent off-site areas, a 30-day preconstruction survey for burrowing owl is required pursuant to the MSHCP. If burrowing owls are determined present during the 30-day pre-construction survey, occupied burrows shall be avoided to the greatest extent feasible, following the guidelines in the Staff Report on Burrowing Owl Mitigation published by Department of Fish and Wildlife (CDFW, 2012) including, but not limited to, conducting pre-construction surveys, avoiding occupied burrows during the nesting and non-breeding seasons, implementing a worker awareness program, biological monitoring, establishing avoidance buffers, and flagging burrows for avoidance with visible markers. If occupied burrows cannot be avoided, acceptable methods may be used to exclude burrowing owl either temporarily or permanently, pursuant to a Burrowing Owl Exclusion Plan that shall be prepared and approved by the County of Riverside Environmental Programs Department (EPD), in coordination with the CDFW. The Burrowing Owl Exclusion Plan shall be prepared in accordance with the guidelines in the Staff Report on Burrowing Owl Mitigation and the MSHCP.

In accordance with the MSHCP, take of active nests will be avoided. Passive relocation (i.e., the scoping of the burrows by a burrowing owl biologist and collapsing burrows free of young) will occur when owls are present outside the nesting season. The EPD may require translocation sites for the burrowing owl to be created in the MSHCP reserve for the establishment of new colonies pursuant to MSHCP objectives for the species. Translocation sites, if required, will be identified in consultation with EPD and/or CDFW taking into consideration unoccupied habitat areas, presence of burrowing mammals, existing colonies, and effects to other MSHCP Covered Species.

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

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

BIO-2 Potential Direct/Indirect Impacts to Protected Avian Species. Vegetation clearing/grubbing, ground disturbance (e.g., grading, earth moving, excavation, use of heavy equipment), and construction activities that may directly (e.g., grading) or indirectly (e.g., noise) affect protected nesting avian species shall be timed to avoid the typical avian nesting season (February 15 to August 31 for songbirds; January 15 to August 31 for raptors). If such activities are scheduled to occur during the nesting season, a qualified biologist shall conduct a preconstruction survey for nesting raptors and other protected avian species within 500 feet of proposed disturbance activities. The preconstruction survey shall be conducted no more than 14 days prior to the start of vegetation clearing/grubbing. As determined necessary by the biologist, surveys for nesting

birds may be required to continue during grading/construction to address the potential for new arrivals and unique species' breeding seasons. The necessity and timing of these continued surveys shall be determined by the biologist in coordination with the project applicant, the City, the CDFW, and the USFWS, as needed.

If raptors or other protected avian nests are identified during the above surveys, the qualified biologist shall notify the project applicant, the City, the CDFW, and the USFWS, and an appropriate no-disturbance buffer shall be imposed (to be determined by the biologist) within which no vegetation clearing/grubbing, ground disturbance, and construction activities shall take place (generally 500 feet in all directions for raptors; other avian species may have species-specific requirements) until the young have fledged and are no longer reliant upon the nest or parental care for survival, as determined by the biologist.

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

Enforcement/Monitoring: *City of Wildomar Planning Department*

BIO-3 **Potential Indirect Impacts to Special-Status Species**. The following construction-related best management practices (BMPs) shall be implemented during vegetation clearing/grubbing, ground disturbance (e.g., grading, earth moving, excavation, use of heavy equipment), and construction activities to avoid impacts to potentially occurring special-status wildlife species:

- Prior to vegetation clearing/grubbing, a biological monitor shall conduct a pre-construction meeting with the construction crew to identify appropriate access route(s) in and out of the construction area and review of project boundaries.
- Prior to vegetation clearing/grubbing, a biological monitor shall inspect the limits of protective fencing along the work limits adjacent to on/off-site habitats to remain.
- Following construction, a qualified biologist shall ensure temporarily disturbed vegetated areas are returned to pre-project contours using a local native plant hydroseed mix.

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

Enforcement/Monitoring: *City of Wildomar Planning Department*

BIO-4 **Potential Indirect Impacts to Sensitive Habitats from Invasive Plants and Night Lighting.** The following measures shall be implemented to reduce the introduction and spread of non-native, invasive species into the riparian habitats that are intended to be preserved on-site:

- Construction equipment shall be cleaned of mud or other debris that may contain invasive plants and/or seeds and inspected to reduce the potential of spreading noxious weeds, before mobilizing to arrive at the construction site and before leaving the construction site.
- All non-native, invasive plant species shall be removed from disturbed areas prior to replanting.

- Any landscaping or replanting required for the project shall not use species listed as noxious by the California Department of Food and Agriculture (CDFA).

- Disturbed soil adjacent to the on-site riparian habitats to be avoided shall be landscaped with a CDFA-recommended seed mix or local native plants/erosion-control seed mix, per the recommendations of a qualified biologist, to preclude invasion of these riparian areas by noxious weeds.

- The following measures shall be implemented to reduce the potential for night-lighting impacts to nocturnal species that may use the riparian habitats that are intended to be preserved on the site:

  – During construction activities, artificial lighting shall be limited at the urban interface.

  – Outdoor lighting associated with new development shall be low intensity, focused, and directional to preclude night illumination of the adjacent riparian areas.

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

Enforcement/Monitoring: *City of Wildomar Planning Department*

BIO-5 **Direct Impacts to Jurisdictional Areas.** Impacts to federal jurisdictional features shall require a CWA Section 404 Nationwide Permit from the USACE and a CWA Section 401 Water Quality Certification from the RWQCB. Impacts to state jurisdictional features shall require a Streambed Alteration Agreement from the CDFW. Prior to the issuance of any grading permit for permanent impacts in the areas designated as jurisdictional features, the project applicant shall obtain regulatory permits from the USACE, RWQCB, and CDFW. The following shall be incorporated into the permitting, subject to approval by the regulatory agencies:

1. On-site or off-site creation, restoration and/or enhancement of USACE/RWQCB jurisdictional "waters of the U.S." at a ratio no less than 2:1 for permanent impacts for compensatory streambed mitigation within the Santa Margarita Watershed or 3:1 for mitigation within an adjacent watershed, and for any temporary impacts to restore the impact area to pre-project conditions (i.e. pre-project contours). Off-site mitigation may occur on land acquired for the purpose of in-perpetuity preservation as approved by the resource agencies, or through the purchase of mitigation credits at a resource agency-approved off-site mitigation bank or in-lieu fee program.

2. On-site or off-site creation, restoration, and/or enhancement of CDFW jurisdictional streambed at a ratio no less than 2:1 for permanent impacts for compensatory streambed mitigation within the Santa Margarita Watershed or 3:1 for mitigation within an adjacent watershed, and for any temporary impacts to restore the impact area to pre-project conditions (i.e. pre-project contours). Off-site mitigation may occur on land acquired for the purpose of in-perpetuity preservation as approved by the resource agencies, or through the purchase of mitigation credits at a resource agency-approved off-site mitigation bank or in-lieu fee program.

   Purchase of any mitigation credits through an agency-approved mitigation bank or in-lieu fee program must occur prior to any impacts to jurisdictional drainages. Any mitigation

proposed on land acquired for the purpose of in-perpetuity mitigation that is not part of an agency-approved mitigation bank or in-lieu fee program shall include the creation, restoration, and/or enhancement of similar streambed habitat pursuant to a resource agency-approved Habitat Mitigation and Monitoring Plan (HMMP). The HMMP shall be prepared prior to any impacts to jurisdictional features, and shall provide details as to the implementation of the mitigation, maintenance, and future monitoring of mitigation areas. The goal of the mitigation shall be to create, restore, and/or enhance similar habitat with equal or greater function and value than the impacted habitat.

Timing/Implementation: *Prior to/during 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?		✓		
d) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k); or a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1.		✓		

BACKGROUND

This section summarizes the methods and findings of a Phase I Cultural Resources Assessment (ESA PCR 2016) prepared for the proposed project, as well as the tribal consultation process (per AB 52). The report and tribal consultation documentation is included in **Appendix 5a** and **5b** respectively.

DISCUSSION

a) **Less Than Significant Impact**. As provided in the cultural resources assessment (**Appendix 5a**), the records search conducted at the Eastern Information Center did not reveal the existence of known built environment historical resources located on or within close proximity to the project site; however, topographic map and aerial photograph review revealed that several improvements had been constructed on the project site between 1971 and 1975. During the pedestrian survey, ESA PCR encountered remnants of mature ornamental trees (eucalyptus) and structures (concrete debris chunks and slabs) and their associated features (e.g., planters) in the central portion of the project site. Given the results of the historic property research, these remnants are likely associated with the former improvements (dwellings, barn, and detached garage) that were first constructed in 1973 and are depicted on historic topographic maps and aerial photographs. As a result, these features are at most 43 years in age or younger and

therefore do not meet the 45-year age threshold that would warrant their recordation on formal California Department of Parks and Recreation Site Forms, nor do they require a formal evaluation of eligibility (i.e., Phase II assessment). These resources are not considered a historical resource pursuant to CEQA Section 15064.5 and any substantial adverse change to the resources is considered less than significant.

b) **Less Than Significant Impact With Mitigation Incorporated**. Results of the records search at the Eastern Information Center and the NAHC and the pedestrian survey did not reveal the existence of known prehistoric or historic archaeological resources (or tribal cultural resources) on or near the proposed project site. However, four prehistoric archaeological resources have been recorded within a one-half mile radius of the project site. In addition, a large prehistoric habitation site that was occupied during the Late Prehistoric Period (i.e., 1,500 years ago to AD 1769) is also known to exist approximately 1 mile south of the project site at the mouth of Cole Canyon. Moreover, the project site is located in relatively close proximity to Murrieta Creek (approximately one-quarter mile south of the project site), which would have provided fresh water to prehistoric inhabitants in the area and flora and fauna for them to exploit.

The original construction of the former improvements on the project site (dwellings, barn, road, detached garage, etc.) likely displaced any prehistoric archaeological resources that may have existed in those particular areas. It is unlikely that buried archaeological resources exist along the steep slopes in the northern portions of the project site, as these areas would not have been suitable for Native American occupation. In the event that prehistoric or historic archaeological resources or tribal cultural resources (bottles, foundations, refuse dumps, Native American artifacts, etc.) are unearthed during construction excavations, implementation of mitigation measures **CUL-1** through **CUL-6** will reduce impacts to previously unknown archaeological resources to a less than significant level.

c) **Less Than Significant Impact With Mitigation Incorporated.** No human remains were identified by ESA PCR during the pedestrian survey and none have been recorded on the project site or within a half-mile radius. Based on these results, the overall sensitivity of the project site with respect to buried human remains appears to be low; therefore, the project would not disturb any known human remains, including those interred outside of formal cemeteries. However, in the unlikely event that human remains are unearthed during ground-disturbing activities, implementation of mitigation measure **CUL-5 and CUL-6** would reduce impacts to human remains to a less than significant level.

d) **Less Than Significant Impact With Mitigation Incorporated.** On June 14, 2016, the City of Wildomar notified local tribal governments in writing of the proposed project pursuant to AB 52 and public resources code (PRC) section 21080.3.1 pertaining to tribal cultural resources consultation (see **Appendix 5b**). Two responses were received, one from the Pechanga Band of Luiseno Indians and the other from the Soboba Band of Luiseno Indians. Both tribes requested consultation and the City subsequently worked with the tribes with the common goal of identifying, avoiding, and protecting any tribal cultural resources (per the provisions and requirements of PRC 21080.3.2, 21082.3, and 21084.3). While no tribal cultural resources as defined by PRC 21074 were identified, consultation resulted in the crafting and refinement of what now constitutes mitigation measures **CUL-1** through **CUL-6** listed at the end of this section regarding construction monitoring and procedures for potential discovery of unknown resources. With implementation of these measures, potential impacts to tribal cultural resources would be less than significant.

STANDARD CONDITIONS AND REQUIREMENTS

None required.

MITIGATION MEASURES

CUL-1 To address the possibility that historical, archaeological, and/or tribal cultural resources (collectively referred to as "cultural resources" in these mitigation measures) may be encountered during grading or construction, a qualified professional archaeologist shall monitor all construction activities that could potentially impact cultural resources (e.g., grading, excavation, and/or trenching). Tribe(s) may assign individuals to monitor all grading, excavation and groundbreaking activities as well, and the Tribal monitor(s) shall be allowed on site during any construction activities that could potentially impact cultural resources. However, monitoring may be discontinued as soon the qualified professional and the appropriate Tribe(s) are satisfied that construction will not disturb cultural resources.

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

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

CUL-2 Prior the issuance of any grading permit, the project archaeologist shall file a pre-grading report with the City to document the proposed methodology for grading activity observation which will be determined in consultation with the Tribe(s) that intend to assign Tribal monitor(s) pursuant to CUL-1. The archaeologist and the Tribal monitor(s) will have the authority to temporarily halt and redirect grading activities in order to evaluate the significance of any cultural resources discovered on the project site.

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

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

CUL-3 Prior to the issuance of any grading permit, the project applicant shall contact the Tribe(s) with notification of the proposed grading and shall enter into a Tribal Cultural Resources Treatment and Monitoring Agreement with each Tribe that determines its tribal cultural resources may be present on the site. The agreement(s) shall include, but not be limited to, outlining provisions and requirements for addressing the handling of tribal cultural resources; project grading and development scheduling; terms of compensation for the Tribal monitors; treatment and final disposition of any tribal cultural resources, including but not limited to 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(s) shall not conflict with any of these mitigation measures. A copy of the signed agreement(s) shall be provided to the Planning Director and Building Official prior to issuance of the first grading permit.

Timing/Implementation: *Prior to any ground-disturbing activity*

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

CUL-4 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 Tribal monitor(s). Any 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, interpretation of the resources identified, a determination of whether the resources are historical resources, unique or non-unique archeological resources and/or tribal cultural resources, 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, but not tribal cultural 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. If the qualified archeologist determines the cultural resources to be tribal cultural resources, mitigation shall be consistent with the Tribal Cultural Resources Treatment and Monitoring Agreement required by mitigation measure **CUL 3** and Public Resources Code Section 21084.3. 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 all significant cultural resources 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.

If the project applicant, project archaeologist, and Tribe cannot agree on the significance of, avoidance of, or mitigation for such resources, then the project applicant and the Tribe shall agree on an independent qualified archeologist who shall make the determination based on the information submitted by the Tribe, the religious beliefs, customs, and practices of the Tribe, and the provisions of the California Environmental Quality Act regarding tribal cultural resources. The decision of the independent qualified archeologist may be challenged by the City, project applicant or the Tribe through any appropriate legal means including, but not limited to, a temporary restraining order or preliminary injunction.

Timing/Implementation: *During grading or construction activities*

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

CUL-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*

CUL-6 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 twenty-four (24) hours. Subsequently, the Native American Heritage Commission shall identify the most likely descendant and notify them of discovery. 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 and the Agreement required under CUL-2.

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

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

6. Geology and Soils

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

DISCUSSION

A fault evaluation report was conducted for the project site by Earth-Strata Geotechnical Services, Inc., in June 2016. The entire geotechnical report can be found in **Appendix 6**.

Local Geology

The project site is located southwest of the small range of hills located between Interstate 15 and Palomar Street/Washington Avenue. While the range of hills as a whole is unnamed on geologic maps (See **Figure 11**), the small hill comprising the high point in the southern corner of the site is mapped as

Chaney Hill on some geologic maps. The range is related to uplift associated with the Wildomar Fault Zone, which trends generally along the southwestern toe of the hills, while Chaney Hill likely represents a compression feature due to the strike-slip movement within the fault zone (Earth-Strata 2016).

a)

i) **Less Than Significant Impact With Mitigation Incorporated**. 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 MMI 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 2016).

Table 6-1.
Modified Mercalli Intensity Scale for Earthquakes

Richter Magnitude Scale Msa=1+2/3 Iob	Modified Mercalli Scale	Effects of Intensity
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.

Table 6-1, continued

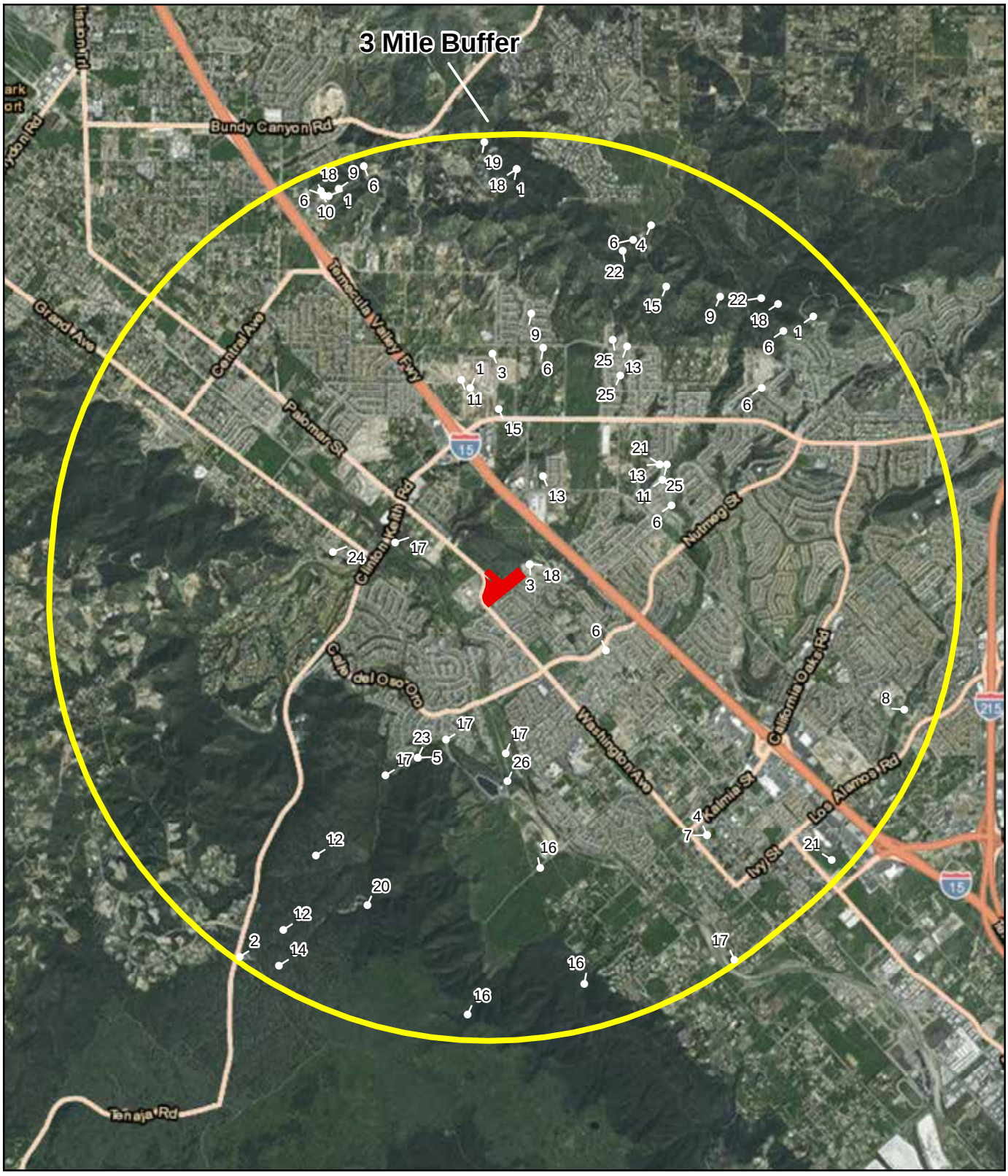
Richter Magnitude Scale Msa=1+2/3 Iob	Modified Mercalli Scale	Effects of Intensity
4.0–4.5	IV	During the day felt indoors by many, outdoors by few. At night some awakened. Dishes, windows, doors disturbed; walls make creaking sound. Sensation like heavy truck striking building. Standing cars rocked noticeably.
4.6–4.9	V	Felt by nearly everyone; many awakened. Some dishes, windows broken. Unstable objects overturned. Pendulum clocks may stop.
5.0–5.5	VI	Felt by all, many frightened. Some heavy furniture moved; a few instances of fallen plaster. Damage slight.
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.
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.
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.
7.5–7.9	X	Some well-built wooden structures destroyed; most masonry and frame structures destroyed with foundations. Rails bent.
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 2016

Based on the site-specific investigation, geologic and map review, and the approved Riverside County reports, the project site is within an Alquist-Priolo Fault Zone for the Wildomar fault (**Figure 10**). In addition, based on the Riverside County GIS and Wildomar GIS, known active faults traverse the project site. To determine fault orientation and to get a better idea of subsurface conditions, subsurface exploration was conducted in June 2015. Altogether, six fault trenches, each varying in depth and length and totaling 1,851 linear feet, were excavated by Earth-Strata (2016). Each fault trench is discussed in detail in the geotechnical study (**Appendix 6**). Earth-Strata's review of previous investigations and data gathered during fault trenching identified on-site and active faulting. As such, the potential for ground rupture associated with a seismic event exists on the project site.

Table 6-2. On-Site Faulting

Location	Associated Fault	Results	Required Mitigation
Fault Trench 1	Riverside County fault	Active fault evident	GEO-1
Fault Trench 2	Wildomar fault segment	Active fault evident	GEO-1
Fault Trench 3	Wildomar fault segment	Active fault evident	GEO-1
Fault Trench 4	No fault associated	No active fault evident	None required
Fault Trench 5	Wildomar fault	Active fault evident	GEO-1



8/22/2016 JN M:\Mdata\150699\GIS\MXD\CNDDB.mxd

ID, Common Name

1, Bell's sage sparrow
2, bottle liverwort
3, California horned lark
4, coast horned lizard
5, Coast Range newt
6, coastal California gnatcatcher
7, Coulter's goldfields
8, least Bell's vireo
9, orangethroat whiptail
10, Parry's spineflower
11, quino checkerspot butterfly
12, Rainbow manzanita
13, Riverside fairy shrimp
14, San Bernardino aster
15, San Diego black-tailed jackrabbit
16, San Miguel savory
17, smooth tarplant
18, southern California rufous-crowned sparrow
19, Southern Coast Live Oak Riparian Forest
20, southern mountains skullcap
21, spreading navarretia
22, Stephens' kangaroo rat
23, two-striped gartersnake
24, western pond turtle
25, western spadefoot
26, white rabbit-tobacco

Source: CNDDB

Michael Baker INTERNATIONAL

0 0.5 1 2 Miles

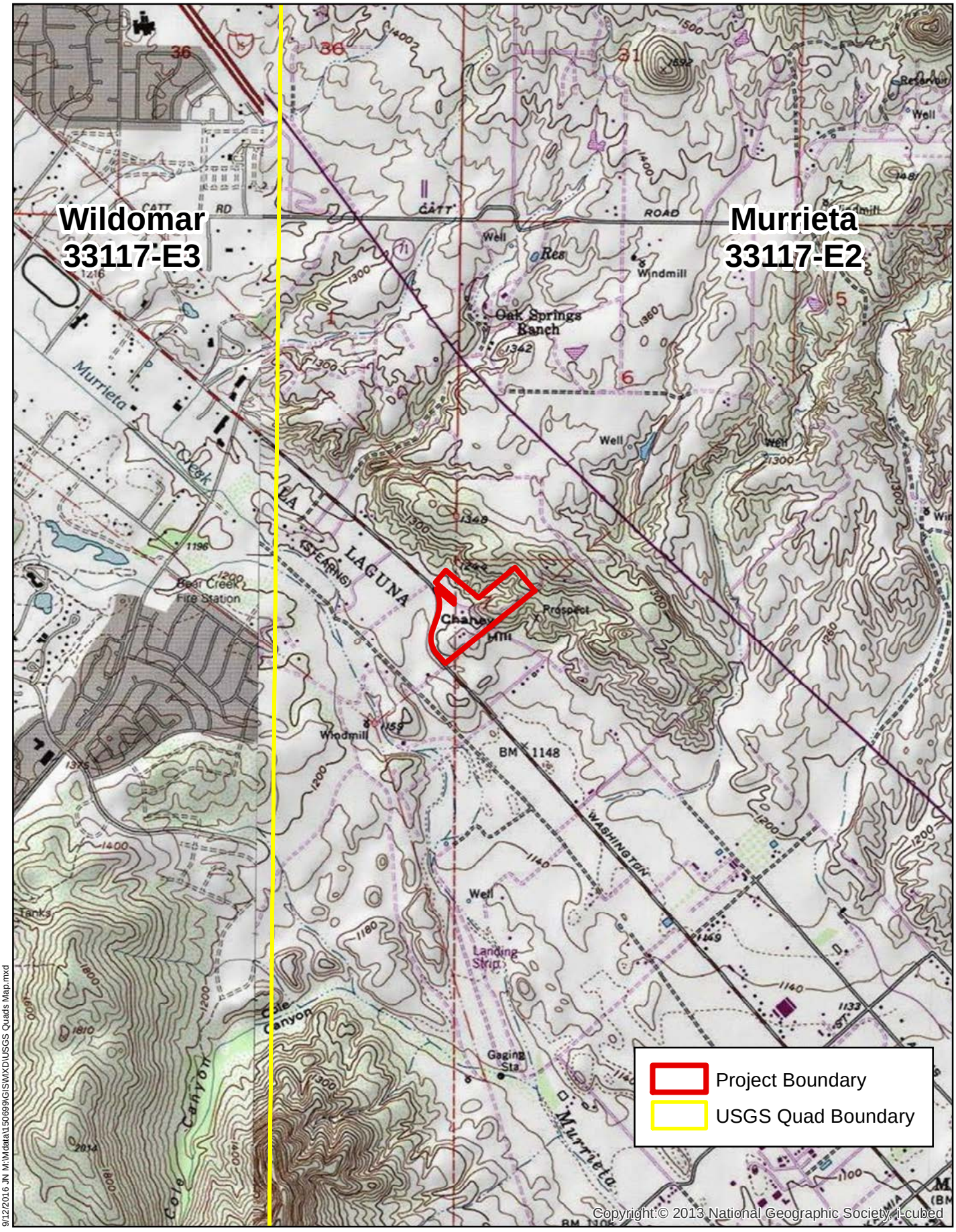
09/2016 JN 150699 16-0070

FIGURE 10

Sensitive Species Map

Camelia Townhomes

This page intentionally left blank



9/12/2016 JN M:\Mdata\150699\GIS\MXD\USGS Quads Map.mxd

0 1,000 2,000 4,000 Feet

Source: City of Wildomar GIS, County of Riverside GIS

Camelia MND

USGS Quads

Figure 11

This page intentionally left blank

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 act. In addition, implementation of mitigation measure **GEO-1** is required. This mitigation prevents development of structures for human occupancy on those faults identified on-site during fault trenching (**Table 6-2**). 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 fault identified as the Wildomar 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 residential structures on the project site would therefore expose structures and residents to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking.

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) 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.** 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. According to the Wildomar Geographic Information System (GIS), the project site is located in an area mapped as having low liquefaction potential (City of Wildomar 2016). Additionally, the US Department of Agriculture Natural Resources Conservation Service (NRCS) Web Soil Survey characterizes the surficial on-site soils as Hanford coarse sandy loam and monserate sandy loam, which are composed of 11.7 percent and 14.0 percent clay (NRCS 2016). Clay content below 18 percent is considered to have low shrink-swell potential and thus have low liquefaction potential. As such, impacts associated with liquefaction are considered less than significant.

iv) **No Impact.** Non-seismically induced landslides can be caused by water from rainfall, septic systems, landscaping, or other origins that infiltrate slopes with unstable material. Boulder-strewn hillsides can pose a boulder rolling hazard from blasting or a gradual loosening of their contact with the surface. 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. Best management practices include silt fences, jute bales or rolls, and other measures that slow stormwater and allow sediment to settle and remain on site, or in areas where it can be easily collected. 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**. 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. In addition, compliance with the requirements of the CBC ensures a more rigorous seismic design and construction to provide an acceptable risk to the public and better seismic resistance, thereby reducing impacts associated with unstable soils. Implementation of these practices would ensure that proposed structures are located on stable soils and geologic units and would not be susceptible to settlement or ground failure. Impacts would be less than significant.

d) **Less Than Significant Impact**. 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. Primary soil types found on-site have relatively rapid permeability rates due to low clay content; therefore, are not expected to have high expansion potential. The project would comply with the design standards in found in Chapter 18, Soils and Foundation, of the CBC, which includes requirements for development consistent with the conditions found on the project site and are based on a very low expansion potential for the supporting material. 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. Based on on-site conditions and implementation of requirements outlined in the fault hazard evaluation report (Earth Strata Geotechnical 2016) and the CBC, impacts associated with expansive soils would be less than significant.

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. According to Riverside County, the project site is mapped as a "High Sensitive" area for paleontological sensitivity (County of Riverside 2016). Due to the high paleontological potential found on the project site, 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 measure **GEO-2** will reduce impacts on paleontological resources to less than significant.

STANDARD CONDITIONS AND REQUIREMENTS

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

MITIGATION MEASURES

GEO-1 No structures for human occupancy, as defined in Section 15.76.020 of the Wildomar Municipal Code, shall be constructed over the identified fault zones (See Appendix 6 and **Figure 12**) labeled as a "Limited Use Zone" (With Recommended Setback) that has been delineated within the western and eastern portions of the project site. The boundary of the Limited Use Zone shall be shown on all construction drawings for the project.

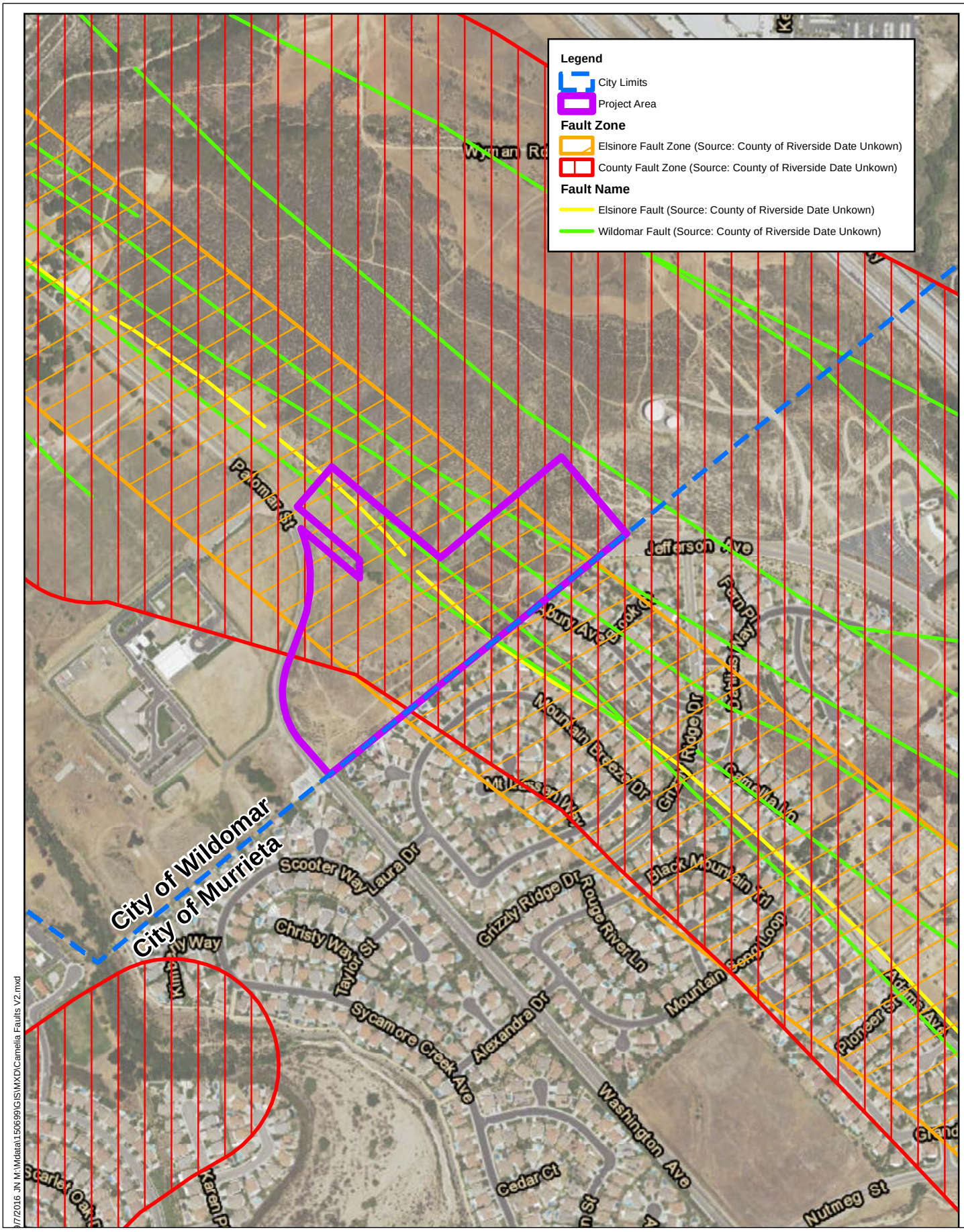
Timing/Implementation: *As a condition of project approval*

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

GEO-2 Construction personnel involved in excavation and grading activities shall be informed of the possibility of discovering fossils at any location and the protocol to be followed if fossils are found. A professional meeting the Society of Vertebrate Paleontology standards shall provide the preconstruction training. The City shall ensure the grading plan notes include specific reference to the potential discovery of fossils. If potentially unique paleontological resources (fossils) are inadvertently discovered during project construction, work shall be halted immediately within 50 feet of the discovery, the City shall be notified, and a professional paleontologist shall be retained to determine the significance of the discovery. The paleontologist shall establish procedures for paleontological resource surveillance throughout project construction and shall establish, in cooperation with the project applicant, procedures for temporarily halting or redirecting work to permit sampling, identification, and evaluation of fossils. Excavated finds shall be offered to a State-designated repository such as the Museum of Paleontology at the University of California, Berkeley, or the California Academy of Sciences.

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

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



Source:City of Wildomar GIS, County of Riverside GIS

09/7/2016 JN M:\Mdata\150699\GIS\MXD\Camelia Faults V2.mxd

FIGURE 12

Faults and Fault Zones

Michael Baker INTERNATIONAL

0 300 600 1,200

09/2016 JN 150699 16-0070

Camelia Townhomes

This page intentionally left blank

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 twenty-first 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 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 residents and visitors. 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 working group was formed to assist the 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 comprises 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	45
Area	41
Energy	340
Mobile	1,192
Waste	34
Water Usage	59
Total	**1,711**
SCAQMD Threshold	3,000
Significant?	**NO**

*Source: Urban Crossroads 2016b. See **Appendix 7** 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. Signed into law on September 2016, Senate Bill (SB) 32 codifies the 2030 target in the recent Executive Order B-30-15 (40 percent below 1990 levels by 2030). The bill authorizes the state board to adopt an interim GHG emissions level target to be achieved by 2030. SB 32 states that the intent is for the Legislature and appropriate agencies to adopt complementary policies which ensure that the long-term emissions reductions advance specified criteria. However, as of November 2016, no specific policies or emissions reduction mechanisms have been established.

SCAG's 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), adopted April 7, 2016, is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The RTP/SCS embodies a collective vision for the region's future and is developed with input from local governments, county transportation commissions, tribal governments, nonprofit organizations, businesses, and local stakeholders in Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. The RTP/SCS establishes greenhouse emissions goals for automobiles and light-duty

trucks for 2020 and 2035, and establishes an overall GHG target for the region consistent with both the target date of AB 32 (2020) and the post-2020 GHG reduction goals of Executive Orders 5-03-05 and B-30-15. The 2016 RTP/SCS contains over 4,000 transportation projects, including highway improvements, railroad grade separations, bicycle lanes, new transit hubs, and replacement bridges. These future investments were included in county plans developed by the six county transportation commissions and seek to reduce traffic bottlenecks, improve the efficiency of the region's network, and expand mobility choices. The RTP/SCS is an important planning document for the region, allowing project sponsors to qualify for federal funding. In addition, the RTP/SCS is supported by a combination of transportation and land use strategies that help the region achieve state GHG emission reduction goals and federal Clean Air Act requirements, preserve open space areas, improve public health and roadway safety, support the vital goods movement industry, and utilize resources more efficiently. 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 2016 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 Sustainable Communities Strategy'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. As discussed in Section 13 Population and Housing, the population that would be generated as a result of the project is within this anticipated growth. The proposed project will develop 163 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 538 new residents. The addition of 538 residents to the city's current (2016) population of 35,168 represents a 1 percent increase in population. The City of Wildomar Housing Element states that the projected 2020 population is 42,475 and the projected 2035 population is 53,664. The proposed project is consistent with the land use designation and development density presented in the City of Wildomar General Plan; therefore, the project would not exceed the population or job growth projections used by the Southern California Association of Governments to develop the RTP/SCS. 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 outlines 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 2016). 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 greenhouse gas reduction targets for the year 2020 or the 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 2016 RTP/SCS to achieve the greenhouse gas reduction goals and strategies for passenger vehicles.

In addition to being consistent with the RTP/SCS, the project 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 projects, 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).

Even though it was not officially adopted, 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 WRCOG member agencies, 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.

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, 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 that does not 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 project construction or operation, 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 the proposed project would be less than significant.

c) **Less Than Significant Impact**. Schools located within one quarter mile of the project site include Murrieta Springs Adventist Christian Academy located west of the project site and Sycamore Academy located northwest of the project site. All requests for development or a change in occupancy must 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 California Hazardous Waste and Substances Site List (also known as the Cortese List) is a planning document used by state and local agencies and by private developers to comply with CEQA requirements in providing information about the location of hazardous materials sites. California Government Code Section 65962.5 requires the California Environmental Protection Agency to annually update the Cortese List. The California Department of Toxic Substances Control (DTSC) is responsible for preparing a portion of the information that comprises the Cortese List. Other state and local government agencies are required to provide additional hazardous material release information that is part of the complete list (DTSC 2016). The EnviroStor database constitutes the DTSC's component of Cortese List data by identifying state response sites, federal Superfund sites, school cleanup sites, and voluntary cleanup sites. The EnviroStor database identifies sites that have known contamination or sites for which further investigation is warranted. It also identifies facilities that are authorized to treat, store, dispose, or transfer hazardous waste (DTSC 2016). An inquiry through the EnviroStor database did not identify any hazardous materials sites within a quarter mile of the proposed project site.

Leaking underground storage tanks (LUST) are a significant source of petroleum impacts to groundwater and can also result in the following potential threats to health and safety (SWRCB 2016):

- Exposure from impacts to soil and/or groundwater
- Contamination of drinking water aquifers
- Contamination of public or private drinking water wells
- Inhalation of vapors

The SWRCB records soil and/or groundwater contamination caused by LUSTs in its GeoTracker database. An inquiry through the SWRCB's (2016) GeoTracker database did not identify any LUST sites within a quarter mile of the project site. Further, the project site is not located on a list of hazardous materials sites compiled by the DTSC (2016) or the SWRCB (2016) pursuant to Government Code Section 65962.5 as of August 2016. 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 10 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 5.2 miles northwest of the project site. Skylark Field is used primarily by skydiving aircraft, which commonly drop parachutists into the nearby back-bay area south of the lake. The airport is also used for gliding and other recreational uses. As shown in Wildomar General Plan Figure 2, Skylark Airfield Area of Influence, the proposed project site is outside of the area of influence (City of Wildomar 2008). Therefore, there would no impact.

g) **Less Than Significant Impact**. Access to the project site is available via Palomar Street. 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 Palomar Street to the extension of Palomar Street and Murrieta's Jefferson Avenue. The extended street will be an extension of Palomar Street until it reaches the City of Murrieta and then becomes Jefferson Avenue. 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. Local responsibility area 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 Very High Fire Hazard Severity Zones 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 have been designated Very High Fire Hazard Severity Zones. However, the project site is in a non-wildland fire hazard zone, but is in proximity to a VHFHSZ. 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). In addition, 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. Therefore, impacts are considered less than significant.

STANDARD CONDITIONS AND REQUIREMENTS

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

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

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

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

MITIGATION MEASURES

None required.

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?				✓

BACKGROUND

This section summarizes the methods and findings of a preliminary Water Quality Management Plan (WQMP) and preliminary hydrology report prepared for the proposed project by JLC Engineering and Consulting. The reports are included in their entirety in **Appendix 8**.

DISCUSSION

a, e, f) **Less Than Significant Impact.** City of Wildomar Municipal Code Section 13.12.050, Regulatory Consistency, requires that development 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 included in **Appendix 8b** of 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 in 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 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).

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 include 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 (BMPs) 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 and associated improvements will discharge into one of two bioretention basins (referred to as Basin A and Basin B in the hydrology study; **Appendix 8a**) for treatment of the required water quality volume and to address hydromodifications. Hydromodifications were analyzed using the Santa Margarita River Hydromodification Management Program created by Clear Creek Solutions. The required water quality volume was determined using the Santa Margarita Watershed BMP Design Volume Spreadsheets. On-site flows will be conveyed via a subsurface system to Basin A or Basin B. The 0.99-acre Basin A, located in the northerly portion of the project site, is designed for a total storage volume of 28,153 cubic feet. The required water quality volume to be treated is 21,512 cubic feet (including the bottom surface area, soil media, gravel layer, and 0.5 feet above the media). The 0.73-acre Basin B, located in the southerly portion of the project site, is designed for a total storage volume of 22,534 cubic feet (including the bottom surface area, soil media, gravel layer, and 0.5 feet above the media). The required water quality volume to be treated is 14,164 cubic feet. As designed, both basins will be able to accommodate and treat the required water quality volumes.

Flows from off-site areas will be conveyed through the project site via a subsurface storm drain. On-site flows will not commingle with the off-site flows prior to treatment in the bioretention basins. All flows will ultimately connect to the existing Line A storm drain system within Street H of Tract 31896 (**Figure 3**). Currently, the storm drain improvement plans for Tract 31896 do not include flow rates because storm drain improvement plans are still being processed for that particular site. However, the proposed project will not discharge more than the storm drain at Tract 31896 can accept. The City of Wildomar Engineering Department is coordinating with the applicant for Tract 31896 to ensure that once complete, the tract can adequately accept flows from the proposed project site. These details will be finalized with the applicant and the City Engineering and Planning departments during final engineering (JLC Engineering and Consulting 2016a).

JLC Engineering and Consulting (2016b) prepared a preliminary Water Quality Management Plan for the proposed project (see **Appendix 8b**). 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 the Proposed Project – Santa Margarita Watershed

Receiving Waters	EPA-Approved 303(d) List Impairments	Beneficial Uses[1]
Murrieta Creek	Nitrogens, metals	MUN, AGR, IND, PROC, GWR, REC1,[2] REC2, WARM, COLD, WILD, RARE
Santa Margarita River	Phosphorous	MUN, AGR, IND, REC1, REC2, WARM, COLD, WILD, RARE

Source: JLC Engineering and Consulting 2016; San Diego Regional Water Quality Control Board 1994
1. Unless otherwise noted, beneficial uses are considered an Existing Beneficial Use.
2. Potential Beneficial Use.

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 re-pressurization.
- Industrial Process Supply (PROC) – Includes uses of water for industrial activities that depend primarily on water quality.
- Ground Water Recharge (GWR) – Includes uses of water for natural or artificial recharge of ground water for purposes of future extraction, maintenance of water quality, or halting of saltwater intrusion into freshwater aquifers.
- 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) – Waters that support the habitats necessary for the survival and successful maintenance of plant or animal species designated 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:

- Storm Drain Signage – Waste materials dumped into storm drain inlets can have severe impacts on receiving groundwaters. Posting notices regarding discharge prohibitions at storm drain inlets can prevent waste dumping. Storm drain signs and stencils are highly visible source controls that are typically placed directly adjacent to storm drain inlets. The objective of this method is to prohibit the dumping of improper materials directly into storm drains. In addition, catch basin filter inserts in all inlets/catch basins will serve as a pre-treatment measure.

- Parking Garage Plumbing – The garage floor drains will be plumbed to sanitary sewers to prevent pollution from interior parking garages from entering into storm drains.

- Landscape Design – Landscaping will be designed to minimize irrigation and runoff, to promote surface infiltration where appropriate, and to minimize the use of fertilizer and pesticides that can contribute to stormwater pollution. The use of pest-resistant plants will be considered, especially adjacent to hardscape, plants will be selected as appropriate to site soils, slopes, climate, sun, wind, rain, land use, air movement, ecological consistency, and plant interactions.

- Roofing, Gutters, and Trim Material – Copper and other unprotected metals should be avoided in order to prevent leaching into runoff.

- Pervious Pavement – Pervious pavements allow stormwater to filter through voids in the pavement surface into an underlying rock reservoir where it is temporarily stored and infiltrated into the surrounding materials.

- Underground Retention Tank – This type of BMP captures flows and retains it until it infiltrates into the soil (stormwater retention) or releases it slowly over time, thereby decreasing peak flows and associated flooding problems (stormwater detention).

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

Currently, the proposed site is largely permeable. However, construction of the proposed project will result in an increase in impervious surfaces by approximately 21.41 acres. Table I-1 in Section I, Project Description identifies each impervious surface. 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 as anticipated as part of buildout of the Wildomar General Plan. The proposed project would be consistent with the General Plan and is therefore consistent with the Urban Water Management Plan, and it would not significantly alter groundwater use in the area.

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. 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. The 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. The proposed project would not alter this general drainage pattern. The buildings and parking areas will channel the drainage into underground pipes, leading to retention areas before leading to the existing drainage course to Tract 31896 located on the west side of Palomar Street and Starbuck Circle. The addition of impervious surfaces to the project site would increase flow rates, potentially increasing erosion. However, runoff is proposed to be routed through subsurface storm drainage into onsite bioretention basins and treated and held there before being released and

routed to Tract 31896 and ultimately Murrieta Creek. This proposed drainage system would slow runoff velocities, allow sediment to settle out of the water, and capture trash and debris collected in the system. Furthermore, implementation of the required SWPPP for the project includes best management practices designed to prevent erosion both during and after construction (see Issue a) 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. Furthermore, the project does not propose any residential uses. 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.** Riverside County 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 8b**).

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 (medium density) and commercial retail uses. Currently, the project site is vacant land zoned R-R (Rural Residential). The project requires approval of a Change of Zone from R-R to R-3 (General Residential) on the entire 25.91-acre site. 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.** As described previously, the project site has been designated by the City of Wildomar General Plan as MHDR (Medium High Density Residential), which allows the development of single-family attached and detached residences with a density range of 5 to 8 dwelling units per acre, with lot sizes ranging from 4,000 to 6,500 square feet. Additionally, the proposed project will include a Change of Zone from R-R (Rural Residential) to R-3 (General Residential). The proposed project will result in a density of approximately 6.3 dwelling units per gross acre, which is consistent with the MHDR density range of 5 to 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 designation of MHDR is appropriate for the proposed use. 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-care or adult-care, recreation, public meeting rooms, convenience commercial uses, or similar facilities. The proposed project will include the following recreational amenities that are consistent with this General Plan Policy: private bocce ball court, basketball court, tot lot, dog park, pool, and picnic tables.

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 would result in the project having no impact related to the MSHCP. 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; therefore, the project applicant 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. Wildomar Municipal Code 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. Wildomar Municipal Code Section 3.44.060 requires that the applicant pay appropriate development impact fees prior to the issuance of a certificate of occupancy for the development project.

MITIGATION MEASURES

None required.

11. Mineral Resources

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

DISCUSSION

a) **No Impact.** The proposed project 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. 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?				✓

BACKGROUND

This section summarizes the methods and findings of a noise impact analysis prepared by Urban Crossroads (2016c; see **Appendix 9**). The analysis was prepared to determine the noise exposure and the necessary noise mitigation measures for the proposed project. Since the project site is located on the border of Murrieta, the report analyzes the project from the perspective of the noise regulations of both the City of Wildomar and the City of Murrieta.

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 of Zone from R-R (Rural Residential) to R-3 (General Residential), this change is from one residential use to another and 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 complete. According to the noise impact analysis prepared for the project (Urban Crossroads 2016c), 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 68.1 decibels (dBA) with trucks passing at 30 feet. However, the projected construction traffic would be minimal when compared to the existing traffic volumes on Palomar Street. 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, and building erection. Noise levels associated with typical construction equipment are summarized in **Table 12-1.**

Table 12-1
Construction Reference Noise Levels

Noise Source	Reference Distance from Source (feet)	Reference Noise Levels @ Reference Distance (dBA Lmax)	Reference Noise Levels @ 50 Feet (dBA Lmax)
Truck Pass-By & Dozer Activity	30	68.1	63.7
Dozer Activity	30	76.4	72.0
Construction Vehicle Maintenance Activities	30	74.8	70.4
Foundation Trenching	30	74.9	70.5
Rough Grade Activities	30	84.8	80.4
Residential Framing	30	76.7	72.3
Water Truck Pass-By & Backup Alarm	30	82.3	77.9
Dozer Pass-By	30	89.9	85.5
Two Scrapers & Water Truck Pass-By	30	89.0	84.6
Two Scrapers Pass-By	30	86.9	82.5
Scraper, Water Truck & Dozer Activity	30	87.7	83.3
Concrete Mixer Truck Movements	50	73.1	73.1
Concrete Paver Activities	30	75.7	71.3
Concrete Mixer Pour & Paving Activities	30	76.3	71.9
Concrete Mixer Backup Alarms & Air Brakes	50	78.8	78.8
Concrete Pour Activities	50	79.2	79.2

Source: Urban Crossroads 2016c (Appendix 10)

Based on the reference construction noise levels, the project-related construction noise levels when the peak reference noise level is operating at a single point nearest the sensitive receiver location will range from 58.2 to 82.5 dBA L_{max} at the sensitive receiver locations in Wildomar and

Murrieta. Figure 12-1 in Appendix 10 shows the construction activity noise source location and the distance to each nearby sensitive receiver location.

The Murrieta residences are the closest sensitive receptors to the proposed project site. Since the proposed project has potential to result in construction noise impacts to residences in neighboring Murietta, the City of Murrieta Municipal Code construction noise standard of 75 dBA L_{max} is applied as the threshold for construction noise impacts (Murietta Municipal Code Section 16.30.130). The potential short-term *unmitigated* construction noise levels are expected to exceed the acceptable construction noise level threshold of 75 dBA Lmax at two adjacent residences (receiver locations R4 and R5 as shown in **Appendix 9**). To reduce the construction noise levels at the homes closest to the Project site boundary, a 90-foot setback distance for all large dozers, graders, loaded trucks and concrete mixer trucks will be required. The peak construction noise levels at the potentially impacted receiver locations are expected to range from 58.2 to 74.6 dBA Lmax with the 90-foot setback distance.

Compliance with standard conditions and requirements will ensure that the project will be conducted during the time of day when most residents are at work and mitigation measure **NOI-1** would reduce impacts related to temporary and intermittent construction noise peaks to less than significant levels.

Operational Noise

The primary source of noise associated with the proposed project would be traffic-related noise. According to the noise impact analysis, the proposed project would not result in significant traffic noise impacts to off-site sensitive uses, as a doubling of the traffic volume is necessary in order to result in a 3 dBA increase in traffic noise (3 dBA is the noise level increase required to register as perceptible to the average human ear).

In terms of on-site traffic noise, the Federal Highway Administration (FHWA) highway traffic noise prediction model 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, Urban Crossroads (2016c) analyzed the noise impacts. Using the FHWA traffic noise prediction model and the parameters outlined in Tables 5-3 to 5-5 of the noise report (**Appendix 9**), the expected future exterior noise levels for the residential buildings were calculated. **Table 12-2** presents a summary of future exterior noise level impacts in the outdoor living areas (first-floor patios) of the buildings facing Palomar Street/Jefferson Avenue and Washington Avenue. The noise level analysis indicates that the buildings facing Palomar Street/Jefferson Avenue and Washington Avenue will experience unmitigated exterior unmitigated exterior noise levels ranging from 50.6 to 66.2 dBA CNEL.

Table 12-2
Exterior Noise Levels

Building	Roadway	Unmitigated Noise Level (dBA CNEL)	Mitigated Noise Level (dBA CNEL)	Barrier Height (feet)	Top of Barrier Elevation (feet)
19	Palomar St./Jefferson Ave.	66.2	62.2	5.0	1,218.2
17	Palomar St./Jefferson Ave.	51.6	(1)	(1)	(1)
12	Palomar St./Jefferson Ave.	50.6	(1)	(1)	(1)
19	Washington Ave.	63.0	(1)	(1)	(1)
20	Washington Ave.	62.4	(1)	(1)	(1)
28	Washington Ave.	61.7	(1)	(1)	(1)

Source: Urban Crossroads 2016c
(1) The exterior noise levels satisfies the exterior noise level standard; therefore, no noise mitigation is required.

To satisfy the City of Wildomar 65 dBA CNEL exterior noise level standards for residential land use, the construction of 5-foot-high noise barriers for first-floor patio areas for building 19 is required. No other buildings require exterior noise mitigation to satisfy the City of Wildomar exterior noise level standards. With the recommended noise barriers shown on Exhibit ES-A (**see Appendix 9**), the mitigated future exterior noise levels will approach 62.2 dBA CNEL. The noise analysis shows that the recommended noise barriers will satisfy the City of Wildomar 65 dBA CNEL exterior noise level standards. The effective noise barrier height recommendations represent the minimum wall and/or berm combination height required to satisfy the City of Wildomar exterior noise level standards. Mitigation measure **NOI-2** would ensure the proposed project results in less than significant impacts with respect to vehicular traffic noise.

Furthermore, 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 the 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.

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

	Approximate VdB	
Equipment	**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.

e) **No Impact**. The project site is not located within the influence area for any airport. The closest public general aviation airfield is French Valley Airport, approximately 10 miles southeast of the project site. In addition, Ryan Field airport is located approximately 22.4 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) **No Impact**. Skylark Field is located approximately 5.2 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, no 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. The following shall apply during the construction phase of the project:

1. Operation of "large construction equipment" shall be limited to the hours of 8:00 a.m. – 4:30 p.m., and shall not be operated on Sundays. As used here, "large construction equipment" means any track-type bulldozer, grader or scraper larger than a D-8 Caterpillar bulldozer, concrete mixer, haul truck, or similar heavy equipment.

2. Large construction equipment shall not operate within 90-feet of adjacent Murrieta receiver locations R4 and R5, as shown in **Exhibit 8-A** of **Appendix 9**, at any time.

3. Notice shall be given to adjacent property owners seven calendar days prior to the commencement of construction activity.

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

5. Equipment staging and maintenance shall be located in areas that will create the greatest distance between construction-related noise sources and adjacent residences.

6. The contractor shall prepare a haul route exhibit and shall design delivery routes to minimize the exposure of sensitive land uses or residential dwellings to delivery truck related noise.

7. The contractor shall ensure that all construction equipment, fixed or mobile, is equipped with properly operating and maintained mufflers, consistent with manufacturers' standards.

Timing/Implementation: During all project site construction

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

NOI-2 Exterior Noise Levels. The project shall incorporate 5-foot-high noise barriers for first-floor patio areas for Building 19 as shown on Exhibit ES-A of the Camelia Townhomes Noise Impact Analysis (Urban Crossroads, 2016).

Timing/Implementation: Plan check and construction

Enforcement/Monitoring: City of Wildomar Planning 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 project will develop 163 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 538 new residents. The addition of 538 residents to the city's current (2016) population of 35,168 represents a 1 percent increase in population. The City of Wildomar Housing Element states that the projected 2020 population is 42,475 and the projected 2035 population is 53,664. The proposed project is within the City's projected population and is therefore considered less than significant.

b, c) **No Impact.** Since the project site is 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 2.8 miles southwest of the project site (RCFD 2015a), 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. The 2013 RCFD annual report concluded that there were a total of 2,794 incidents in 2013 in Wildomar. When the calls for service are divided by the 11,047 households in Wildomar, the result is 0.25 calls per household. When applied to the proposed 163 townhouses, the increase would be approximately 40.75 calls or an approximately 1.2 percent increase in calls.

A standard condition of approval for the proposed project includes compliance with the requirements of the Riverside County Fire Department and the payment of standard development impact fees, which include a fee for fire service impacts, pursuant to Wildomar Municipal Code Section 3.44.080. The City also requires new development to annex into CFD 2013-1, which includes a special tax to fund police and fire services to new development. 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 the city by the Riverside County Sheriff's Department (RCSD). The nearest sheriff's station is located at 333 Limited Street in Lake Elsinore, approximately 9.9 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). Although the proposed project would introduce

a new land use to the site (i.e., residential), as discussed in Issue a) in subsection 13, Population and Housing, the project will not 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, which include a fee for police service impacts, pursuant to Wildomar Municipal Code Section 3.44.080. The City also requires new development to annex into CFD 2013-1, which includes a special tax to fund police and fire services to new development. 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. According to the LEUSD's (2015) School Facilities Needs Analysis, the generation rates for single-family homes include 0.2877 per unit for elementary school (K–5), 0.1376 per unit for middle school (grades 6–8), and 0.1702 per unit for high school (grades 9–12). Based on these rates, the project will generate 47 elementary school students, 22 middle school students, and 28 high school students, for a total of 97 students. As of the 2015-2016 academic year, the LEUSD enrolled 22,205 students. The previous year, 2013-2014, the LEUSD enrolled 22,316 students. The additional 97 students will not exceed district enrollment in previous academic years. Furthermore, the proposed project will represent an increase in current LEUSD enrollment of less than 1 percent.

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) **No Impact.** See subsection 15, Recreation.

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 538 new residents. Considering the 2016 population of Wildomar of 35,168, the proposed project would result in an estimated 1 percent population increase. Impacts to community support services by a population increase of 1 percent are less than significant.

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

STANDARD CONDITIONS AND REQUIREMENTS

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

2. Prior to issuance of any building permit, the project applicant shall pay the required school district fees pursuant to Wildomar Municipal Code Section 15.80.170 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, b) **No Impact.** Chapter 16.20 of the City's Municipal Code defines a park as a parcel or parcels of land, exclusive of natural open space, which is open and available for use by the general public and which serves the recreational needs of the public. The current park standard established by the City (Wildomar Municipal Code Chapter 16.20) requires dedication of parkland at a ratio of 3 acres per 1,000 residents or fees in lieu of parkland dedication. According to the Municipal Code, these regulations apply in cases where land is to be subdivided for residential use.

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

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

As shown in **Table 15-1**, the City requires 0.0093 acre per single-family residential dwelling unit of parkland to be set aside in compliance with the Quimby Act (Wildomar 2015). **Table 15-2** illustrates how the acreage per residential unit was derived. Alternatively, if the City chooses to collect in-lieu fees rather than requiring dedication of parkland, those fees would be based on the most currently adopted development impact fee schedule. Therefore, the required amount of parkland to be dedicated by the proposed project would be 4.5 acres. The proposed project as currently designed would not provide any acreage for public parkland. The project applicant would therefore be required to pay in lieu fees.

As identified in **Table 15-2**, the City currently has a deficit of approximately 89.43 acres of parkland. With the increase in people that would result from development of the project, the City would have an increased parkland deficit of 93.93 acres. Payment of the in-lieu fees in Section 16.20.020 from the City of Wildomar Municipal Code will help the City toward the acquisition and development of a new park. As a result, the project meets City requirements for

parkland dedication or in lieu fees. In addition, the City requires the payment of a Parkland Improvement fee to fund improvements to parkland acquired through Quimby Act dedications or in lieu fees. Therefore, the proposed project would not result in the physical cumulative deterioration of existing recreational facilities.

Table 15-1.
Acres per Unit for Parkland Dedication

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

Source: City of Wildomar 2015a (Table 5.3)
Notes:
1. DU = dwelling unit
2. Acres per capita based on the Quimby Act minimum of 3.0 acres per 1,000 residents
3. Persons per dwelling unit; these numbers are based on estimates found in Table 2.1 of the City of Wildomar Impact Fee Study Report (April 30, 2013)
4. Acres per unit = acres per capita multiplied by persons per unit

Table 15-2.
Existing Parkland and Parkland Requirements

	Without Project (Existing)	With Project
Population[1]	35,168	35,706
Parkland Required[2]	105.50 acres	Approximately 110 acres
Existing Parkland[3]	16.07 acres	16.07 acres
Parkland Deficit	Deficit of 89.43 acres	Deficit of 93.93 acres

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

The proposed project would not be expected to result in increased use of existing neighborhood and regional parks or other recreational facilities, since the proposed development includes a private bocce ball court, basketball court, tot lot, dog park, pool, and picnic tables. The proposed project would not be expected to require the construction or expansion of new recreational facilities. As a result, no impacts are anticipated.

STANDARD CONDITIONS AND REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

16. Transportation/Traffic

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

BACKGROUND

A traffic impact analysis (TIA) was prepared for the proposed project by Urban Crossroads in July 2016 (see **Appendix 10**). The Traffic Impact Analysis was prepared in accordance with the County of Riverside Transportation Department Traffic Impact Analysis Preparation Guide (April 2008) and consultation with City of Wildomar and City of Murrieta staff.

SIGNIFICANCE THRESHOLD

Based on the TIA, a significant impact occurs when the addition of project traffic, as defined by any "with project" scenario, causes an intersection that operates at an acceptable level of service (LOS) 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.

Caltrans does not identify specialized significance criteria in its traffic study guidelines.

A significant cumulative impact has been identified when an intersection is projected to operate below the requisite level of service standard under pre-project conditions and the project's measurable increase in traffic, as defined by 50 or more peak-hour trips, contributes to the deficiency. 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.

A project's contribution to a cumulatively significant impact can be reduced to less than significant if the project is required to implement or fund its fair share of improvements designed to alleviate the potential cumulative impact. If full funding of future cumulative improvements is not reasonably assured, a temporary unmitigated cumulative impact would be identified and would exist until the needed improvement is fully funded and constructed.

METHODOLOGY

Trip Generation

Trip generation rates used to estimate project traffic and a summary of the project's trip generation are shown in **Table 16-1**. Trips generated by the project's proposed land uses were estimated based on trip generation rates collected by the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition, 2012. The project is estimated to generate a net total of 953 trip-ends per day on a typical weekday with approximately 72 AM peak-hour trips, 85 PM peak-hour trips, and 34 Sunday peak-hour trips.

Table 16-1.
Project Trip Generation Summary

Land Use[1]	ITE LU	Units[2]	AM Peak Hour			PM Peak Hour			Daily	Sunday Peak Hour		
			In	Out	Total	In	Out	Total		In	Out	Total
Project Trip Generation Rates												
Residential Condo/ Townhouse	230	DU	0.07	0.037	0.44	0.35	0.17	0.52	5.81	0.10	0.11	0.21

Project	Qty.	Units[2]	AM Peak Hour			PM Peak Hour			Daily	Sunday Peak Hour		
			In	Out	Total	In	Out	Total		In	Out	Total
Project Trip Generation Summary												
Townhomes	164[3]	DU	11	61	72	57	28	85	953	16	18	34

[1] Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 9th Edition (2012).
[2] DU = Dwelling Units
[3] One townhome unit was deleted between the TIA and the IS/MND

Project Trip Distribution

The project trip distribution was developed based on anticipated travel patterns to and from the project site. There are no potential traffic impacts anticipated to local residential streets, as project-related traffic is anticipated to primarily utilize the city's arterials (e.g., no cut-through traffic).

Project Trip Assignment

The assignment of traffic from the project area to the adjoining roadway system is based on the project trip generation, trip distribution, and the arterial highway and local street system improvements that would be in place by the time of initial occupancy of the project.

Modal Split

The traffic-reducing potential of public transit, walking, or bicycling was not considered in the TIA. Essentially, the traffic projections are conservative in that public transit might be able to reduce the traffic volumes.

Intersection Capacity Analysis

The intersection capacity analysis provides a summary of the analysis results for Existing (2016), Existing plus Project, Opening Year Cumulative (2020), and Horizon Year (2040).

Cumulative Analysis Methodology

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 developments 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 used 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 LOS, 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.

DISCUSSION

a) **Less Than Significant Impact.**

Existing plus Project

Existing plus Project (E+P) peak-hour traffic operations were evaluated for the study area intersections based on the analysis methodologies presented above. The E+P scenario includes existing traffic volumes plus project traffic. The Existing plus Project delay and levels of service for the study area roadway network are shown in **Table 16-2**, which shows traffic operations of roadway facilities described using the term "level of service." LOS is a qualitative description of traffic flow based on several factors such as speed, travel time, delay, and freedom to maneuver. Six levels are typically defined ranging from LOS A, representing completely free-flow conditions, to LOS F, representing breakdown in flow resulting in stop-and-go conditions. LOS E represents operations at or near capacity, an unstable level where vehicles are operating with the minimum spacing for maintaining uniform flow.

As shown in **Table 16-2**, intersection 1 has an existing acceptable level of service in the AM, PM, and Sunday peak hours. In addition, future intersections 2, 3, and 4 have acceptable levels of service in the AM, PM, and Sunday peak hours. Therefore, existing plus project conditions are less than significant.

Opening Year Cumulative (2020) Traffic Volume Forecasts

This scenario includes existing traffic volumes plus an ambient growth factor of 8.24 percent plus traffic from pending and approved but not yet constructed known development projects in the area. For Existing plus Ambient Growth plus Project traffic conditions, **Table 16-3** shows that intersection 1 and future intersections 3 and 4 would have acceptable levels of service. Additionally, with the implementation of the proposed project, future intersection 2 would have an acceptable level of service at LOS D during the AM and PM peak hours. Therefore, opening year cumulative (2020) conditions would be less than significant.

Table 16-2.
Intersection Operations Analysis Summary for Existing plus Project Conditions

#	Intersection	Traffic Control[2]	Existing (2016)						E+P						Change in Delay			Significant Impact?[4]
			Delay[1] (seconds)			LOS[3]			Delay[1] (seconds)			LOS[3]						
			AM	PM	Sun	AM	PM	Sun	AM	PM	Sun	AM	PM	Sun	AM	PM	Sun	
1	Starbuck Circle/Palomar St.	CSS	13.0	14.0	9.7	B	B	A	13.3	14.5	9.7	B	B	A	0.3	0.5	0.0	No
2	Washington Ave./Jefferson Ave.	**CSS**	Future Intersection						15.6	18.1	12.4	C	C	B	—	—	—	No
3	Washington Ave./Dwy. 1	**CSS**	Future Intersection						9.4	9.6	9.1	A	A	A	—	—	—	No
4	Dwy. 2/Jefferson Ave.	**CSS**	Future Intersection						9.8	9.6	9.2	A	A	A	—	—	—	No

Source: Urban Crossroads 2016d

[1] Per the 2010 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control. For intersections with cross-street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[2] CSS = cross-street stop; **CSS** = improvement

[3] LOS = level of service

[4] Significant impact if change in delay exceeds 5.0 seconds for intersections at LOS E or LOS F under pre-project conditions.

Table 16-3.
Intersection Operations Analysis Summary for Opening Year Cumulative (2020) Conditions

#	Intersection	Traffic Control[2]	2020 Without Project						E+P						Change in Delay			Significant Impact?[4]
			Delay[1] (seconds)			LOS[3]			Delay[1] (seconds)			LOS[3]						
			AM	PM	Sun	AM	PM	Sun	AM	PM	Sun	AM	PM	Sun	AM	PM	Sun	
1	Starbuck Circle/Palomar St.	CSS	16.8	18.4	10.3	C	C	B	17.3	19.2	10.4	C	C	B	0.5	0.8	0.1	No
2	Washington Ave./Jefferson Ave.	**CSS**	Future Intersection						26.4	33.2	15.5	D	D	C	—	—	—	No
3	Washington Ave./Dwy. 1	**CSS**	Future Intersection						9.8	10.2	9.4	A	B	A	—	—	—	No
4	Dwy. 2/Jefferson Ave.	**CSS**	Future Intersection						10.6	10.2	9.6	B	B	A	—	—	—	No

Source: Urban Crossroads 2016d

[1] Per the 2010 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control. For intersections with cross-street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[2] CSS = cross-street stop; **CSS** = improvement

[3] LOS = level of service

[4] Significant impact if change in delay exceeds 5.0 seconds for intersections at LOS E or LOS F under pre-project conditions

Horizon Year (2040) without Project Traffic Conditions

Level of service calculations were conducted for the study intersections to evaluate their operations under Horizon Year (2040) without Project conditions with roadway and intersection geometrics consistent with Section 7.1 in the TIA (**Appendix 10**). As shown in **Table 16-4**, the following study area intersections are anticipated to operate at an unacceptable level of service under Horizon Year (2040) without Project conditions:

- Starbuck Circle/Palomar Street – LOS F in AM and PM peak hours
- Washington Avenue/Jefferson Avenue – LOS F in AM, PM, and Sunday peak hours

A summary of the peak-hour intersection level of service for Horizon Year (2040) without Project conditions is shown on Exhibit 7-3 in the TIA (**Appendix 10**). The intersection operations analysis worksheets for Horizon Year (2040) without Project traffic conditions are also included in **Appendix 10**.

Horizon Year (2040) with Project Traffic Conditions

As shown in **Table 16-4** and illustrated on Exhibit 7-4 in the TIA (**Appendix 10**), no additional study area intersections are anticipated to experience an unacceptable level of service with the addition of project traffic during one or more peak hours in addition to those previously identified under Horizon Year (2040) without Project conditions. It should also be noted that although the project is predicted to contribute to the deficiency anticipated at the Starbuck Circle/Palomar Street and Washington Avenue/Jefferson Avenue intersections, the addition of project traffic is likely to result in a change in delay of less than 5.0 seconds (i.e., the City of Wildomar significance threshold). As such, the project will have a less than cumulatively considerable impact to these deficient intersections. The intersection operations analysis worksheets for Horizon Year (2040) with Project traffic conditions are included in **Appendix 10**.

Table 16-4
Intersection Operations Analysis Summary for Horizon Year (2040) Conditions

#	Intersection	Traffic Control[2]	2040 Without Project						E+P						Change in Delay			Significant Impact?[4]
			Delay [1](Secs.)			LOS[3]			Delay[1] (Secs)			LOS[3]						
			AM	PM	Sun	AM	PM	Sun	AM	PM	Sun	AM	PM	Sun	AM	PM	Sun	
1	Starbuck Circle/Palomar St.	CSS	**51.5**	**>100**	14.3	**F**	**F**	B	**54.6**	**>100**	14.4	**F**	**F**	B	3.1	—	0.1	No
2	Washington Ave./Jefferson Ave.	**CSS**	**>100**	**>100**	**>100**	**F**	**F**	**F**	**>100**	**>100**	**>100**	**F**	**F**	**F**	—	—	—	No
3	Washington Ave./Dwy. 1	**CSS**	Future Intersection						10.4	11.9	10.2	B	B	B	—	—	—	No
4	Dwy. 2/Jefferson Ave.	**CSS**	Future Intersection						10.6	12.0	10.5	B	B	B	—	—	—	No

Source: Urban Crossroads 2016d

BOLD = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

[1] Per the 2010 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control. For intersections with cross-street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[2] CSS = cross-street stop; **CSS** = improvement

[3] LOS = level of service

[4] Significant impact if change in delay exceeds 5.0 seconds for intersections at LOS E or LOS F under pre-project conditions

Conclusion

Significant impacts are determined by comparing with and without project scenarios for each traffic condition. All impacts under E+P and future cumulative scenarios as shown in tables 16-2, 16-3 and 16-4 are found to be less than significant.

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

The four intersections listed in **Table 16-5** were selected based on consultation with City of Wildomar staff. In general, the study area includes intersections where the project is anticipated to contribute 50 or more peak-hour trips. The table indicates that the four intersections will not be a part of the CMP. Furthermore, Section V of this MND states that the applicant is required to pay Western Riverside County TUMF and City of Wildomar development impact fees. Therefore, the project would not conflict with the RCTC Congestion Management Program and this impact would be less than significant.

Table 16-5.
Intersection Analysis Locations

#	Intersection	Jurisdiction	CMP?
1	Starbuck Circle/Palomar St.	Wildomar	No
2	Washington Ave./Jefferson Ave.	Wildomar	No
3	Washington Ave./Dwy. 1	Wildomar	No
4	Dwy. 2/Jefferson Ave.	Wildomar	No

c) **No Impact.** The proposed project would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks. The maximum building height of the project (27 feet 4 inches) is significantly less than the height of the terrain in the vicinity of the project site. Since the location and height of the project would not affect air traffic patterns or aircraft operations from any private or public airport, no impact would occur.

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. f) **Less Than Significant Impact.** The Riverside Transit Agency (RTA) provides transit service in the project area and the proposed project would allow for a safe, bicycle and pedestrian friendly community through compliance with City of Wildomar adopted roadway

standards that include sidewalk and travel way standards. There are no components of the project that could reasonably be expected to detract from, or otherwise decrease the performance or safety of, existing policies and facilities for transit, bicycles, and pedestrians. As such, the impacts would be less than significant.

STANDARD CONDITIONS AND REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

17. Utilities and Service Systems

Issues, would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			✓	
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓	
c) Require or result in the construction of new 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, e) **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 is 1,500 gallons per day per acre (EVMWD 2008). Using this factor and allowing that the proposed project will result in a total of 25.91 developed acres, the proposed project may be expected to generate 38,865 gallons of wastewater per day (1,500 gpd x 25.91 developed acres).

Of the 24 lift stations operating in the Regional WWTP 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 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 38,865 gpd, the proposed project would represent a 1 percent increase in capacity at the B-2 Regional Lift Station.

The 2008 EVMWD Wastewater Master Plan includes detailed descriptions of all facilities operated by the Elsinore Valley Municipal Water District for the purpose of collecting and treating wastewater. The Master Plan was based on General Plan land use designations to estimate demand for service. For its description of the Regional Water Reclamation Facility, the Wastewater Master Plan states that the facility's existing average flow and peak flow capacities are 8 million gallons per day (mgd) and 17.6 mgd, respectively.

The Regional Water Reclamation Facility was constructed in 1981 with a capacity of 2.0 mgd. The facility 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 water reclamation facility to accommodate a flow of 8.0 mgd. Currently, the facility 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 38,865 gallons per day, and the stated current treatment capacity of the Regional Water Reclamation Facility at 8 mgd, the proposed project would result in an increase of 0.5 percent to the average wastewater flow at the facility. Because the proposed project is consistent with the General Plan and the Wastewater Master Plan, and as the size of the project would not exceed capacity at either the lift station or the treatment plant, impacts associated with wastewater are considered less than significant.

c) **Less Than Significant Impact**. The reader is referred to Issue d) in subsection 9, Hydrology and Water Quality, for further discussion of the project site's existing and proposed drainage. The project will preserve most of the existing drainage patterns; however, flows that currently discharge to the southeast along Washington Avenue will be intercepted by Basin B. Flows will then be conveyed to the existing Line A system, which discharges into Murrieta Creek. The flows that are currently conveyed southeasterly along Washington Avenue are intercepted at an existing catch basin on Washington Avenue and Grizzly Ridge Drive. The flows are then conveyed to the Murrieta Creek MDP Line G storm drain at Calle Del Oso/Nutmeg Street and Washington Avenue. The MDP Line G system discharges into Murrieta Creek approximately 2,800 feet downstream of where the Line A system discharges into Murrieta Creek. All proposed drainage improvements would be constructed on the project site. As such, impacts related to their construction are considered throughout this document as part of the proposed project and mitigated when applicable. Therefore, this impact would be less than significant.

d) **Less Than Significant Impact**. The project site is within the service boundary for the Elsinore Valley Municipal Water District, and development on the project site would connect to EVMWD water service infrastructure via 12-inch connections in Washington Avenue/Palomar Street and the extension of Jefferson Avenue. The EVMWD utilizes both groundwater and imported water supplies to ensure adequate water is available for consumers. Imported water is used 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 the 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 increase reliability and maintain 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 reports that the average daily per capita water use within their service area from 1999 to 2008 was 248 gallons per capita per day (base daily rate) (EVWMD 2011, p. 3). The 163 proposed housing units would result in a residential water demand of 40,424 gallons per day, or approximately 45.28 acre-feet per year.

The 2015 Comprehensive Annual Financial Report produced by the EVMWD states that the district produced 23,710 acre-feet of water in fiscal year 2015. The report further states that of the 23,710 acre-feet of water produced, a total of 22,891 acre-feet of water was consumed. For the past ten years, the EVMWD has produced between 29,665 acre-feet (fiscal year 2005) and 23,710 acre-feet (fiscal year 2015) of water annually, with average water production of approximately 26,687 acre-feet from fiscal year 2005 to fiscal year 2015. During that same period, the lowest amount of water consumed by EVMWD customers was 22,891 acre-feet (2015) and the highest amount of consumption 31,878 acre-feet (2007), with an average annual consumption of 27,384 acre-feet.

With estimated water consumption at 45.28 acre-feet annually, the proposed project will represent an increase in water consumption by the EVMWD of 1 percent in years of low water consumption, 1 percent in years of high water consumption, and a 1 percent increase over the historic average water consumption of EVMWD's customers. Given this minimal incremental increase, this impact is 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 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 the 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 538 residents of the proposed project may be expected to generate 2,367.2 pounds per day or

1.1836 tons of solid waste. The addition of 1.1836 tons per day is equivalent to a .006 percent increase. This increase in solid waste 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, Solid Waste Collection and Disposal, 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-5,** the proposed project would have a less than significant impact on biological resources and would not conflict with the MSHCP. Furthermore, as discussed in subsection 5, Cultural Resources, with implementation of mitigation measures **CUL-1** through **CUL-6,** 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

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

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

The potential for the proposed project to result in direct biological impacts is addressed through mitigation measures **BIO-1** through **BIO-5**. 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 resources. However, mitigation measures **CUL-1** though **CUL-6** 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 measure **GEO-1** would result in decreased exposure to the risks associated with seismic activity and **GEO-2** would reduce impacts on paleontological resources. Therefore, the proposed project is anticipated to have no impact on cumulative geophysical conditions in the region.

Greenhouse Gas Emissions

The greenhouse gas analysis 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 Hydrology Report prepared for the project would protect the quality of water discharged from the site during both construction and operation 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-5**, 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, mitigation measure **NOI-1** would reduce construction noise impacts and mitigation measure **NOI-2** would operational noise impacts to less than significant.

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

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. 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

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. As shown in tables 16-3 and 16-4, 2020 and 2040 cumulative scenarios are evaluated and found to be less than significant. Additionally, as enforced by City Municipal Code Chapter 3.40, Western Riverside County Transportation Uniform Mitigation Fee, and the adopted City Traffic Signal Development Impact Fee (Article I, Development Impact Fees, of 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 done through the payment of Western Riverside County TUMF and City of Wildomar development impact fees. 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.

Utilities and Service Systems

Implementation of the proposed project would increase demand for public utilities. However, because the proposed project is consistent with the existing land use designation for the site, its development was accounted for in long-range plans for the provision of such services. Therefore, the proposed project would have less than cumulatively considerable impacts on utilities and service systems.

c) **Less Than Significant Impact With Mitigation Incorporated**. The proposed project does not have the potential to significantly adversely affect human beings, either directly or indirectly. While a number of the impacts were identified as having a potential to significantly impact human beings, 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-5** reduce impacts associated with biological resources; mitigation measures **CUL-1** through **CUL-6** reduce impacts associated with cultural and archaeological resources; mitigation measure **GEO-1** reduce impacts associated with faults and mitigation measure **GEO-2** will reduce impacts on paleontological resources; and mitigation measures **NOI-1** and **NOI-2** reduce construction and operational noise impacts. All significant impacts are avoidable, and the City of Wildomar will ensure that measures imposed to protect human beings are implemented.

VI. REFERENCES

California Department of Conservation. 2014. California Important Farmland Finder.

CalRecycle (California Department of Resources Recycling and Recovery). 2013. Disposal Reporting System.

———. 2016. Facility/Site Summary Details: El Sobrante Landfill (33-AA-0217). Accessed February 2016. http://www.calrecycle.ca.gov/SWFacilities/Directory/33-AA-0217/Detail/.

CARB (California Air Resources Board). 2005. *Air Quality and Land Use: A Community Health Perspective.*

———. 2013. *Facts About California's Sustainable Communities Plans*. http://www.arb.ca.gov/cc/sb375/scag_fact_sheet.pdf.

CGS (California Geological Survey). 2002. *Note 32, How Earthquakes and Their Effects Are Measured*.

———. 2016. *Regional Geologic Hazards and Mapping Program: Alquist-Priolo*. Accessed July 2016. http://www.conservation.ca.gov/cgs/rghm/ap/Pages/main.aspx.

City of Wildomar. 2003. *Countywide Design Guidelines and Standards*.

———. 2004. *City of Wildomar Design Standards and Guidelines.*

———. 2008. *Wildomar General Plan.*

———. 2013. *Impact Fee Study Report*.

———. 2015a. *Impact Fee Study Update Report*.

———. 2015b. *Parks Master Plan*.

———. 2016. Geographic Information System (GIS). Accessed February 2016.

CNRA (California Natural Resources Agency). 2012. *Our Changing Climate: Vulnerability & Adaptation to the Increasing Risks of Climate Change in California*. http://www.energy.ca.gov/2012publications/CEC-500-2012-007/CEC-500-2012-007.pdf.

County of Riverside. 2003a. *General Plan Environmental Impact Report*.

———. 2003b. *Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP).*

———. 2016. Riverside County Map My County. Accessed February 2016. http://mmc.rivcoit.org/MMC_Public/Viewer.html?Viewer=MMC_Public.

DOF (California Department of Finance). 2016. *Population Estimates for Cities, Counties, and the State.*

DTSC (California Department of Toxic Substances Control). 2016. EnviroStor. Accessed August 2016. http://www.envirostor.dtsc.ca.gov/public/.

Earth-Strata Geotechnical Services, Inc. 2016. *Fault Hazard Evaluation Report for the Proposed Camelia Residential Community, APN 380-220-003.*

ESA PCR. 2016. *Camelia Residential Development Project, Phase I Cultural Resources Assessment.*

———. 2016. Determination of Biologically Equivalent or Superior Preservation.

EVMWD (Elsinore Valley Municipal Water District). 2005. *Elsinore Basin Groundwater Management Plan.*

———. 2008. *Wastewater Master Plan*.

———. 2011. *Urban Water Management Plan.*

FTA (Federal Transit Administration). 2006. *Transit Noise Impact and Vibration Assessment.*

IPCC (Intergovernmental Panel on Climate Change). 2014. *Climate Change 2014 Synthesis Report: Approved Summary for Policymakers*. http://www.ipcc.ch/.

JLC Engineering and Consulting, Inc. 2016a. *Preliminary Hydrology Report for the Camelia Townhomes Tentative Tract 37156.*

———. 2016b. *Water Quality Management Plan*.

Metropolitan Water District. 2010. *Regional Urban Water Management Plan.*

NRCS. 2016. *Web Soil Survey.* Accessed July 2016. http://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx

RCFD (Riverside County Fire Department). 2015a. Stations and Functions. Accessed September 2015. http://www.rvcfire.org/Pages/default.aspx.

———. 2015b. Station Location Map. Accessed July 2016. http://www.rvcfire.org/stationsAndFunctions/FireStations/Pages/Fire-Stations-Map.aspx.

Riverside County Fire Department in Cooperation with Cal Fire. 2013. *Annual Report 2013.*

San Diego RWQCB (Regional Water Quality Control Board). 1994. *Water Quality Control Plan for the San Diego Basin.* Updated in 2016

SCAG (Southern California Association of Governments). 2016. *2016–2040 Regional Transportation Plan/Sustainable Communities Strategy.*

SCAQMD (South Coast Air Quality Management District). 1992. *Federal Attainment Plan for Carbon Monoxide.*

———. 1993. *CEQA Air Quality Handbook.*

———. 2003. *2003 Air Quality Management Plan.*

———. 2008. *Final Localized Significance Threshold Methodology*. Revised July 2008.

———. 2011. *SCAQMD Air Quality Significance Thresholds*. Revised March 2011.

———. 2012. *Final 2012 Air Quality Management Plan.*

SWRCB (California State Water Resources Control Board). 2016. GeoTracker. Accessed August 2016. http://geotracker.waterboards.ca.gov/.

Urban Crossroads. 2016a. *Camelia Townhouses Air Quality Impact Analysis.*

———. 2016b. *Camelia Townhomes Greenhouse Gas Analysis.*

———. 2016c. *Camelia Townhomes Noise Impact Analysis.*

———. 2016d. *Camelia Townhomes Traffic Impact Analysis*.

US Census Bureau. 2015. State and County QuickFacts. Accessed July 2015. http://quickfacts.census.gov/qfd/states/06/0685446.html.

USGS (US Geological Survey). 2016. The Modified Mercalli Intensity Scale. Accessed July 2016. http://earthquake.usgs.gov/learn/topics/mercalli.php.

WRCOG (Western Riverside Council of Governments). 2014. *Subregional Climate Action Plan.*