INITIAL STUDY FOR THE

Milestone RV/Boat Storage/Solar Project

(Planning Application 16-0095)

Lead Agency:

CITY OF WILDOMAR
23873 Clinton Keith Road, Suite 201
Wildomar, CA 92595

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    c. *Native American Consultation (AB52 Consultation) for the City of Wildomar – Milestone RV/Boat Storage/Mini-Warehouse Development Project (PA No. 16-0095)*, City of Wildomar (August 11, 2016).
    d. *AB 52 Consultation for the City of Wildomar – Milestone RV/Boat Storage/Mini-Warehouse (PA 16-0095)*, Agua Caliente Band of Cahuilla Indians (August 15, 2016).
    e. *Pechanga Tribe Request for Consultation Pursuant to AB 52 for the Milestone RV/Boat Storage/Mini-Warehouse Development Project (PA No. 16-0095)*, Pechanga Cultural Resources, Temecula Band of Luiseño Mission Indians (September 6, 2016).
    f. *AB 52 Consultation: Milestone RV/Boat Storage/Mini-Warehouse Development Project (PA No. 16-0095)*, Soboba Band of Luiseño Indians (September 9, 2016).

5. **Appendix 5, Geology and Soils:**
    a. *Preliminary Geotechnical Investigation 36215 Jana Lane, Wildomar Area, Riverside County, California*, prepared by LOR Geotechnical Group, Inc. (June 12, 2007).
    b. *Preliminary Geotechnical Investigation Update, 36215 Jana Lane, Wildomar Area, Riverside County, California*, prepared by LOR Geotechnical Group, Inc. (July 11, 2016).

6. **Appendix 6, Greenhouse Gasses:** *Big Easy RV & Boat Storage Greenhouse Gas Analysis, City of Wildomar*, prepared by Urban Crossroads (October 27, 2016).

7. **Appendix 7, Hazards and Hazardous Materials:** *Phase I Environmental Site Assessment Update, APN# 380-290-003, Wildomar, Riverside County, California*, prepared by RORE, Inc. (October 21, 2016).

8. **Appendix 8, Hydrology and Water Quality:**
    a. *Project Specific Water Quality Management Plan*, prepared by JLC Engineering and Consulting, Inc. (October 19, 2016).
    b. *Preliminary Hydrology and Hydraulics Study for Conditional Use Permit, Wildomar RV & Boat Storage*, prepared by JLC Engineering and Consulting, Inc. (October 19, 2016).

9. **Appendix 9, Noise:** *Big Easy RV & Boat Storage Noise Impact Analysis, City of Wildomar*, prepared by Urban Crossroads (November 1, 2016).

10. **Appendix 10, Transportation/Traffic:** *Big Easy RV & Boat Storage Trip Generation Assessment*, prepared by Urban Crossroads (October 27, 2016).

11. **Appendix 11, Utilities and Service Systems:** Elsinore Valley Municipal Water District Conformation of Service Letter #2817-0 (July 20, 2016).

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

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

City of Wildomar, Planning Department

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

I. INTRODUCTION AND PROJECT DESCRIPTION

Purpose and Project Overview

This Initial Study evaluates the following development applications for Planning Application No. PA16-0095:

1) A Conditional Use Permit (CUP) for a Recreational Vehicle (RV) and Boat Storage facility for 173 RV's and boats with covered canopies/carports to accommodate 4,080 solar panels (90,270 square feet); and

2) A Variance for the setback of the proposed office building, located adjacent to the northerly Project property line, as the adjacent northerly parcel has a rural residential zoning designation.

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

Project Location

The Project site is located at 36215 Jana Lane on the west side of Jana Lane, northwest side of the intersection of Jana Lane and Bunny Trail, approximately 660' south of the intersection of Clinton Keith Road and Jana Lane, in Wildomar, California. The regional and local vicinity of the Project site are shown in **Figure 1, *Regional Location Map*** and **Figure 2, *Local Vicinity Map***. The Assessor's Parcel Number (APN) for the Project site is 380-290-003.

Project Description

The site currently consists of 5.0 acres which will be reduced to 4.41 acres after required dedications for public rights-of-way. The property is currently vacant. The solar canopies will provide covered parking spaces for approximately 173 recreational vehicles and boats. There will also be two uncovered parking spaces and 64 self-storage units which aggregate approximately 8,638 square feet to satisfy usual and customary requirements of RV and boat owners. The Project includes a 663-square foot office with restrooms. An RV and boat rinse bay will also be included on the property, together with a dump station. Other amenities include a 24/7 keyed and remote controlled secured gate access, security cameras with remote access, on-site fire hydrants, a water and ice machine, electrical outlets for trickle chargers on columns, and lighted mini-storage units (**Figure 3, *Site Plan***). The facility will be serviced by a kiosk which can lease RV spaces and mini-storage units, and accept payments for new and existing tenants. During lease-up, it is expected that the office will be open up to 40 hours per week. Once occupancy has reached 80%, hours will generally be limited to weekends, holidays and by appointment. Management requirements will be handled by one employee. The components of the Project are summarized below in **Table 1, *Building Summary***.

Table 1
Building Summary

BUILDING/ CANOPY	OFFICE	STORAGE AREA	STORAGE UNITS	RV PKG	SOLAR PNLS AREA	SOLAR PNL QTY
OFFICE	663					
A		7975	47			
B		662.5	17	17	11,925	520
C				37	17,780	768
D				12	5190	234
E				37	21,985	1036
F				70	33,390	1,522
TOTALS	663	8,637.5	64	173	90,270	4,080
OPEN RV				4	360	
TOTAL RV PARKING & SELF STORAGE =					99,570 S.F.	

Site Development

The Project site is approximately 5.0 gross acres (4.41 net acres). It is anticipated that the entire site would be graded to accommodate the proposed development. Initial estimates indicate that grading activities will result in 7,250 cubic yards of cut and 6,000 cubic yards of fill (**Figure 4, *Grading Plan***). This leaves 1,250 cubic yards of soil to be exported from the site; the haul route to the disposal site is to be determined; however, for purposes of the analysis contained in this document, it will be assumed that the disposal site shall be located within 5-miles of the Project site, and shall have all of the necessary environmental clearances.

Roadway Access

Site access shall be provided via Jana Lane. The Project will construct a main entrance on Jana Lane with a keyed and remote controlled secured gate access. There will be a secondary driveway for customers to use to exit the facility, south of the main entrance, also on Jana Lane.

The northerly gate, also defined as the main entrance, will be used to enter project and the southerly gate will be used to exit the project. The northerly entrance will have right-in and left in access and the southerly gate will have right out and left out turning movements for customers only.

Off-Site Street Improvements

As shown on **Figure 3, *Site Plan***, the section of Jana Lane from the southern Project boundary will taper using a 60' pavement transition. The pavement transition is utilized in the design of a roadway in order to construct a road from full improvements along the Project frontage to a partial improvement that is beyond the limits of the Project boundary. These partial improvements are required in order to provide the Project access that meets City Standards and to address potential erosion concerns noted by the City of Wildomar. This transition will be from 46' of pavement to 18' of pavement. Proceeding northerly along Jana Lane, off-site, the section of Jana Lane will taper using a 50' pavement transition. This transition will be from 46' of pavement to 32' of pavement. The 32' of pavement will proceed to the intersection of Clinton Keith Road and Jana Lane. Additional improvements to Clinton Keith Road range from 1'-10', north and south of the intersection. This includes the removal and relocation of an AC dike/berm that exists along the existing edge of pavement. A sidewalk will be installed along the easterly project property line pursuant to the requirements of the City of Wildomar.

Water

The proposed Project would receive potable water from the Elsinore Valley Municipal Water District (EVMWD). An existing 16" water line is located in Clinton Keith Road, and the Project will tie into this water line at the intersection of Clinton Keith Road and Jana Lane. The project will be required to construct an 8" waterline from Clinton Keith Road and Jana Lane to the southerly limits of the project boundary.

Sewer

The proposed Project would receive wastewater service from the EVMWD. An existing 15" sewer line is located in Jana Lane, and the Project will tie into this sewer line at the northerly Project entrance. This line ties into an 18" sewer line in Clinton Keith Road.

Hydrology

The existing condition hydrology is divided up into four areas: Area A, Area B, Area C and Area D. Area A is the area that is tributary to the existing Line "C" storm drain, which is a 30" diameter reinforced concrete pipe. Area B is the area that is tributary to the existing Line "D" storm drain, which is an 18" diameter reinforced concrete pipe. Area C is the area that is tributary to the intersection of Jana Lane and Bunny Trail. Area D is the area tributary to Clinton Keith Road just west of Jana Lane. The post-Project hydrology is also divided into four areas: Area A, Area B, Area C, and Area D. Area A is the offsite area that is tributary to the existing Line "C" storm drain. Area B is the onsite area that is tributary to the existing Line "D" storm drain. Area C is the offsite area that is tributary to the intersection of Jana Lane and Bunny Trail. Area D is the area tributary to Clinton Keith Road just west of Jana Lane. Please see **Figure 5, *Pre-Project and Post Project Watershed Comparison Map*.**

The onsite drainage area is approximately 4.6 acres. The onsite area runoff will be intercepted by concrete gutters located along the drive aisles. The concrete gutters that run through the Project site will discharge into two proposed bio-retention basins. These bio-retention basins serve the Project by providing pre-treatment for the onsite runoff and to minimize sediment and debris from entering the subsurface system. The subsurface infiltration basin will be used to mitigate increased runoff for the

100-year storm event and to address hydromodifications for the development. The runoff stored within the subsurface infiltration basin will outlet through an 18-inch outlet pipe that will implement the use of an orifice plate to meter the outflow. These flows will be discharged into an existing 18-inch storm drain that was constructed by the adjacent project which deliver the flows to a natural channel located west of Elizabeth Lane.

Solar Panels

The Project is proposing covered canopies/carports to accommodate 4,080 solar panels; the following discussion provides details and in-depth information regarding these panels. The project will provide a projected annual electrical output of 2,250,000 Kwh.

There are no unique installation requirements and/or processes needed to install the panels. Except for the footings for the columns supporting the solar structure, the components will be manufactured off-site and erected on the Project site. The solar components do not include any materials of a toxic nature and can be recycled when they are replaced and/or removed from the site.

Footings will be typical pier footings with exact size and configuration based upon the weight of the structures, wind loads, seismic requirements, and soils conditions. The exact configuration will be established by structural engineers and submitted as a part of the construction drawings. The structures will comply with all requirements of the City of Wildomar, County of Riverside, and State of California with respect to seismic concerns. The details of the footings and structural members are reviewed as part of the final engineering process by the Building and Safety Department. These details and configuration of the structural members and footings will be part of the structural plans designed by a structural engineer and submitted for review as a part of the construction drawings. This is consistent with the structural recommnedations contained in the Project-specific *Preliminary Geotechnical Investigation* and *Preliminary Geotechnical Investigation Update* (Appendix 5).

The applicant will wash the solar panels as needed, anticipated to be no more than two times per year. No solvents or other chemicals will be used in connection with the maintenance of the system.

There is very little noise involved during operations. String inverters do not create any discernible audible sounds. Solar panels produce direct current (DC) electricity. Inverters convert the DC electricity to alternating current (AC) electricity. The transformer and other required equipment will not produce sounds that impact the surrounding environment. Please refer to the Noise Section of this Initial Study for more information. All power generated by the solar system will be sold to Southern California Edison under a 20 year Power Purchase Agreement executed on 3/2/16. The agreement is not a net metering agreement that is used for residential purposes. The power required for the site will be purchased at commercial rates and independent from the solar system.

While there are no specific requirements under the California Building Code for panels, the structural design and method of attachment are subject to California Building Codes and will be designed by a structural engineer to fully comply with such requirements. While some panels will remain operational for a period up to 40 years, the reasonably projected life of panels is 25 years based upon performance guarantees by the manufacturer. Since the panels do not contain any toxic metals such as mercury, lead

or gallium, upon decommissioning, panels and other solar components can and would be recycled with a qualified recycling company.

Utility connections will be completed by Southern California Edison (SCE). While the final design of the connections is being completed, it is expected that conduits from the Project site would extend across Jana Lane to a new power pole which will be installed by SCE on the east site of Jana Lane. The new power pole will be along the same alignment as the existing power poles. The conduit from the new power pole on the east side of Jana Lane will connect to a 1,000 KVA, 12-0.480kV pad mounted transformer in the public right-of-way near the southeast corner of the Project site. This transformer would connect to a 480V panel in the triangle area west of the southerly mini-storage units. It is anticipated that the transformer, power pole, and panel would be connected by two or three 6-inch underground conduits. The conduits will be placed in a common trench. The solar arrays will be connected to string inverters which would each connect to the 480V panel.

II. EXISTING CONDITIONS

Physical Setting

The proposed Project is located in the northern part of the peninsular ranges of the Pacific Mountain Geomorphic Province. The area is characterized by a series of ranges separated by northwest trending valleys sub parallel to faults branching from the San Andreas Fault (California Geological Survey, 2002). The area includes parts of two structural blocks or structural subdivisions of the province. The Murrieta quadrangle is diagonally crossed by the active Elsinore fault zone, a major fault zone of the San Andreas Fault system, and separates the Santa Ana Mountains block to the west from the Perris block to the east. Both blocks are relatively stable internally and are characterized by the presence of widespread erosional surfaces of low relief within the quadrangle. The underlying layers at the Project site consist of late to middle Pleistocene alluvial channel deposits of moderately to well indurated, gravel, sand, silt, and clay-bearing alluvium (USGS, 1993).

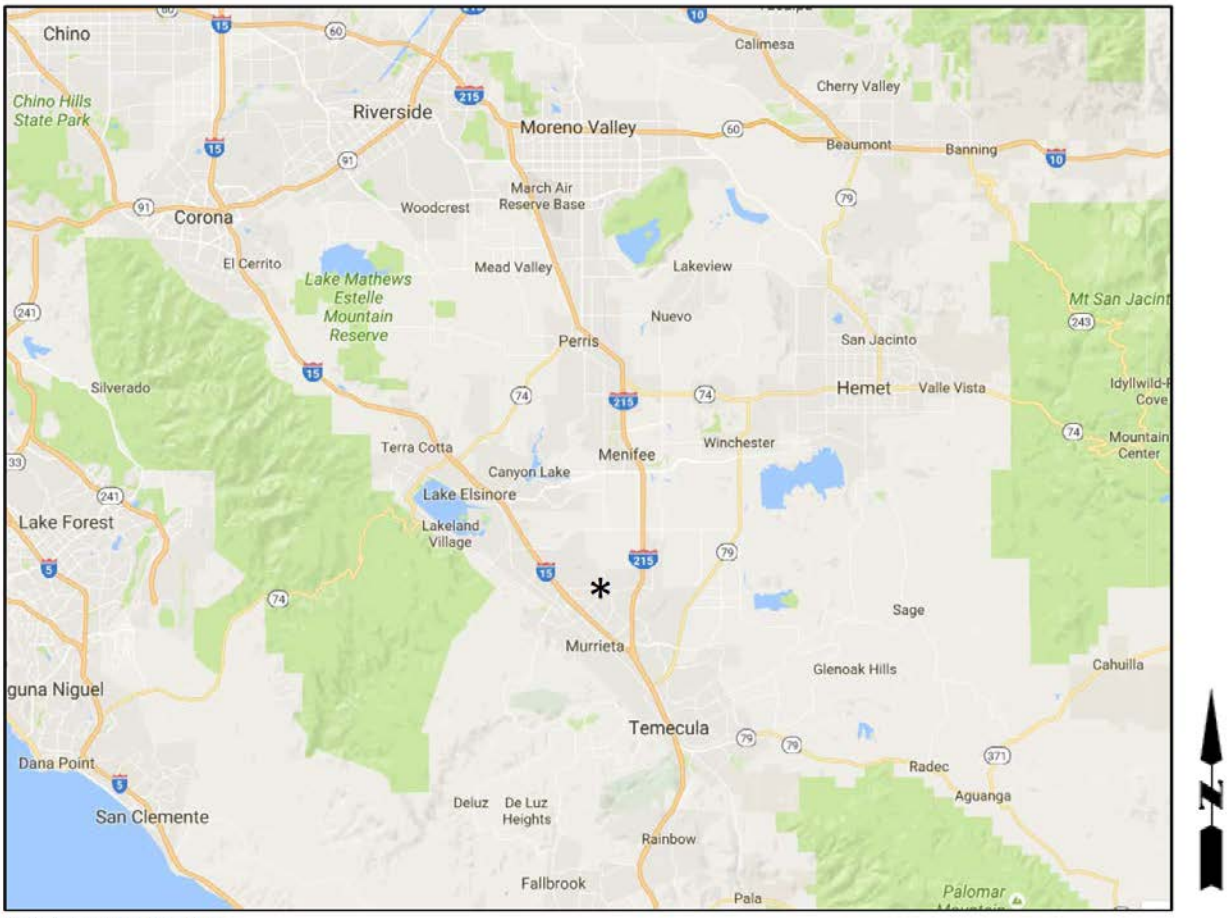
The site is currently undeveloped but highly disturbed and is characterized as flat, with overall topography sloping gently to the west and southwest, with no remarkable topographic features. The elevation of the Project site is approximately 1,388 feet above mean sea level. The Project site is characterized as heavily disturbed grassland. The north adjacent property is vacant land, zoned rural residential and designated for business park use under the General Plan. The south adjacent property consists of rural residential-developed land which was previously used as a nursery with one structure with unpaved access to Jana Lane. The previous nursery use on this site has been abandoned as water is no longer used to support the plants which remain on the property. This property is designated medium density residential under the General Plan. The east adjacent property is vacant, rural land with evidence of grading activities and is designated for business park use under the General Plan. The west adjacent property is commercially developed land used as a public storage facility. As shown **in Figure 2**, ***Local Vicinity Map***, the Project is located south of Clinton Keith Road, which is designated as an Urban Arterial roadway in the Wildomar General Plan Circulation Element with an ultimate right-of-way of 152 feet. Currently, Clinton Keith Road is not developed to its full width in proximity of the proposed Project.

Regulatory Setting

The City of Wildomar's General Plan land use designation for the Project site is Business Park (BP), which allows development of industrial, business park and some commercial uses. Zoning for the Project is Manufacturing, Service, and Commercial (M-SC). The General Plan land use designations for the properties surrounding and immediately adjacent to the Project site are as follows; (i) to the north the adjacent property has a BP land use designation, and further north across Clinton Keith Road the land use is Medium Density Residential (MDR), (ii) to the east across Jana Lane the land use designation is BP, (iii) the southerly adjacent property's land use is Medium High Density Residential while further south the designation changes to High Density Residential, and (iv) to the west the land use designation is BP and that property has already been developed and is operating as a self-storage facility, with some RV and boat storage (**Figure 6, *Existing and Proposed Land Uses***). The proposed Project is compatible with the current General Plan land use designation and zoning for the site.

A CUP and a variance are required to develop the site, as described above.

FIGURE 1, *Regional Location Map*



Source – Google Maps 2016

*SITE

FIGURE 2, *Local Vicinity Map*

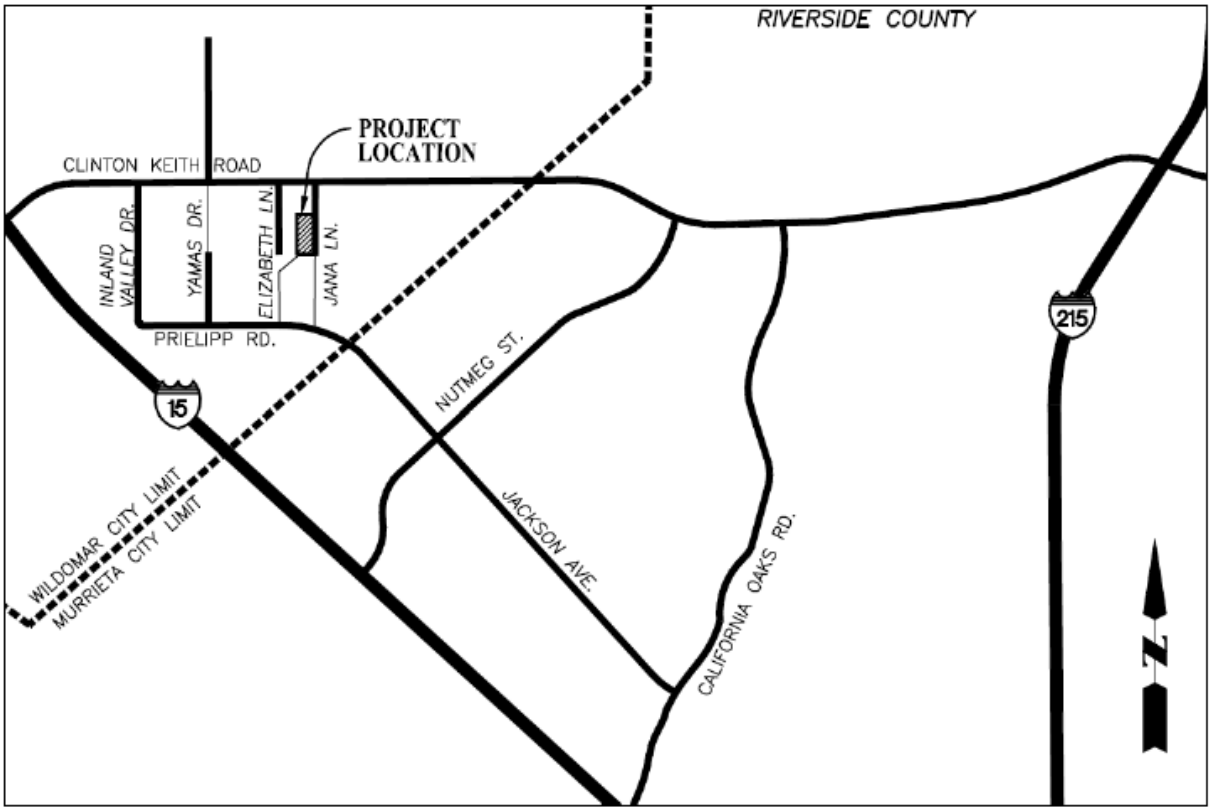
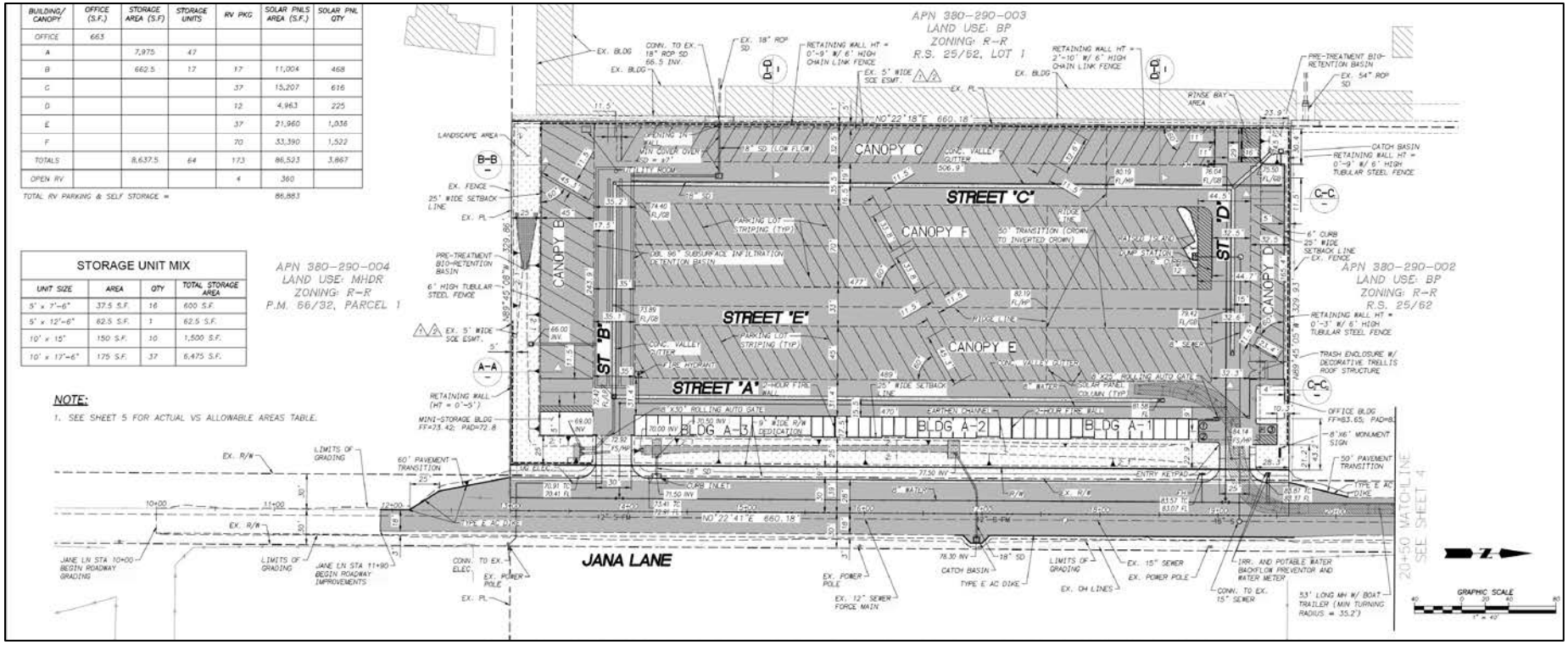


Figure 3, *Site Plan*



BUILDING/ CANOPY	OFFICE (S.F.)	STORAGE AREA (S.F.)	STORAGE UNITS	RV PKG	SOLAR PNLS AREA (S.F.)	SOLAR PNL QTY
OFFICE	663					
A		7,975	47			
B		662.5	17	17	11,004	468
C				37	15,207	616
D				12	4,963	225
E				37	21,960	1,036
F				70	33,390	1,522
TOTALS		8,637.5	64	173	86,523	3,867
OPEN RV				4	360	
TOTAL RV PARKING & SELF STORAGE =					86,883	

STORAGE UNIT MIX			
UNIT SIZE	AREA	QTY	TOTAL STORAGE AREA
5' x 7'-6"	37.5 S.F.	16	600 S.F.
5' x 12'-6"	62.5 S.F.	1	62.5 S.F.
10' x 15'	150 S.F.	10	1,500 S.F.
10' x 17'-6"	175 S.F.	37	6,475 S.F.

Figure 3, *Site Plan, continued*

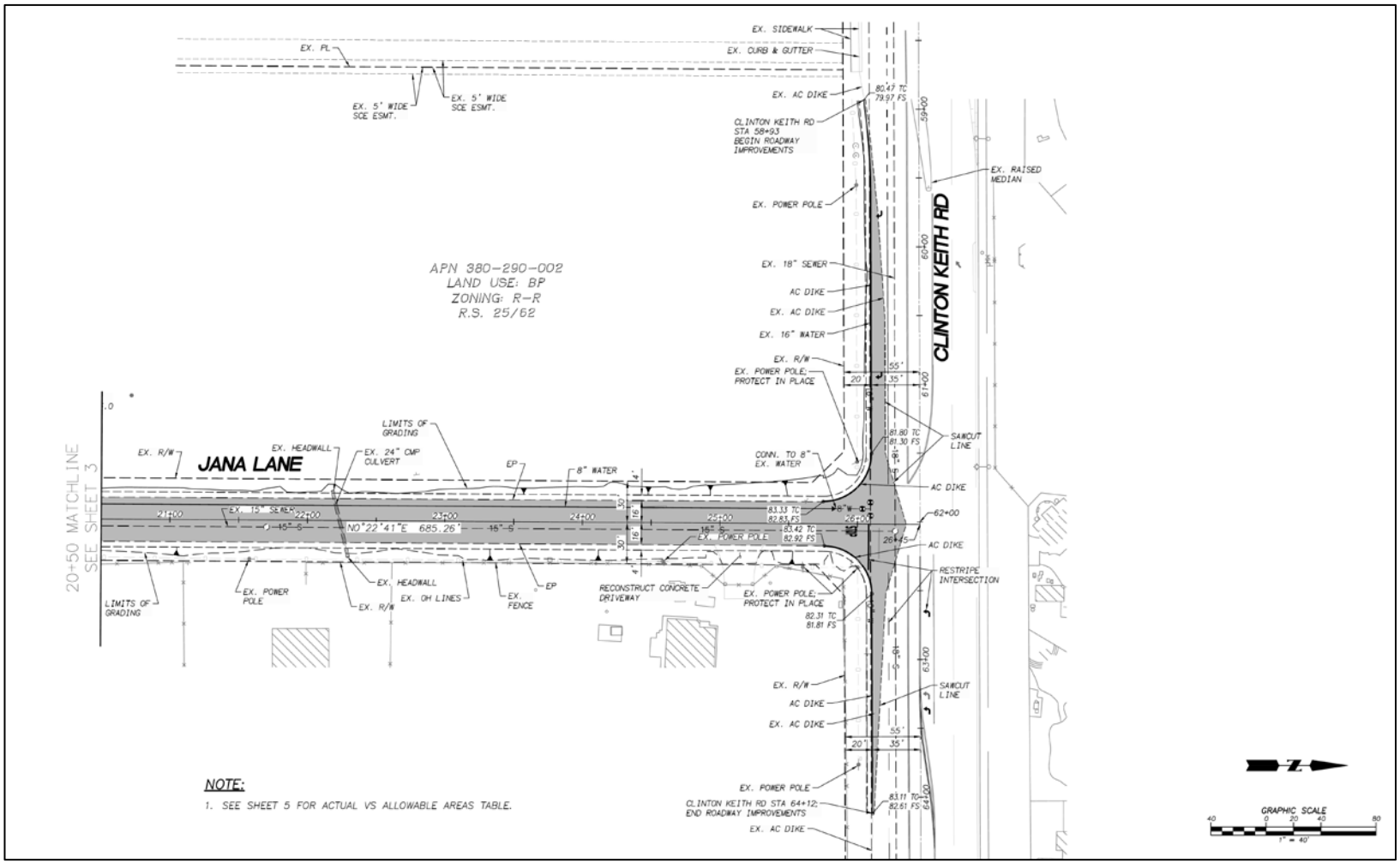


Figure 4, *Grading Plan*

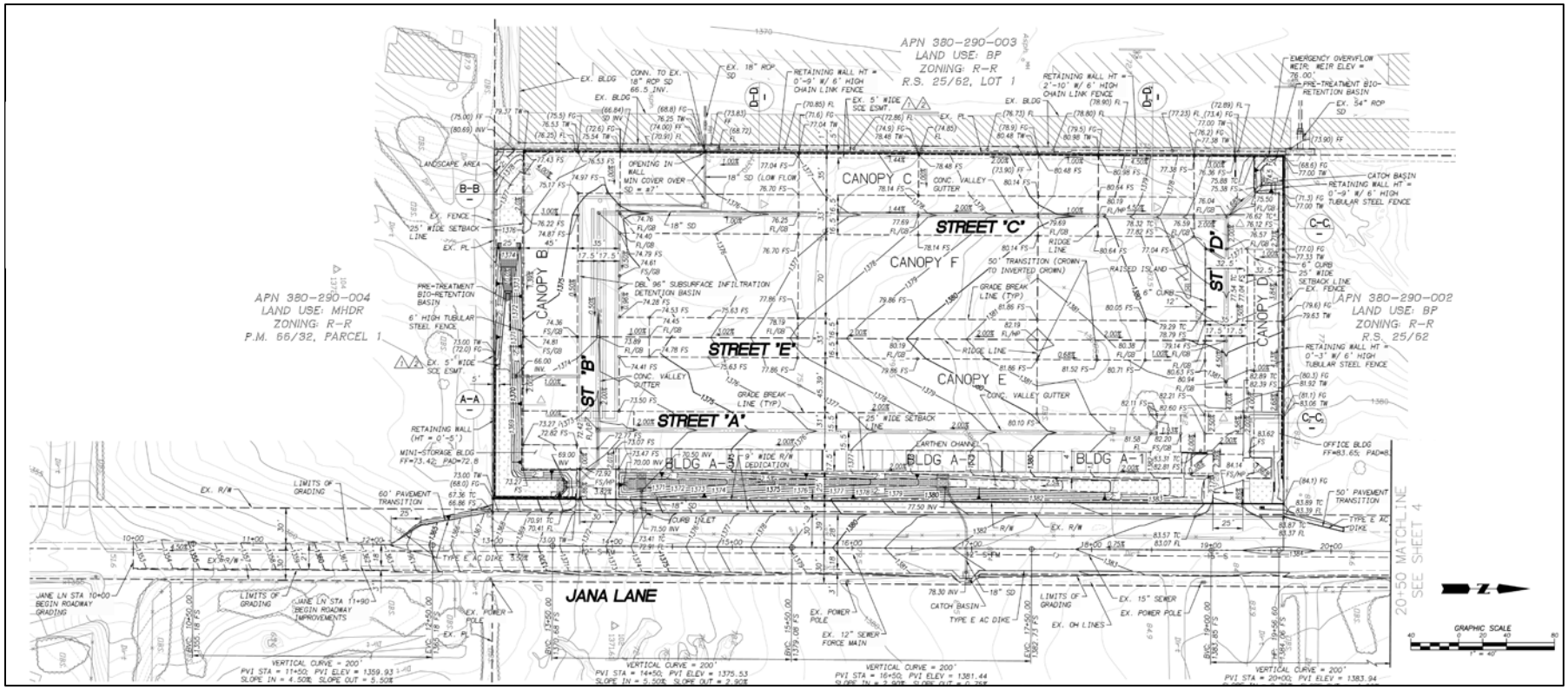


Figure 4, *Grading Plan, continued*

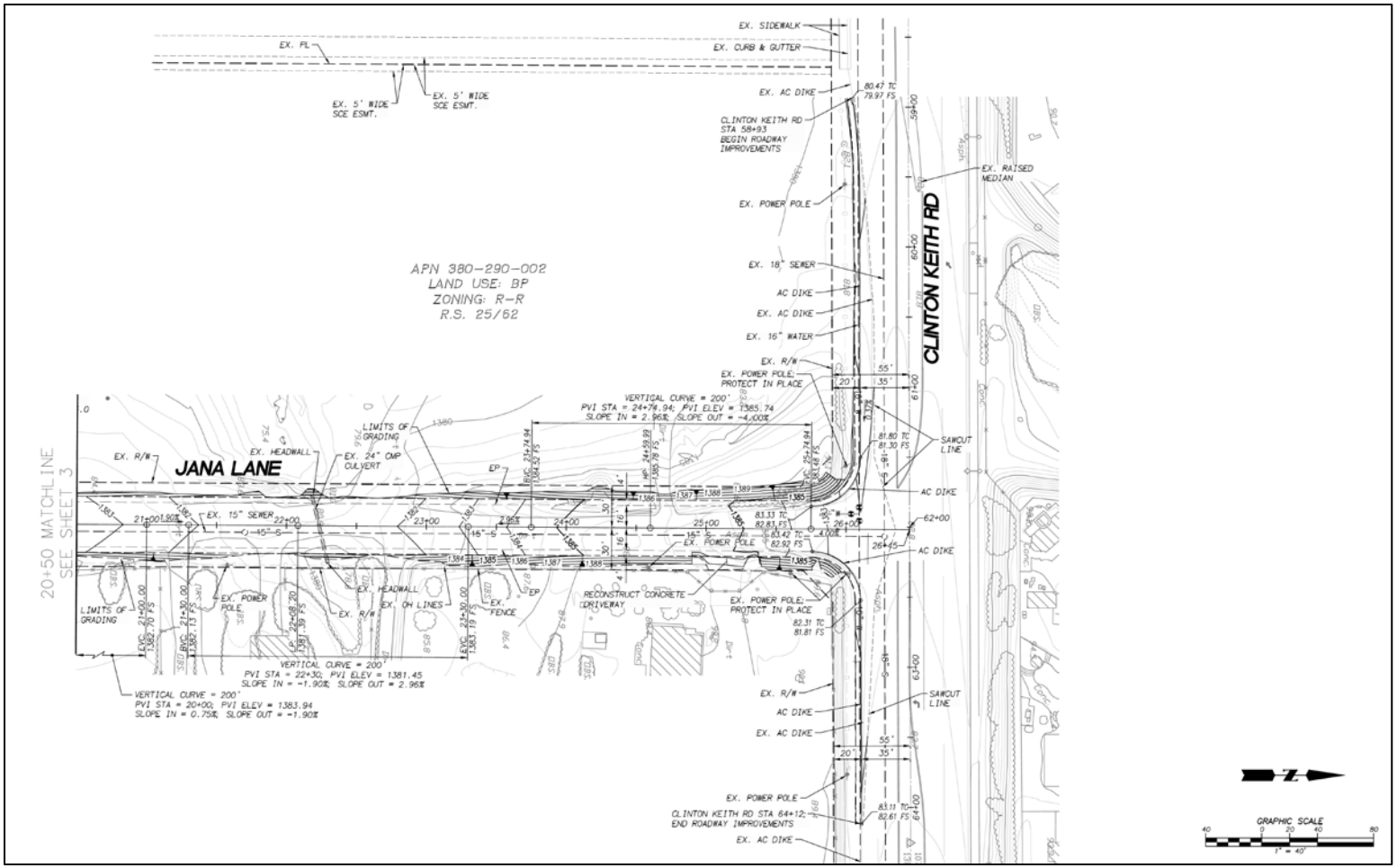
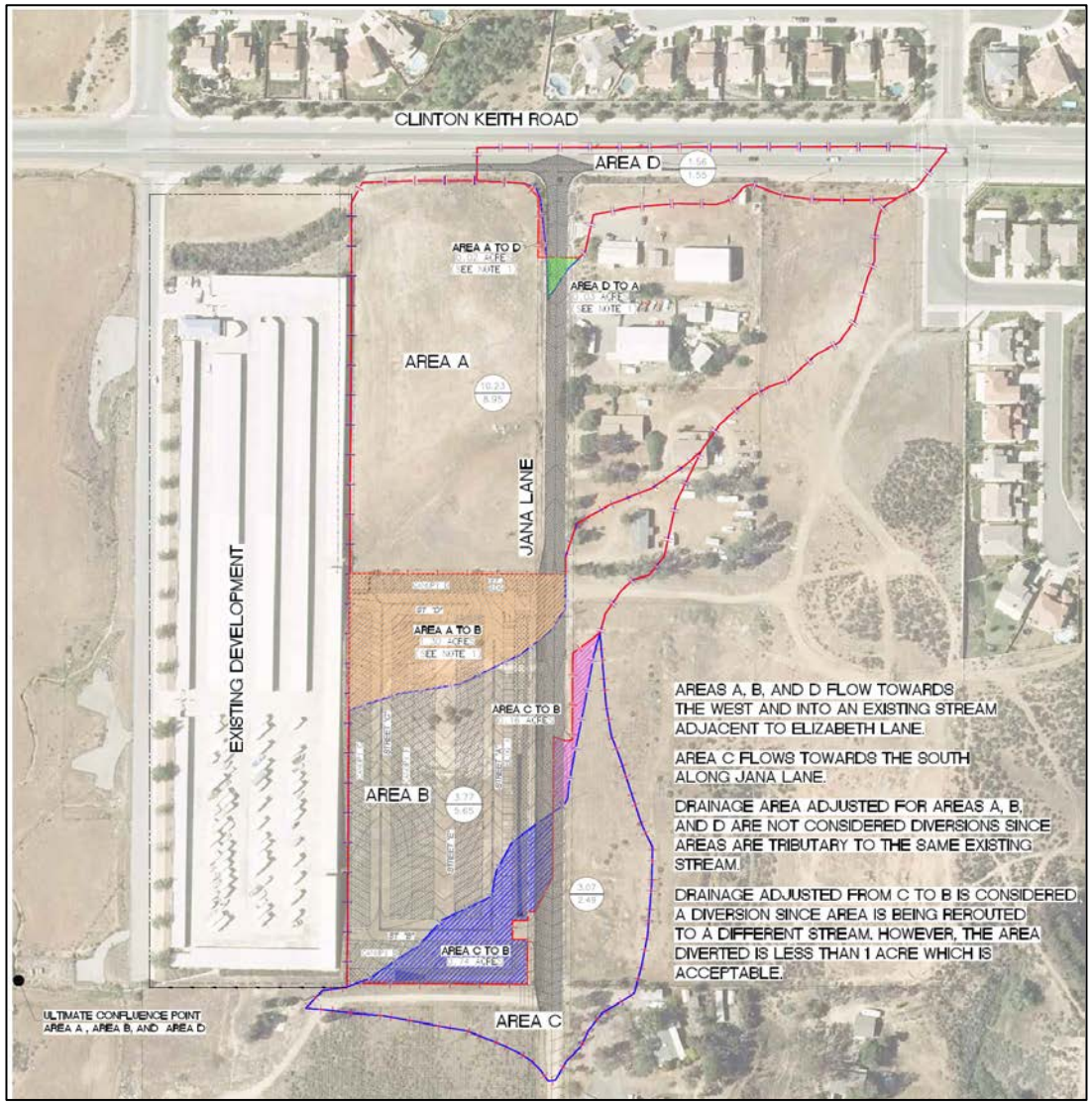


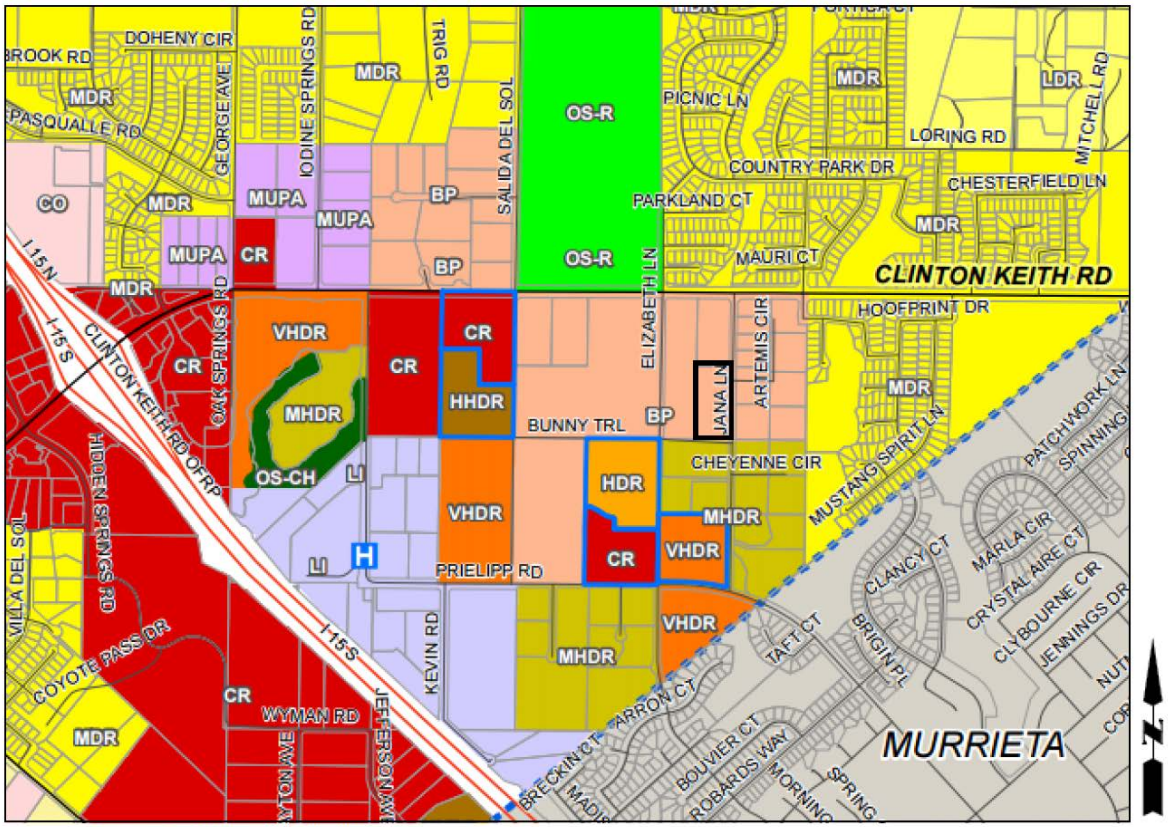
Figure 5, ***Pre-Project and Post Project Watershed Comparison Map***



WATERSHED AREA ADJUSTMENTS TABLE				
ADJUSTED FROM DESIGNED AREA	ADJUSTED TO AREA A (ACRES)	ADJUSTED TO AREA B (ACRES)	ADJUSTED TO AREA C (ACRES)	ADJUSTED TO AREA D (ACRES)
A	0.00	(−1.3)*	0.00	(−0.01)*
B	(+1.3)*	0.00	−0.58	0.00
C	0.00	+0.58	0.00	0.00
D	(+0.01)*	0.00	0.00	0.00
NET AREA DIVERSION	**0.00**	**+0.58**	**−0.580**	**0.00**
TOTAL DIVERSION	**0.58 ACRES**			

**NOTE 1: EXISTING AREA A DIVERTS 1.3 ACRES TO AREA B, AND AREA D DIVERTS 0.01 ACRES TO AREA A. HOWEVER THE ULTIMATE CONFLUENCE POINT DOWNSTREAM WILL CAUSE THESE DIVERSIONS TO HAVE NO NET IMPACT BECAUSE THE LOCATION DOWNSTREAM COLLECTS ALL AREA FLOWS IN THE EXISTING CONDITION. THEREFORE, THIS VALUE (1.3) AND (0.01) IN THE TABLE ABOVE HAS NOT BEEN INCLUDED IN THE TOTAL AREA DIVERSION CALCULATION.*

Figure 6, *Existing and Proposed Land Uses*



Source – General Plan Land Use Map 2016

SITE

On-Site Existing and Proposed Land Use: Business Park

III. ENVIRONMENTAL CHECKLIST FORM.

A. BACKGROUND.

1. **Project Title:** Milestone RV/Boat Storage/Solar Project (Planning Application No. 16-0095)

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

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

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

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

4. **Project Location:**

   The Project site is located on the on the west side of Jana Lane, northwest side of the intersection of Jana Lane and Bunny Trail, approximately 660' south of the intersection of Clinton Keith Road and Jana Lane, in Wildomar, California; APN 380-290-003; Township 7 South, Range 3 West Section 6, San Bernardino Meridian; Latitude 33.595545 and Longitude 117.226445; Murrieta, California, USGS 7.5-minute quadrangle.

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

   Milestone Wildomar, LLC 3990, Old Town Avenue, Suite B101, San Diego, CA 92110

6. **General Plan Designation:** Business Park (BP)

7. **Zoning:** Manufacturing Service Commercial (M-SC)

8. **Description of Project:**

   The proposed Project proposes the following:
   - A RV and Boat Storage facility for 175 RV's and boats with covered canopies/carports to accommodate 4,080 solar panels (covered parking spaces for approximately 173 recreational vehicles and boats);
   - The site will also have a rinse bay and dump station;
   - There will be a 64-unit/space self-storage facility totaling approximately 8,638 square feet; and
   - Other amenities include:
     (i) 24/7 keyed and remote controlled secured gate access;
     (ii) Office;
     (iii) Security cameras with remote access;
     (iv) Two on-site fire hydrants and one off-site fire hydrant;
     (v) A water and ice machine;
     (vi) Electrical outlets for trickle chargers on columns;
     (vii) Lighted mini-storage units; and

(viii) One bathroom for use by tenants and guests and one bathroom for employees.

- Variance: For the setback of the proposed office building, which will be located 3 feet from the northerly Project property line, as the adjacent northerly parcel has a rural residential zoning designation.

9. Surrounding Land Uses and Setting:

ADJACENT LAND USE, LAND USE, AND ZONING			
Location	**Current Land Use**	**General Plan Land Use Designation**	**Zoning**
North	Vacant, Clinton Keith Road	Business Park (BP)	R-1 (One Family Dwelling)
South	Vacant, Single-Family Residences	Medium High Density Residential (MHDR)	R-R (Rural Residential)
East	Vacant	Business Park (BP)	R-R (Rural Residential)
West	Clinton Keith Self Storage	Business Park (BP)	I-P (Industrial Park)

10. Other Public Agencies Whose Approval Is Required:

- San Diego Regional Water Quality Control Board
- Elsinore Valley Municipal Water District

B. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

IV. ENVIRONMENTAL ANALYSIS.

1. Aesthetics.

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

DISCUSSION:

a) **Less Than Significant Impact**. Scenic vistas in the Project vicinity include views of mountain ridgelines to the north, south, east and west. An existing self-storage facility block views of the mountains in the distance to the north and partially block mountain views to the west (**Figure 1-1, *Site Photos***). As shown in **Appendix 1**, structures would have a maximum height of 19-feet 2-inches, which would partially alter existing views from the west of the Project site by placing multiple structures on the Project site. Solar panels will be interior to the Project site.

The proposed development would be consistent with the urbanizing character of the surrounding area and would complement the land uses designated for the adjacent projects. The properties to the north, west and east are designed as Business Park Use and the southerly property is defined as Medium Density Residential. It should be noted that the Project incorporates a 25 foot setback along the southerly property line (**Figure 1-1**).

The proposed buildings will not block views of the surrounding mountains from adjacent properties **(Figure 1-1)**. There will be no impact on views because (i) the property to the west is 4'-6' below elevation of the Project site, (ii) the property to the east will be above the Project site, and with 60' of street and a 25' setback incorporated as part of the Project design, views of distant mountains will not be impacted, (iii) the property to the south is 5'-10' higher than Project site and it incorporates a 25' setback. Therefore, view of hills to the north will not be impacted, and (iv) while elevation of property to the north is below the Project site, there are no mountains to the south within view range. 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.

Figure 1-1, *Site Photos*

North

South

Figure 1-1, *Site Photos, continued*

East

West

b) **Less Than Significant Impact**. Construction of the proposed structures will alter the existing visual character of the area by potentially requiring the removal of some naturally occurring, and very sparse, vegetation. The Project's new buildings will be seen from Clinton Keith Road and from some adjacent properties, which include residential uses, located directly east and south of the Project site. The visibility from Clinton Keith Road will be diminished when a development is constructed to the north of the Project. The timing for this future development is not known at the current time. The construction of the Project will not require the removal of any tree, rock outcropping, or historic building that has been recognized as a scenic resource, and the proposed buildings will not block any scenic view or resource (**Figure 1-1**). In addition, the proposed site plan, including the proposed buildings, has been reviewed by the City of Wildomar for conformance with the City's design standards and found acceptable. Therefore, implementation of the proposed Project would not have a substantial adverse effect on a scenic resource and this impact is less than significant.

c) **Less Than Significant Impact**. The proposed development would be consistent with the existing and future development pattern and character along this portion of Clinton Keith Road, with building materials and colors, and landscaping that complement the existing and planned business park development on adjacent properties. Clinton Keith Self Storage is located immediately west of the Project site and shares a common property line.

The following describes the aesthetic impacts of the Project from the adjacent properties:

<u>North</u>

The likely long-term impact is minimal because, with a general plan designation of business park, the likely uses include retail and/or light industrial. Any retail development would be oriented to Clinton Keith Road so only parking and service functions would be to the north of Project site. Similarly, with light industrial, parking and drive aisles would likely be on the perimeter so this Project would have little, if any, adverse aesthetic impact on the northerly property. A 6' tubular steel fence with vines, landscaping and architectural elements on the office building will assist in screening the solar arrays on the Project site. In addition, the solar canopy along the northern property line is angled down to the south and, while the exact final elevation of the property to the north is unknown at this time, it likely will be 3' to 5' below the finished grade on the Project site. These factors further mitigate any potential aesthetic impacts on the property to the north.

<u>South</u>

Currently, there is no impact since the land is largely vacant except for a modular home. The property to the south is planned for medium density residential. The likely design for this use would put parking on the perimeter, possibly with carports and/or garages located on the north side. Any view orientation would be toward common areas to the south. In addition, with a 25' setback, a tubular steel fence with vines and significant landscaping of varying heights in the setback, there will be few, if any, negative aesthetic impacts on the property to the south.

East

Currently, there is no impact since the land is vacant. However, since the property to the east is planned for business park use, any parking will likely be to the front of businesses along Jana Lane. In addition, because (i) Jana Lane has a 70' right-of-way, (ii) architectural elements are being constructed on the subject property along Jana Lane, (iii) there is a 25' setback with landscaping of varying heights along Jana Lane, (iv) the first canopy is positioned 43' inside of the property line, and (v) the canopy will slope down to the west, it is highly unlikely solar canopies will be visible and/or cause any negative aesthetic impacts on the property to the east.

West

The property immediately to the west is developed for mini-storage and outside RV and boat storage. The elevation of this property is 4' to 6' below finished grades on the Project site. The property to the west has storage building along the common property line elevated approximately 10-12 feet above the existing westerly property finish surface. At this time the westerly property has restrictive view to the east due to the existing buildings and the existing surface being 4-6' feet below the Project finished surface. The proposed development does not affect the easterly view of the westerly property.

Furthermore, the proposed development is subject to the City of Wildomar Design Standards and Guidelines (2004). As discussed in Issue b) above, the proposed site plan, including the proposed buildings, has been reviewed by the City of Wildomar for conformance with the City's standards and found acceptable. Therefore, implementation of the proposed Project would not substantially degrade the existing visual character or quality of the site and its surroundings, and this impact would be less than significant.

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

implement lighting based on the ordinance associated with the Palomar Observatory. Therefore, this impact would be less than significant.

Regarding the issue of potential glare from the solar panels, since solar panels are designed to absorb as much sunlight as possible and reflect as little as possible, solar panels produce less glare than standard window glass. Specifically, solar panels use "high transmission, low iron" glass which absorbs more light than normal glass. In addition to superior refractive/reflective properties, panel providers use "stippled" glass. Stippling allows more light energy to be transmitted through the glass while weakening the reflected light energy. In addition, the panels are treated with "anti-reflective" coatings on PV panels to reduce the reflection of sunlight. When comparing various types of surfaces, photovoltaic solar panels (or modules) reflect approximately 4 percent of sunlight, whereas standard glass reflects approximately 22 percent, bare soil reflects approximately 30 percent, and vegetation reflects approximately 50 percent (FAA 2010). Therefore, the modules themselves would not produce a significant amount of glare and may actually reduce the amount of sunlight currently reflected by existing vegetation. As such, the proposed Project would not create a substantial source of light and glare that would adversely affect day or nighttime views. Lastly, since the panels will be mounted between 14' and 17' above the ground and largely oriented to the east and west, there is little chance there would be any glare even if the materials were reflective. Any impacts are considered less than significant.

STANDARD CONDITIONS AND REQUIREMENTS:

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

MITIGATION MEASURES:

None required.

2. Agricultural Resources.

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

DISCUSSION:

a–e) **No Impact.** The Project site is not located on or adjacent to land designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance and the Project site is not subject to a Williamson Act contract (RCIT 2016). According to the RCIT, the Project site is designated as "Other Land," which includes low-density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry, or aquaculture facilities; strip mines and borrow pits; and water bodies smaller than 40 acres. The Project site is surrounded on the east, north, and south by land designated as Other Land and on the west by land designated as Urban and Built-Up Land and Other Land. Therefore, Project implementation would not result in the conversion of Important Farmland to nonagricultural use, would not conflict with existing agricultural zoning or a Williamson Act contract, and would not otherwise adversely impact agriculture in the area. Moreover, agricultural uses have been abandoned on Project site and other properties in the vicinity due to changes in the General Plan and development of the area. Based on observation, the property to the south appers to have abandoned the nursery use since the previously planted palms are no longer watered and the irrigation systems are in a state of disrepair. While the soil at the Project site consist of late to middle Pleistocene alluvial channel deposits of moderately to well indurated, gravel, sand, silt, and clay-bearing alluvium, which could support agricultural uses, agriculrual uses on the Project site and in the Project vicinity appear no longer feasible. 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 has adopted the 2012 Air Quality Management Plan (AQMP). The 2012 AQMP establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving state (California) and national air quality standards. The 2012 AQMP is a regional and multi-agency effort including the SCAQMD, the California Air Resources Board (CARB), the Southern California Association of Governments (SCAG), and the US Environmental Protection Agency (EPA). The 2012 AQMP pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including SCAG's 2012 Regional Transportation Plan/Sustainable Communities Strategy, updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. (SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans.) The Project is subject to the SCAQMD's Air Quality Management Plan.

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

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

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

Concerning Consistency Criterion No. 2, the AQMP contains air pollutant reduction strategies and demonstrates that the applicable ambient air quality standards can be achieved within the time frames required under federal law. Growth projections from local general plans adopted by cities in the district are provided to SCAG, which develops regional growth forecasts that are used to develop future air quality forecasts for the AQMP. Development consistent with the growth projections in the City of Wildomar General Plan is considered to be consistent with the Air Quality Management Plan. The Project, as proposed, is consistent with the General Plan. Therefore, the Project would not exceed the population or job growth projections used by the SCAQMD to develop the Air Quality Management Plan. Thus, a less than significant impact would occur, as the Project is consistent with both criteria.

b) **Less Than Significant Impact.** As discussed above, the Project site is located in the SoCAB. State and federal air quality standards are often exceeded in many parts of the basin. Please reference *Big Easy RV & Boat Storage Air Quality Impact Analysis* (**Appendix 2**) for a description of current background air quality, thresholds of significance, and health impacts. 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 (Rule 403). 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. Rule 403 is intended to reduce PM_{10} emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust.

PM_{10} suppression techniques are listed 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, streets that are improved will be swept daily or washed down at the end of the work day to remove soil tracked onto the paved surface.

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

The proposed Project would also be subject to SCAQMD Rule 1113, which limits the volatile organic compounds of architectural coatings used in the SoCAB, thus reducing the amount of reactive organic gas (ROG) off-gassed as paint dries. The estimated maximum daily construction emissions, accounting for compliance with SCAQMD Rules 403 and 1113, are summarized in **Table 3-1, *Emissions Summary of Overall Construction***. Detailed construction model outputs are presented in **Appendix 2, Air Quality:** *Big Easy RV & Boat Storage Air Quality Impact Analysis*, prepared by Urban Crossroads (October 27, 2016).

Table 3-1
Emissions Summary of Overall Construction

Year	Emissions (pounds per day)					
	VOC	NOx	CO	SOx	PM10	PM2.5
2017	33.64	76.00	41.73	0.06	11.30	6.98
Maximum Daily Emissions	**33.64**	**76.00**	**41.73**	**0.06**	**11.30**	**6.98**
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

*Source: Urban Crossroads. See **Appendix 2**of the AQ Analysis 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. No additional mitigation is required.

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 in response to environmental justice and health concerns raised by the public regarding exposure of individuals to criteria pollutants in local communities. LSTs represent the maximum emissions from a project site that are not expected to result in an exceedance of the NAAQS or CAAQS. The SCAQMD states that lead agencies can use the LSTs as another indicator of significance in air quality impact analyses. This analysis makes use of methodology included in the SCAQMD Final Localized Significance Threshold Methodology.

For this Project, the appropriate source receptor area (SRA) for the localized significance thresholds is the Temecula monitoring station (SRA 26) since this area includes the Project site. Localized significance thresholds apply to CO, nitrogen dioxide (NO_2), PM_{10}, and $PM_{2.5}$.

The nearest sensitive receptor is the residential home located approximately 177 feet/53 meters northeast of the Project site. Accordingly, LSTs for receptors at 53 meters were utilized in the analysis and provide for an accurate i.e. “health protective” standard of care.

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

Table 3-2
Localized Significance Summary Construction

On-Site Site Preparation Emissions	Emissions (pounds per day)			
	NO_x	CO	PM_{10}	$PM_{2.5}$
Maximum Daily Emissions	**75.92**	**40.81**	**11.10**	**6.93**
SCAQMD Localized Threshold	351	2,216	32	8
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**

On-Site Grading Emissions	Emissions (pounds per day)			
	NO_x	CO	PM_{10}	$PM_{2.5}$
Maximum Daily Emissions	**54.11**	**26.44**	**5.57**	**3.58**
SCAQMD Localized Threshold	304	1,825	25	7
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**

*Source: Urban Crossroads. See **Appendix 2** of the AQ Analysis 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. No additional mitigation is required.

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

Operational Emissions

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

Operational-source emissions for a "summer scenario" and a "winter scenario" are summarized in **Table 3-3, *Summary of Peak Operational Emissions***. As shown, Project operational-source emissions would not exceed applicable SCAQMD regional thresholds of significance. Therefore, the impact would be less than significant. No additional mitigation is required.

Table 3-3
Summary of Peak Operational Emissions

Operational Activities – Summer Scenario	Emissions (pounds per day)					
	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Area Source	4.61	1.00E-04	0.01	0.00	4.00E-05	4.00E-05
Energy Source	5.29E-03	0.05	0.04	2.90E-04	3.65E-03	3.65E-03
Mobile	0.63	2.24	7.77	0.02	1.50	0.42
Total Maximum Daily Emissions	**5.25**	**2.29**	**7.82**	**0.02**	**1.50**	**0.42**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

Operational Activities – Winter Scenario	Emissions (pounds per day)					
	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Area Source	4.61	1.00E-04	0.01	0.00	4.00E-05	4.00E-05
Energy Source	5.29E-03	0.05	0.04	2.90E-04	3.65E-03	3.65E-03
Mobile	0.61	2.34	7.14	0.02	1.50	0.42
Total Maximum Daily Emissions	**5.23**	**2.39**	**7.19**	**0.02**	**1.50**	**0.42**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

*Source: Urban Crossroads. See **Appendix 2** of the AQ Analysis for modeling details.*

Operations Localized Significance Analysis

The proposed Project involves the construction and operation of a 4.41-acre storage facility. According to the SCAQMD LST methodology, LSTs would apply to the operational phase of a proposed project, if the Project includes stationary sources, or attracts mobile sources that may spend long periods queuing and idling at the site (e.g., transfer facilities and warehouse buildings). The proposed Project does not include such uses, and thus, due to the lack of significant stationary source emissions, no long-term localized significance threshold analysis is needed.

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

d) **Less Than Significant Impact.** The potential impact of toxic air pollutant emissions resulting from development on the Project site has also been considered. Sensitive receptors to toxic air pollutants can include uses such as long-term healthcare facilities, rehabilitation centers, and retirement homes. Residences, schools, playgrounds, childcare centers, and athletic facilities can also be considered sensitive receptors. As previously described, the Project site is located adjacent to to a mini storage facility, vacant land, an existing modular home, and two homes across Jana Lane. The nearest sensitive receptor is the residential home located approximately 177 feet/53 meters northeast of the Project site.

As discussed in Issue b) above, results of the LST analysis, which were developed in response to environmental justice and health concerns, indicate that the Project will not exceed the SCAQMD localized significance thresholds during construction. Therefore, sensitive receptors would not be subject to significant air toxic impacts during construction at the Project site. Results of the LST analysis also indicate that the Project would not exceed the SCAQMD localized significance thresholds during operational activity.

Carbon Monoxide

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

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

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

At buildout of the Project, the highest number of average daily trips would be 162 (Urban Crossroads, 2016), which is lower than the values studied in the 1992 CO Plan. Consequently, at buildout of the Project, none of the intersections in the vicinity of the proposed Project site would have traffic volumes exceeding those at the intersections modeled in the 2003 AQMP, nor would there be any reason unique to the Project area's meteorology to conclude that this intersection would yield higher CO concentrations if modeled in detail. The SoCAB has been designated as attainment for CO since 2007, and even very busy intersections do not result in exceedances of the CO standard.

The proposed Project considered herein would not produce the volume of traffic required to generate a CO "hot spot" either in the context of the 2003 Los Angeles hot spot study, or based on representative BAAQMD CO threshold considerations. Therefore, CO "hot spots" are not an environmental impact of concern for the proposed Project. Localized air quality impacts related to mobile-source emissions would therefore be less than significant.

e) **No Impact.** Offensive odors rarely cause any physical harm; however, they still can be very unpleasant, leading to considerable distress among the public, and often generate citizen complaints to local governments and regulatory agencies. Major sources of odor-related complaints by the general public commonly include wastewater treatment facilities, landfill

disposal facilities, food processing facilities, agricultural activities, and various industrial activities (e.g., petroleum refineries, chemical and fiberglass manufacturing, painting/ coating operations, landfills, and transfer stations).

The Project does not contain land uses typically associated with emitting objectionable odors. Potential odor sources associated with the proposed Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities and the temporary storage of typical solid waste (refuse) associated with the proposed Project's (long-term operational) uses and collection of waste associated with RVs. The waste associated with RVs will be collected at the dump location at the north end of the site (approximately 350 feet from the closest residences) in tanks that will be capped when not in use and would not result in any odor discharge. These caps are comprised of steel and are spring loaded, which means that they will automatically close and be gasket sealed when not in use. Standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and is thus considered less than significant. It is expected that Project-generated refuse would be stored in covered containers/tanks and removed at regular intervals in compliance with the City's solid waste regulations. The proposed Project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors associated with the proposed Project construction and operations would be less than significant and no mitigation is required.

STANDARD CONDITIONS AND REQUIREMENTS:

1. The proposed Project shall be required to comply with SCAQMD Rule 403 to address Project-specific fugitive dust emissions.
2. The proposed Project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances as it pertains to odors.

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?		✓		

DISCUSSION:

A biological resources assessment of the Project site was performed by Dugan Biological Services (DBS) in November 2016 (**Appendix 3**). This biological resources assessment was used to evaluate the Project site's suitability for the presence of special-status species and characterize the environmental setting on and adjacent to the site. In addition to the information provided by the habitat assessment, a thorough query of available data and literature from local, state, federal, and nongovernmental agencies was used to evaluate the potential biological impacts of the proposed Project.

Database searches were performed on the following websites:

- US Fish and Wildlife Service's (USFWS) Quadrangle Species List (2016)
- California Department of Fish and Wildlife's (CDFW) California Natural Diversity Database (CNDDB) (2016)
- California Native Plant Society's (CNPS) Inventory of Rare, Threatened, and Endangered Plants of California (2016)

The proposed Project site is located in Wildomar in Riverside County, California, 36215 Jana Lane, Wildomar, CA (APN 380-290-003). The Project site is located in the Elsinore Area Plan of the Western Riverside County Multiple Species Conservation Plan (MSHCP) (County of Riverside 2003b), but is not located within or adjacent to a Criteria Area or Conservation Area. The MSHCP formally determines conservation planning for all of western Riverside County. The MSHCP identifies plants, wildlife, and habitat that need to be preserved or protected. It also outlines procedures for mitigation of future land development and determines under what circumstances an "incidental take" can be permitted.

According to the biological resources assessment, the surface of the Project Area has the majority of the vegetation removed by a harrow disc implement. The soil makeup of the entire Project Area is composed of silty sand, alluvium silty sand, and alluvium clayey sand with igneous bedrock below 10'. Two primary vegetation communities are found on site. Ruderal habitats are the most abundant, followed by more limited areas of non-native grasslands. A full list of plant species can be found in the MSHCP Consistency Analysis and Habitat Assessment (**Appendix 3**).

Special-Status Species

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

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

5. Species that meet the definition of rare or endangered under the California Environmental Quality Act (CEQA) (14 CCR Section 15380) including CNPS List Rank 1B and 2

Due to the extent of disturbance, and lack of required habitat features, none of the 22 species of special-status plants documented in the vicinity of the Project site have a moderate or high potential to occur within the Project Area. Additionally, the highly disturbed nature of the Project Area, and the absence of available habitat features exclude most species of special-status wildlife from occurring within the Project Area. Only burrowing owl, coastal California gnatcatcher, and San Diego black-tailed jackrabbit have potential to occur within the Project Area. A summary of these species with the potential to occur on the Project site and potential impacts including mitigation measures is presented in Issue a) below.

a) **Less Than Significant Impact With Mitigation Incorporated.** Based on the results of database searches, historic records, and known regional occurrences, burrowing owl, coastal California gnatcatcher, and San Diego black-tailed jackrabbit are the only special-status species with the potential to occur on the Project site. No other special-status plants or animals have the potential to occur on the Project site.

The initial site survey was conducted in on August 7, 2016, by DBS biologists. The site was surveyed on foot, and all plant and wildlife species observed were recorded. The site was assessed for 1) potential to support special-status species; and (2) presence of other sensitive biological resources protected by local, state, and federal laws and regulations. If special-status species were observed during the site visit, they were recorded. Since the site is within the MSHCP western burrowing owl survey area, a western burrowing owl habitat assessment was conducted.

The presence of the burrowing owl is determined by characteristic whitewash, feathers and castings present around the mount of an occupied burrow. Live owls can be visual detected on low hunting posts or at the mouth of a burrow when viewed from a distance. Protocol surveys are the most effective methods of determining presence. Burrowing owl was not detected on site during the focused survey. Due to the consistent tilling of the Project Area no suitable habitat was observed for the species. As previously stated in the 2008 MSHCP Compliance report, the surrounding vacant parcels have suitable habitat for burrowing owl and therefore, may visit the Project Area. The Project Site and 43 adjoining acres was surveyed for the presence of the burrowing owl. Results of the surveys were negative in 2008. It is unlikely the species will be present at the Project Area.

There are several occurrences of western burrowing owl within 5 miles of the Project site. Project implementation may result in the loss of western burrowing owls through destruction of active nesting sites and/or incidental burial of adults, young, and eggs, should they become established on-site. In order to reduce impacts to western burrowing owls to a less than significant level, mitigation measures **BIO-1, BIO-3,** and **BIO-4** require all vegetation clearing activities to occur outside of nesting bird season, and if clearing activities occur during the avian nesting season (**February 15 through September 15)**, preconstruction surveys for nesting raptors, migratory birds, and special-status resident birds (e.g., coastal California gnatcatcher)

shall be conducted by a qualified biologist, no more than 30 days before initiation of construction activities. The qualified biologist shall survey the construction zone and a 250-foot radius surrounding the construction zone to determine whether the activities may have the potential to disturb or otherwise harm nesting birds.

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

Implementation of mitigation measures **BIO-1, BIO-3,** and **BIO-4** would reduce any potential impacts to western burrowing owl to a less than significant level.

The coastal California gnatcatcher is a federally threatened species, a California species of special concern, and is an MSHCP covered species. This species is found in coastal sage scrub, California buckwheat, and sage habitat. They breed from approximately February 15 through August 31. Mitigation measure **BIO-1** requires all vegetation clearing activities to be conducted as described above. Mitigation measure **BIO-2** requires that if active coastal California gnatcatcher nests are found in or near the Project site, no work will be conducted until the young have fledged or the nest is not active. Implementation of these mitigation measures would reduce impacts to a less than significant level.

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

b) **No Impact.** Sensitive habitats include (a) areas of special concern to resource agencies; (b) areas protected under CEQA; (c) areas designated as sensitive natural communities by the CDFW; (d) areas outlined in Section 1600 of the FGC; (e) areas regulated under Section 404 of the federal Clean Water Act (CWA); and (f) areas protected under local regulations and policies (MSHCP). There are no sensitive habitats present on the Project site. Therefore, there will be no impact to sensitive habitat as a result of the Project.

c) **No Impact.** There are no drainage features present on the Project site. Therefore, there will be no impacts to wetlands as a result of the Project.

d) **Less Than Significant Impact.** The wildlife corridor located within the vicinity of the Project Area is Proposed Linkage 8 from the WRC MSHCP. Proposed Linkage 8 (Sedco Hills/Wildomar) is composed largely of upland Habitat in the Sedco Hills and Wildomar area. This Linkage is a major component of one of the two main east-west connections between Core Areas in the

Lake Mathews/Estelle Mountain, Alberhill and the Cleveland National Forest in the western portion of the MSHCP Plan Area and Core Areas in French Valley, Johnson Ranch, Diamond Valley Lake and San Jacinto Mountains in the eastern portion of the MSHCP Plan Area. This Linkage provides Live-In Habitat for over 50 pairs of coastal California gnatcatcher, as well as a connection to other key populations of gnatcatcher known to occur in Alberhill, North Peak and the Ramsgate area. Other Planning Species for which Habitat is provided include Quino checkerspot butterfly, Stephens' kangaroo rat, and bobcat. The grasslands occurring within this proposed Linkage also provide foraging Habitat for a number of raptors. Maintenance of large intact interconnected habitat blocks is important for these species. The northern portion of this Linkage includes a portion of the lower San Jacinto River extending under I-15 to connect with Proposed Extension of Existing Core 3. Proposed Linkage 8 is 1.2 miles north of the Project Area and runs east to west. Althought movement across the site is reduced, the proposed Project will have a less than signficant impact on the corridor.

According to biological resources assessment of the Project site, performed by Dugan Biological Services (DBS) in November 2016 (**Appendix 3**), incorporating mitigation recommendation #3 from the 2008 MSHCP Compliance Report will maintain the current local wildlife corridor on site; (3) The design of the subject development will provide a 25 foot setback at the south end of the property to permit a "linkage" to riparian and open space areas to the west and the east. The Project has provided such a movement corridor for wildlife in this area. As a result, no impact to the movements of any native resident or migratory fish or wildlife species, or established native resident or migratory wildlife corridors, or the use of native wildlife nursery sites would occur as a result of the proposed Project. The 25 foot setback will also incorporate a bio-retention basin, landscape buffer and 1-5 foot retaining walls.

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

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

Consistency with MSHCP Section 6.3.2: Section 6.3.2 sets forth the survey requirements for various plant and animal surveys. The Project site is not located within a Criteria Area Species Survey Area. However, the Project is located in an additional survey area for burrowing owl. No sign of burrowing owl was observed during the August 7, 2016, field survey; however, there is

the potential that this species could become established on-site in the future. As such, Project-related activities could result in impacts to this species. However, implementation of mitigation measures **BIO-1, BIO-3,** and **BIO-4** would ensure that potential impacts to burrowing owls are avoided or mitigated to a less than significant level.

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

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

STANDARD CONDITIONS AND REQUIREMENTS:

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

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

MITIGATION MEASURES:

BIO-1 If clearing activities occur during the avian nesting season (February 15–September 15), preconstruction surveys for nesting raptors, migratory birds, and special-status resident birds (e.g., coastal California gnatcatcher) shall be conducted by a qualified biologist, no more than 30 days before initiation of construction activities. The qualified biologist shall survey the construction zone and a 250-foot radius surrounding the construction zone to determine whether the activities may have the potential to disturb or otherwise harm nesting birds.

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

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

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

Enforcement/Monitoring: City of Wildomar Planning Department

BIO-2 If coastal California gnatcatchers are found nesting within or near the Project site (approximately 100 feet), all construction-related activities will be suspended until a qualified biologist determines that the young birds have fledged or the nest is no longer active.

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

Enforcement/Monitoring: City of Wildomar Planning Department

BIO-3 Per MSHCP Species-Specific Objective 6, preconstruction presence/absence surveys for burrowing owl within the survey area, where suitable habitat is present, will be conducted for all covered activities through the life of the building permit. Surveys will be conducted 30 days prior to disturbance. Take of active nests will be avoided consistent with BIO-4. Passive relocation (use of one-way doors and collapse of burrows) will occur when owls are present outside the nesting season consistent with **BIO-4**. If construction is delayed or suspended for more than 30 days after the survey, the area shall be resurveyed.

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

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

Enforcement/Monitoring: City of Wildomar Planning Department

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

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

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

If the relocation of the owls is approved for the site by the CDFW, the City shall require the developer to hire a qualified biologist to prepare a plan for relocating the owls to a suitable

site that is consistent with the CDFW's Staff Report on Burrowing Owl Mitigation (3/7/2012). The relocation plan must include all of the following:

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

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

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

Enforcement/Monitoring: *City of Wildomar Planning Department*

5. Cultural Resources.

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

DISCUSSION:

A cultural resource assessment (*Phase I Archaeological Assessment, Assessor's Parcel No. 380-290-003, 36215 Jana Lane, Wildomar Area, Riverside County, California*, prepared by CRM TECH (March 5, 2008), and a cultural resources assessment update (*Update to Historical/Archaeological Resources Survey, Assessor's Parcel No. 380-290-003, City of Wildomar, Riverside County, California*, prepared by CRM TECH (August 2, 2016) were prepared for the proposed Project and are provided as **Appendix 4a** and **Appendix 4b**, respectively, to this document.

The reader is referred to **Appendix 4a** for a detailed description of the prehistory, ethnography, oral tradition, and history of the Project area. The assessment prepared for the proposed Project included a cultural records search conducted by a CRM TECH archaeologist at the Eastern Information Center located at the University of California, Riverside. CRM TECH also examined the California State Historic Property Data File, which includes the National Register of Historic Places (National Register), California Historical Landmarks, and California Points of Historical Interest, various local historic registers, and

historic maps.

The cultural resources assessment update was prepared since the original cultural resources assessment was prepared in 2008, approximately 8 years ago. A records search was conducted on July 19, 2016. A field survey was conducted on June 21, 2106. The following conclusion was stated in the cultural resources assessment update:

> "In summary, as in 2008, the present study identified of no potential "historical resources" within or adjacent to the project area. Based on these findings, CRM TECH concludes that the original finding of the 2008 study—that no known "historical resources" will be affected by the development of the property—remains valid and appropriate."

Therefore the analysis contained in the 2008 cultural resources assessment will be utilized in the sections below.

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

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

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

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

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

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

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

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

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

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

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

a) **Less Than Significant Impact**. CRM TECH conducted a historic architecture assessment of the proposed Project site to determine whether historical resources, as defined by CEQA, were identified within or adjacent to the Project area. Data from the Eastern Information Center indicates there have been 57 previous cultural resources studies conducted within a 1-mile radius of the Project, none of which included any portion of the Project area. Although no resources were previously documented within the Project area, there are three (3) within the study area, a refuse scatter and the remains of two farmstead complexes. The two historic-period buildings included a vernacular stone house dating to circa 1934 and a barn dating to circa 1940. However, no historical resources were found on the Project site during site investigations and records searches. Therefore, impacts are less than significant. No additional mitigation is required.

b) **Less Than Significant Impact With Mitigation Incorporated**. Results of the records search at the Eastern Information Center indicated that there are eight (8) sites and six (6) isolates containing prehistoric archaeological resources within a 1-mile radius of the Project site; however, none were identified on-site.

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

c) **Less Than Significant Impact**. The cultural resources assessment did not identify any records of formal or informal cemeteries on or near the Project site. While it is unlikely that human remains would be disturbed during Project implementation, should human remains be encountered during ground-disturbing activities, required compliance with California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98 would ensure that any human remains discovered on the Project site would be properly managed, thereby reducing this impact to a less than significant level. No additional mitigation is required.

d) **Less Than Significant Impact With Mitigation Incorporated** . Pursuant to Assembly Bill (AB) 52 and CEQA Section 21080.3.1, the City of Wildomar notified the tribes that may be impacted by the proposed Project. A letter, which included a description of the proposed Project and its location and a City contact person to start the consultation process, was mailed on August 11, 2016. A copy of that letter is included in **Appendix 4c** of this document. The City received three responses: one from the Agua Caliente Band of Cahuilla Indians, one from the Pechanga Band of Luiseño Indians, and one from the Soboba Band of Luiseño Indians, dated August 15, 2016, September 6, 2016, and September 9, 2016, respectively. The response letters are also included in **Appendix 4d, 4e, and 4f**, respectively, of this document.

Requests for consultation were received from Pechanga and Soboba. Soboba did not identify any Tribal Cultural Resources within the Project area but requested to monitor. The Pechanga Band of Luiseño Indians, using their tribal expertise, has provided tribal cultural information that the Project may fall within a Traditional Cultural Landscape. Also, based on their tribal cultural values and information provided, Pechanga believes this landscape to be a Tribal Cultural Resource. While the archaeological study did not indicate any physical archaeological resources on the Project site, it must be noted that Tribal Cultural Resources are not limited to only physical resources, but also include resources of an intangible nature, such as a landscape. No written outcome or letter from the Tribes concluding the AB 52 process was received by the City, which indicated that the proposed Project would impact any cultural resourses, including a potential Traditional Cultural Landscape. No specific impacts to the Tribal Cultural Resources were articulated by the Tribes that would require any additional mitigation beyond mitigation measures **CUL-1** through **CUL-5**. The City has incorporated its standard language for cultural mitigation measures.

Therefore, with incorporation of mitigation measures the **CUL-1** through **CUL-5** below, implementation of the proposed Project will not cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074. Impacts will remain less than significant. No additional mitigation is required.

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). The Pechanga and Soboba Tribes may assign individuals to monitor all grading, excavation and groundbreaking activities as well, and the Tribal monitors 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 Planning Department and Building and Safety Department*

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 monitors 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 issuance of any geading permit*

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

CUL-3 Prior to the issuance of any grading permit, the project applicant shall contact the Pechanga and Soboba Tribes 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 agreements 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 agreements shall not conflict with any of these mitigation measures. A copy of the signed agreements shall be provided to the Planning Director and Building Official prior to the issuance of the first grading permit.

Timing/Implementation: *Prior to issuance of any geading permit*

Enforcement/Monitoring: *City of Wildomar Engineering 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 the archaeologist and the Tribal monitor(s). Any cultural resources that are discovered shall be evaluated and a final report prepared by the 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 the identified resources. The archaeologist shall take into account the significance of a resource to the appropriate Tribe in making the determination that a resource is or is not a tribal cultural resource. If the 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 any ground-disturbing construction activities

Enforcement/Monitoring: City of Wildomar Engineering and Planning Departments

CUL-5 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 by **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 preliminary geotechnical investigation (*Preliminary Geotechnical Investigation 36215 Jana Lane, Wildomar Area, Riverside County, California*, prepared by LOR Geotechnical Group, Inc. (June 12, 2007), and a preliminary geotechnical investigation update (*Preliminary Geotechnical Investigation Update, 36215 Jana Lane, Wildomar Area, Riverside County, California*, prepared by LOR Geotechnical Group, Inc. (July 11, 2016) were prepared for the proposed Project and are provided as **Appendix 5a** and **Appendix 5b**, respectively, to this document.

The preliminary geotechnical investigation update was prepared since the original preliminary geotechnical investigation was prepared in 2007, approximately 9 years ago. The following conclusion was stated in the preliminary geotechnical investigation update:

> "Other than the seismic design provided below, the remainder of our previous report referenced above is considered appropriate for the design and construction of the project provided the recommendations contained within are adhered to."

Therefore, other than the seismic design provided in the preliminary geotechnical investigation update, the analysis contained in the 2007 preliminary geotechnical investigation will be utilized in the sections below.

The Project site is located in the Northern Peninsular Range on the structural unit known as the Perris Block. The Perris Block is bounded on the northeast by the San Jacinto Fault Zone, on the southwest by the Elsinore Fault Zone, and on the north by the Cucamonga Fault Zone. The southern boundary of the Perris Block is not as distinct but is believed to coincide with a complex group of faults trending southeast from the Murrieta area. The Peninsular Range is characterized by large Mesozoic-age intrusive rock masses flanked by volcanic, metasedimentary, and sedimentary rocks. Various thicknesses of alluvial sediments derived from the erosion of the elevated portions of the region fill the low-lying areas. The Project site contains a very thin layer of fill/topsoil materials which overly very dense alluvial materials which, in turn, overlie igneous bedrock materials (LOR Geotechnical Group, Inc. 2007).

a)

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

to issue appropriate maps in order to mitigate the hazard of surface faulting to structures for human occupancy.

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

The proposed Project site is not located within an Alquist-Priolo Earthquake Fault Zone and no known active faults traverse the site (LOR Geotechnical Group, Inc.; **Appendix 5a**). The Elsinore Fault Zone (Temecula Valley Segment), which is an Alquist-Priolo Special Earthquake Study Zone, is located approximately 1.6 miles west of the Project site. The preliminary geotechnical investigation prepared for the Project did not identify any faults within the boundaries of or near the Project site.

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

ii) **Less Than Significant Impact With Mitigation Incorporated.** The Project site is located in an area of high regional seismicity and may experience horizontal ground acceleration during an

earthquake along the Temecula Valley Segment of the Elsinore Fault Zone, or other fault zones in the region. The Project site has been and will continue to be exposed to the potential for strong seismic ground shaking and associated hazards. The development of commercial structures on the Project site would therefore expose structures, residents, and visitors to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking.

The Elsinore Fault Zone generally trends northwest–southeast and is a major right lateral strike-slip fault that has displayed Holocene displacement and associated strong earthquakes in 1856, 1894, and 1910. This segment of the Elsinore Fault Zone has a maximum credible earthquake magnitude of 6.8. The maximum credible earthquake is defined as the maximum earthquake that seems possible to occur under the presently known tectonic framework.

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 requirements for seismic zone 4, and engineered to avoid or withstand surface rupture or other seismic hazards. Based on the potential for seismic activity, mitigation measure **GEO-1** is required to reduce any impacts to less than significant levels. Mitigation measure **GEO-1** requires adherence with the preliminary geotechnical investigation; however, it provides that alternative recommendations may be implemented based on the additional testing during grading and the submittal of a final geotechnical report. Implementation of mitigation measure **GEO-1** would minimize the potential for structural damage and associated safety hazards in the event of strong seismic ground shaking and would reduce this impact to a less than significant level.

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

Liquefaction (Above Groundwater). Liquefaction of cohesionless soils can be caused by strong vibratory motion due to earthquakes. Liquefaction is characterized by a loss of shear strength in the affected soil layers, thereby causing the soils to behave as a viscous liquid. Susceptibility to liquefaction is based on geologic data. River channels and floodplains are considered most susceptible to liquefaction, while alluvial fans have a lower susceptibility. Depth to groundwater is another important element in an area's susceptibility to liquefaction. Groundwater less than 30 feet below the ground surface results in high to very high susceptibility to liquefaction, while greater depths to groundwater result in lower susceptibility. On-site testing didn't encounter groundwater at a depth of 16 feet below existing grade. According to Riverside County RCIT the Project site is located in an area mapped as having moderate liquefaction potential (County of

Riverside 2016). The Project site contains a relatively thin layer of fill/topsoil overlying dense older alluvial materials and bedrock at depths. The existing fills, topsoils, and the upper portions of the alluvial materials were noted to be in a loose state. The dense older alluvial materials and bedrock are not known to have high liquefaction potential. As such, based on the conclusions presented in the preliminary geotechnical investigation, impacts associated with liquefaction are considered less than significant since the Elsinore fault is 1.6 miles to the west with a slip rate of 5mm/year and the San Andreas fault is 35 miles to the east with a slip rate of 24mm/year.

Seismically Induced Settlement (Below Groundwater). Settlement occurs primarily in loose to moderately dense, dry or saturated granular soil. Settlement caused by ground shaking is often non-uniformly distributed, which can result in differential settlement. LOR Geotechnical Group, Inc. (2007; **Appendix 5a**) did not conduct any analysis to determine the settlement potential at the Project site; however, due to the potential earthquake magnitude, peak acceleration potential, and proximity of the Project site to the Elsinore Fault Zone, there may be a potential for some seismically induced settlement. A supplemental settlement analysis may be needed; therefore, implementation of mitigation measure **GEO-1** is required to reduce impacts. Adherence to the structural design requirements of the CBC would further reduce impacts. As such, impacts associated with seismically induced settlement are considered less than significant with implementation of mitigation measure **GEO-1**.

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

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

Additionally, as part of the approval process, prior to grading plan approval, the Project applicant will be required to comply with Wildomar Municipal Code Chapter 13.12, Stormwater Drainage System Protection, which establishes requirements for stormwater and non-stormwater quality discharge and control that requires new development or redevelopment projects to control stormwater runoff by implementing appropriate best management practices (BMPs) to prevent deterioration of water quality. The displacement of soil through cut and fill will be controlled by Chapter 33 of the 2013 California Building Code relating to grading and

excavation, other applicable building regulations, and standard construction techniques; therefore, there will be no significant impact.

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

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

c) **Less Than Significant Impact With Mitigation Incorporated**. See Issues a.iii) and a.iv). As discussed in Issue a.iv), the Project site is not at risk for landslide, collapse, or rockfall because of the relatively level terrain of the site and surrounding properties. As discussed in Issue a.iii), implementation of mitigation measures **GEO-1** would minimize the potential for damage and safety hazards associated with ground failure such as lateral spreading, subsidence, liquefaction, and collapse. Therefore, these impacts would be less than significant with mitigation incorporated.

d) **Less Than Significant Impact With Mitigation Incorporated**. Expansive soils contain significant amounts of clay particles that swell considerably when wetted and shrink when dried. Foundations constructed on these soils are subjected to large uplifting forces caused by the swelling. Without proper measures taken, heaving and cracking of both building foundations

and slabs-on-grade could result. Based on the preliminary geotechnical investigation conducted by LOR Geotechnical Group, Inc. (2007; **Appendix 5a**), the alluvial soils found at the Project site are expected to have very low to low expansiveness potential. However, the preliminary geotechnical investigation recommends that during the site rough grading, additional foundation and subgrade soils should be sampled and tested to verify their expansion potential, sulfate content, and R-value quality. Therefore, implementation of mitigation measure **GEO-2** is required for impacts to be less than significant. The City also requires that site-specific soils reports accompany a building permit application request, which ensures that the type of building proposed is consistent with the actual soils present on the proposed building location. Additionally, the City evaluates each foundation plan separately using information from the building permit and site-specific soils analysis.

Therefore, compliance with development requirements specific to soil conditions found on the Project site, as detailed in mitigation measure **GEO-2** will result in a less than significant impact regarding expansive soils. No additional mitigation is required.

e) **No Impact**. The Project proposes the construction and use of a dump station for wastewater disposal by the RV and boat owners. The dump station and the bathrooms will be connected to the existing sewer system. This dump station will be maintained on a regular basis and operated in conjunction with Department of Environmental Health requirements. Based on this information, no impact would occur. No mitigation is required.

f) **Less Than Significant Impact With Mitigation Incorporated**. Paleontological resources are fossilized remains of vertebrate and invertebrate organisms, fossil tracks and trackways, and plant fossils. A unique paleontological site would include a known area of fossil-bearing rock strata. The potential impact for paleontological resources at the Project site is determined to be high for Pleistocene-age vertebrate fossils (County of Riverside RCIT, 2016). 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-3** will reduce impacts on paleontological resources to less than significant.

STANDARD CONDITIONS AND REQUIREMENTS:

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

MITIGATION MEASURES:

GEO-1 The Project applicant shall incorporate the recommendations of the preliminary geotechnical investigation dated June 12, 2007, prepared by LOR Geotechnical Group, Inc. (**Appendix 5a**) and the preliminary geotechnical investigation update dated July 11, 2016, prepared by LOR Geotechnical Group, Inc. (**Appendix 5b**) as amended by the final geotechnical investigation that is prepared after the grading for the Project into Project plans related to the proposed Project. The Project's building plans shall demonstrate that

they incorporate all applicable recommendations of the design-level geotechnical study and comply with all applicable requirements of the latest adopted version of the California Building Code. A licensed professional engineer shall prepare the plans, including those that pertain to soil engineering, structural foundations, seismic settlement, from damage and safety hazards associated with ground failure such as lateral spreading, subsidence, liquefaction, and collapse, pipeline excavation, and installation. All on-site soil engineering activities shall be conducted under the supervision of a licensed geotechnical engineer or certified engineering geologist.

Timing/Implementation: *Prior to any ground-disturbing construction activities and after initial grading subject to approval of a final geotechnical investigation*

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

GEO-2 To prevent the potential for damage associated with expansion potential, additional expansion testing shall be conducted during site development. If the results of expansion testing indicate moderate to highly expansive soils, the Project applicant shall ensure that those soils are presaturated to a moisture content and depth specified by the geotechnical engineer, thereby "pre-swelling" the soil prior to constructing the structural foundation or hardscape. This method shall be used in conjunction with a layer of imported nonexpansive fill material placed directly below foundations and slabs to control seasonal moisture fluctuations. In addition, stronger foundations, such as rigid mat or grid footing foundations, which can resist small ground movements without cracking, shall be constructed.

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

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

GEO-3 Construction personnel involved in excavation and grading activities shall be informed of the possibility of discovering fossils at any location and the protocol to be followed if fossils are found. A professional meeting the Society of Vertebrate Paleontology standards shall provide the preconstruction training. The City shall ensure the grading plan notes include specific reference to the potential discovery of fossils. If potentially unique paleontological resources (fossils) are inadvertently discovered during Project construction, work shall be halted immediately within 50 feet of the discovery, the City shall be notified, and a professional paleontologist shall be retained to determine the significance of the discovery. The paleontologist shall establish procedures for paleontological resource surveillance throughout Project construction and shall establish, in cooperation with the Project applicant, procedures for temporarily halting or redirecting work to permit sampling, identification, and evaluation of fossils. Excavated finds shall be offered to a State-

designated repository such as the Museum of Paleontology at the University of California, Berkeley, or the California Academy of Sciences.

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

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

7. Greenhouse Gas Emissions.

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

DISCUSSION:

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

Construction and operation of the proposed Project would generate GHG emissions. The majority of energy consumption and associated generation of GHG emissions are anticipated to occur during the Project's operational (as opposed to during its construction) phase. 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 for GHG emissions generated by the Project would be from landscape maintenance equipment, which would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain Project landscaping.

Energy source GHG emissions are emitted from buildings as a result of activities for which electricity and natural gas are typically used as energy sources. Combustion of any type of fuel emits CO_2 and other GHG emissions directly into the atmosphere; these emissions are considered direct emissions associated with a building. GHGs are also emitted during the generation of electricity from fossil fuels; these emissions are considered to be indirect emissions. The Project would result in a net benefit with respect to GHG emissions, as it would help offset the overall GHG emissions on a cumulative basis, since -8.50 MTCO2e per year (a "negative" number), as shown in in Table 7-1, below is in actuality a surplus of energy generated by the Project.

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 and RV's by visitors and employees. Project mobile source emissions are dependent on overall daily vehicle trip generation.

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

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

Thresholds of significance illustrate the extent of an impact and are a basis from which to apply mitigation measures. On September 28, 2010, the SCAQMD recommended a bright-line, numeric threshold of 3,000 metric tons of carbon dioxide equivalent (CO_2e) as a threshold for all land uses. This threshold was developed as part of the SCAQMD GHG CEQA Significance Threshold Working Group. The GHG Significance Threshold Working Group was formed to assist SCAQMD's efforts to develop a GHG significance threshold consistent with the GHG reduction goals of AB 32, which as previously described is the legal mandate requiring that statewide GHG emissions be reduced to 1990 levels by 2020. The GHG Significance Threshold Working Group is comprised of a wide variety of stakeholders including the State Office of Planning and Research (OPR), CARB, the Attorney General's Office, a variety of city and county planning departments in the South Coast Air Basin, various utilities such as sanitation and power companies throughout the South Coast Air Basin, industry groups, and environmental and professional organizations. This threshold 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, *Total Project Greenhouse Gas Emissions (Annual) (Metric Tons per Year)***.

Per Table 7-1, the Project will result in approximately -8.50 MTCO2e per year; the proposed Project would not exceed the SCAQMD/City's screening threshold of 3,000 MTCO2e per year. This number is derived from the greenhouse gas emissions listed in Tbale 7-1, offset by the solar component of the Project which generates approximately 2,250,000 Kwh per year. Furthermore, the Project would result in a net benefit with respect to GHG emissions as it would help offset the overall GHG emissions on a cumulative basis, since this is a "negative" (surplus) number. Thus, Project-related emissions will have a less than significant direct or indirect impact on GHG and climate change, which are more than offset by electricity generated by the solar system, and no mitigation or further analysis is required.

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

Emission Source	Emissions (metric tons per year)			
	CO_2	CH_4	N_2O	Total CO_2E
Annual construction-related emissions amortized over 30 years	13.81	2.54E-03	--	13.87
Area	2.54E-03	1.00E-05	0.00	2.69E-03
Energy	-428.42	-2.00E-02	-4.90E-03	-430.46
Mobile Sources	265.78	8.57E-03	0	265.96
Waste	19.08	1.13	0.00	42.75
Water Usage	77.72	0.76	2.00E-02	99.38
Total CO_2E (All Sources)	**-8.50**			
SCAQMD Threshold	**3,000**			
Significant?	**NO**			

*Source: Urban Crossroads. See **Appendix 6** 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 was adopted to establish post-2020 GHG reduction goals; this legislation goes into effect January 1, 2017).

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

To meet emissions reduction targets, the CAP considers existing programs and policies in the subregion that achieve GHG emissions reductions in addition to new GHG reduction measures. Several measures apply to participating jurisdictions in western Riverside County uniformly because they respond to adoption of a state law (e.g., the Low Carbon Fuel Standard) or result from programs administered at the discretion of a utility serving multiple jurisdictions (e.g., utility rebates). For other discretionary measures, participating jurisdictions, including the City of Wildomar, have voluntarily committed to a participation level that could be implemented in their communities. For example, the City has agreed to increase the amount of bike lanes in the city by 10 percent compared with existing conditions (CAP Measure T-1), increase bicycle parking (CAP Measure T-2), increase fixed-route bus service by 5 percent compared with existing conditions (CAP Measure T-5), synchronize traffic signals (CAP Measure T-7), increase the jobs/housing ratio in the city by 5 percent (CAP Measure T-9), and provide residential green bins for the collection and transport of organic waste for compost (CAP Measure SW-1).

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

The reduction measures proposed in the CAP build on inventory results and key opportunities prioritized by city staff, other member agencies of WRCOG, and members of the public. The strategies in the CAP consist of measures that identify the steps needed to support reductions in GHG emissions. These reductions in GHG emissions will be achieved through a mix of voluntary

programs and new strategic standards. All standards presented in the CAP respond to the needs of development, avoiding unnecessary regulation, streamlining new development, and achieving more efficient use of resources.

The Project is consistent with the GHG inventory contained in the CAP. Both the existing and the Projected GHG inventory contained in the CAP were derived based on the land use designations and associated densities defined in the City's General Plan. The Project is consistent with the General Plan. Since it is a non-residential Project, the Project will not exceed the population densities assumed in the GHG inventory contained in the CAP. The Project will result in approximately -8.50 MTCO2e per year; the proposed Project would not exceed the SCAQMD/City's screening threshold of 3,000 MTCO2e per year. Furthermore, the Project would result in a net benefit with respect to GHG emissions as it would help offset the overall GHG emissions on a cumulative basis, since this is a "negative" (surplus) number.

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

STANDARD CONDITIONS AND REQUIREMENTS:

None required.

MITIGATION MEASURES:

None required.

8. Hazards and Hazardous Materials.

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

DISCUSSION:

A Phase I Environmental Site Assessment Update (ESA) was prepared for the Project site by RORE, Inc., in October 2016 (**Appendix 7**). The Phase I Environmental Site Assessment (ESA) report updated the results and conclusions of the previous site assessments of the subject property, *Final Phase I Environmental Site Assessment, Steele Parcel,* and *Sampling and Results for Steele Parcel*. This ESA is inclusive of the

information contained in these two (2) prior reports.

The Phase I ESA consists of historical property use research, a regulatory agency records search, and site reconnaissance to identify potential recognized environmental conditions on the Project site.

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

The Project proposes a recreational vehicle (RV) and boat storage facility for 173 RV's and boats with covered canopies/carports to accommodate 4,080 solar panels. Typically, this type of development is not expected to involve the routine transport, use, or disposal of hazardous materials in significant quantities. Generally, the exposure of persons to hazardous materials could occur through improper handling or use of hazardous materials or hazardous wastes during construction or operation of future developments, particularly by untrained personnel, an accident during transport, environmentally unsound disposal methods, or fire, explosion, or other emergencies.

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

While the risk of exposure to hazardous materials cannot be eliminated, adherence to existing regulations would ensure compliance with safety standards related to the use and storage of hazardous materials and with the safety procedures mandated by applicable federal, state, and local laws and regulations as they pertain to the specific hazardous materials, waste generating activities, and potential for accidental releases. Compliance with these regulations would ensure that risks resulting from the routine transportation, use, storage, or disposal of hazardous materials or hazardous wastes associated with implementation of the proposed Project would be less than significant. No additional mitigation is required.

c) **No Impact**. Ronald Reagan Elementary School is located approximately 0.76 miles to the northwest of the proposed Project site and Tovashal Elementary School is located approximately 1.33 miles to the east of the Project site. However, all requests for development or a change in occupancy will be circulated to the Lake Elsinore Unified School District (LEUSD) for review and comment. This would help to address any concerns related to proposed uses that could have the potential to release hazardous materials in proximity to a school. Additionally, the Project is a recreational vehicle (RV) and boat storage facility and mini storage development and is not anticipated to emit hazardous emissions or handle hazardous or acutely hazardous material within one-quarter mile of a school, since they are not located within one-quarter mile of a school. No impacts are anticipated. No mitigation is required.

d) **No Impact**. The Project site is not included on a list of hazardous materials sites compiled by the California Department of Toxic Substances Control (DTSC) or the State Water Resources Control Board (SWRCB) pursuant to Government Code Section 65962.5 as of February 2016 (DTSC 2016; SWRCB 2016). The site has not included historic land uses associated with the use of hazardous materials. RORE personnel previously performed a site Phase I ESA of the Project site on May 18, 2007. RORE then conducted a Phase II Investigation and report on August 23, 2007. In the Phase II report, RORE identified, investigated, and recommended the removal of a small area of petroleum contaminated soil. Following the Phase II investigation, after the previous owner removed the contaminated soil, RORE issued a final Phase I report on September 10, 2007. In connection with the contaminated soil, a "No Further Action Letter" was issued by the Riverside County Department of Environmental Health on November 26, 2007.

Based on the information gathered during the 2016 site inspection and for the ESA, there are no identified recognized environmental conditions at the Project site. No impacts are anticipated. No mitigation is required.

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 5.5 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. No mitigation is required.

f) **No Impact**. The Project site is located in the vicinity of Skylark Field, which is a private airstrip located at the south end of Lake Elsinore, approximately 4.5 miles northwest of the Project site. Skylark Field is used primarily by skydiving aircraft, which commonly drop parachutists into the nearby back-bay area south of the lake. The airport is also used for gliding and other recreational uses. As shown in Figure 2, *Skylark Airfield Area of Influence*, of the Wildomar General Plan, the proposed Project site is outside of the area of influence (City of Wildomar 2008). Therefore, there would be no impact. No mitigation is required.

g) **Less Than Significant Impact**. Access to the Project site is available via Jana Lane. The construction and operation of the proposed Project would not place any permanent physical barriers on either Jana Lane or Clinton Keith Road. Construction would take place within the Project site, as well as improvements to Clinton Keith Road and Jana Lane. Clinton Keith Road is designated as a Major Highway in the City's General Plan Circulation Element. It is a major east-west transportation corridor in the City, and it would be utilized as necessary during any emergency situations. No roadway closures are anticipated. To ensure compliance with zoning, building, and fire codes, the Project applicant is required to submit roadway improvement plans and associated traffic control plans for plan review prior to the issuance of a grading permit. Adherence to these requirements would ensure that the Project would not have a significant impact on emergency response and evacuation plans. A less than significant impact would occur as a result of the proposed Project.

h) **Less Than Significant Impact**. Government Code 51175-89 directs the California Department of Forestry and Fire Protection (Cal Fire) to identify areas of very high fire hazard severity zones within Local Responsibility Areas (LRA). Mapping of the areas, referred to as Very High Fire

Hazard Severity Zones (VHFHSZ), is based on data and models of potential fuels over a 30- to 50-year time horizon and their associated expected fire behavior and expected burn probabilities, which quantifies the likelihood and nature of vegetation fire exposure (including firebrands) to buildings. LRA VHFHSZ maps were initially developed in the mid-1990s and are now being updated based on improved science, mapping techniques, and data.

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

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

Considering the existing emergency plans and structural design requirements (ignition-resistant construction methods and materials), the Project site's location in a very high fire hazard severity zone will not result in any significant exposure of individuals or structures to the threat of wildfire.

STANDARD CONDITIONS AND REQUIREMENTS:

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

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

3. Compliance with California Building Code Chapter 7A requiring new buildings in VHFHSZs to use ignition-resistant construction methods and materials

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?				✓

DISCUSSION:

A preliminary *Project Specific Water Quality Management Plan* was prepared by JLC Engineering and Consulting, Inc. (October 19, 2016) (**Appendix 8a**). A *Preliminary Hydrology and Hydraulics Study for Conditional Use Permit, Wildomar RV & Boat Storage* was prepared by JLC Engineering and Consulting, Inc. (October 19, 2016) (**Appendix 8b**).

a, e, f) **Less Than Significant Impact.** Wildomar Municipal Code Section 13.12.050 requires development to comply with a Municipal Separate Storm Sewer System (MS4) Permit from the San Diego Regional Water Quality Control Board. Section F.1 of the MS4 permit specifies requirements for new developments, and Section F.1.D provides details on the requirements for standard stormwater mitigation plans (SSMPs, also known as WQMPs). The *WQMP* for this Project is provided in **Appendix 8a** to this IS/MND. The MS4 permit imposes pollution prevention requirements on planned developments, construction sites, commercial and industrial businesses, municipal facilities and activities, and residential activities. Even though Wildomar is split by two watersheds (Santa Ana and Santa Margarita) that affect some of the properties in the City, the entire City is governed by the MS4 permit for the Santa Margarita region. The Project site is not one of the properties split by the jurisdictional boundaries between the Santa Ana and Santa Margarita watersheds. The Project site drains entirely into the Santa Margarita watershed.

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

Construction

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

To minimize the potential for contamination of stormwater during construction, a stormwater pollution prevention plan (SWPPP) is required as part of the grading permit submittal package. The SWPPP will incorporate a series of specific measures (best management practices) 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's on-site drainage system directs on-site runoff through BMP facilities that improve water quality, and into a storm drain system. The onsite runoff will be collected and conveyed to two onsite pre-treatment bio-retention basins and routed to a subsurface infiltration basin. The offsite and onsite runoff will then ultimately be collected by two existing storm drain systems located along the westerly boundary of the Project site designated as Line "C" and Line "D", which were constructed as part of Plot Plan 16953 Improvement Plans. The incremental increase during 10-year storm events would not result in a substantial increase in stormwater flows beyond what the Project site currently conveys. (JLC Engineering and Consulting, Inc. 2016; **Appendix 8b**). As required by the San Diego Regional Water Quality Board, the Project must address increased flow rates that cover a range from 10% of the 2 Year flow rate and up to the 10-year flow rate. The analysis required by San Diego Regional Water Quality Board implements the use of the Santa Margarita Hydromodification Program which performs the required pre-project and post-project assessment and provides a pass or fail result. Based on the analysis performed for the Project, the preliminary analysis using the Santa Margarita Hydromodification Program indicates that the Project results pass, which ensures that the post-Project flow rates for the 10% of the 2 Year flow rate and up to the 10-year flow rate are less than or equal to the pre-Project flow rate.

The following results based on the of the Santa Margarita Hydromodification Program have been provided:

	Pre-Project	**Post-Project**
2 Yr	0.44	0
5 Yr	1.18	0
10 Yr	1.35	0
25 Yr	3.37	1.40

The results indicate that the Project decreases the flow rates that leave the project site. Moreover, storm events less than the 10-year storm event will have no discharge since the runoff will be collected and allowed to infiltrate.

JLC Engineering and Consulting, Inc. (2016) prepared a preliminary Water Quality Management Plan (*WQMP*) for the proposed Project (see **Appendix 8a**). 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**, ***Receiving Waters for Urban Runoff from Proposed Project – Santa Margarita River Watershed***, which also identifies the designated beneficial uses associated with each of the receiving waters.

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

Receiving Waters	EPA-Approved 303(d) List Impairments	Designated Beneficial Uses	Proximity to RARE Beneficial Use
Murrieta Creek MDP – Line G	N/A	N/A	NOT A RARE WATERBODY
Murrieta Creek (HSA 2.32)	Nutrients (Nitrogen, Phosphorus), Metals (Copper, Iron, Manganese), Pesticides (Chlorpyrifos, Toxicity)	MUN, AGR, IND, PROC, REC-1, REC-2, WARM, WILD	NOT A RARE WATERBODY
Santa Margarita River – Upper Portion (HSA 2.22, 2.21)	Nutrients (Phosphorus), Pesticides (Toxicity)	MUN, AGR, IND, REC-1, REC-2, WARM, COLD, WILD, RARE	RARE WATERBODY 9.13 MILES
Santa Margarita River – Lower Portion (HSA 2.13, 2.12, 2.11)	Bacteria & Viruses (Enterococcus, Fecal Coliform), Nutrients (Phosphorus, Nitrogen)	MUN, AGR, IND, PROC, REC-1, REC-2, WARM, COLD, WILD, RARE	RARE WATERBODY 19.16 MILES
Santa Margarita Lagoon	Nutrients (Eutrophic)	REC-1, REC-2, EST, WILD, RARE, MAR, MIGR, SPWN	RARE WATERBODY 28.61 MILES
Pacific Ocean	None	IND, NAV, REC-1, REC-2, COMM, BIOL, WILD, RARE, MAR, AQUA, MIGR, SPWN, SHELL	RARE WATERBODY 28.61 MILES

Source: JLC Engineering and Consulting, Inc.

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

- Municipal and Domestic Supply (MUN) – Includes uses of water for community, military, or individual water supply systems including, but not limited to, drinking water supply.
- Agricultural Supply (AGR) – Includes uses of water for farming, horticulture, or ranching including, but not limited to, irrigation, stock watering, or support of vegetation for range grazing.
- Industrial Service Supply (IND) – Includes uses of water for industrial activities that do not depend primarily on water quality including, but not limited to, mining, cooling water supply, hydraulic conveyance, gravel washing, fire protection, or oil well repressurization.

- Navigation (NAV) - Shipping, travel, or other transportation by private, military, or commercial vessels.
- Industrial Process Supply (PROC) – Includes uses of water for industrial activities that depend primarily on water quality.
- Preservation of Biological Habitats of Special Significance (BIOL) – Includes uses of water that support designated areas or habitats, such as established refuges, parks, sanctuaries, ecological reserves, or Areas of Special Biological Significance, where the preservation or enhancement of natural resources requires special protection.
- Water Contact Recreation (REC-1) – Uses of water for recreational activities involving body contact with water, where ingestion of water is reasonably possible. These uses include, but are not limited to, swimming, wading, water-skiing, skin and scuba diving, surfing, whitewater activities, fishing, or use of natural hot springs.
- Non-Contact Water Recreation (REC-2) – Uses of water for recreational activities involving proximity to water, but not normally involving body contact with water, where ingestion of water is reasonably possible. These uses include, but are not limited to, picnicking, sunbathing, hiking, beachcombing, camping, boating, tide pool and marine life study, hunting, sightseeing, or aesthetic enjoyment in conjunction with the above activities.
- Commercial and Sport Fishing (COMM) – Commercial or recreational collection of fish, shellfish, or other organisms including, but not limited to, uses involving organisms intended for human consumption or bait purposes.
- Marine Habitat (MAR) – Marine ecosystems including, but not limited to, preservation or enhancement of marine habitats, vegetation such as kelp, fish, shellfish, or wildlife (e.g. marine mammals, shorebirds).
- Aquaculture (AQUA) – Aquaculture or mariculture operations including, but not limited to, propagation, cultivation, maintenance, or harvesting of aquatic plants and animals for human consumption or bait purposes.
- Migration of Aquatic Organisms (MIGR) – Habitats necessary for migration, acclimatization between fresh and salt water, or other temporary activities by aquatic organisms, such as anadromous fish.
- Spawning, Reproduction, and/ or Early Development (SPWN) – High quality habitats suitable for reproduction and early development of fish. This use is applicable only for the protection of anadromous fish.
- Shellfish Harvesting (SHELL) - Habitats suitable for the collection of filter-feeding shellfish (e.g. clams, oysters, and mussels) for human consumption, commercial, or sport purposes.
- Estuarine Habitat (EST) – Estuarine ecosystems including, but not limited to, preservation or enhancement of esturarine habitats, vegetation, fish, shellfish, or wildlife (e.g., estuarine mammals, waterfowl, shorebirds)

- Warm Freshwater Habitat (WARM) – Includes uses of water that support warm water ecosystems including, but not limited to, preservation or enhancement of aquatic habitats, vegetation, fish or wildlife, including invertebrates.
- Cold Freshwater Habitat (COLD) – Includes uses of water that support cold water ecosystems including, but not limited to, preservation or enhancement of aquatic habitats, vegetation, fish or wildlife, including invertebrates.
- Wildlife Habitat (WILD) – Uses of water that support terrestrial ecosystems including, but not limited to, preservation and enhancement of terrestrial habitats, vegetation, wildlife (e.g., mammals, birds, reptiles, amphibians, invertebrates), or wildlife water and food sources.
- Rare, Threatened, or Endangered Species (RARE) – Includes uses of water that support habitats necessary, at least in part, for the survival and successful maintenance of plant or animal species established under state or federal law as rare, threatened or endangered.

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

- Bioretention Basin(s) and subsurface infiltrations system – The Project site will utilize two bioretention planters and a subsurface system to treat the required water quality volume and address hydromodifications. The bioretention planters have been provided as a method of pre-treatment, and the subsurface system utilizes infiltration. It should be noted that the northerly portion of the Project site that is tributary to the north bioretention basin will only divert flows up to the 10-year, 24-hour storm duration to the subsurface system. Flows in excess of this flow rate (associated with peak storm events) will be conveyed out a separate inlet that will discharge flows into an existing storm drain system at the northerly Project boundary.

The RV wash area will only be a rinse area. Soaps, detergents and chemicals will not be allowed in the rinse area. Runoff from the rinse area will be allowed to be drained into the bio-retention basin for pre-treatment. After the runoff is pre-treated, the flows will be allowed runoff to go into subsurface infiltration basin.

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

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

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

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

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

EVMWD adopted a Water Shortage Contingency Plan on February 5, 1992. EVMWD's Water Shortage Contingency Plan was prepared to comply with Assembly Bill 11x (1991). The bill modified Section 10632 of the California Water Code and required every urban water supplier to file a plan, because of the worsening 1986–1992 drought. The key elements of the EVMWD's Water Shortage Contingency Plan are ordinances with phased water use restrictions and a drought rate structure. EVMWD has two water shortage ordinances: Nos. 78 and 81. The drought plan stages and reduction goals (applied to the base years specified in the ordinances) are presented in **Table 9-2, *Water Supply Shortage Stages and Conditions for EVMWD***. Determination of a Stage I, II, III, IV or V condition is at the discretion of EVMWD's General Manager in consultation with the Board of Directors. EVMWD does not have a Stage V reduction for its retail customers. For its wholesale customers, a Stage V reduction would result in a mandatory reduction of 20 percent. A mandatory reduction of 50 percent would occur under Stage V for retail agricultural customers with interruptible deliveries. However, EVMWD does not serve any customer with interruptible deliveries. The trigger levels (to move from one stage to the next) depend on the local water situation and actions taken by Metropolitan. Metropolitan's actions represent the principal trigger(s) for EVMWD's action, because cutbacks in the imported water supply to EVMWD will require action to mitigate those impacts. Currently, EVMWD is recognizing a Stage 3a Drought Alert for all customers. During this stage, the following actions are prohibited:

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

Fines for Stage 3a noncompliance include written notices for the first two violations and then monetary fines for the third through fifth violations. The sixth violation may result in a flow restrictor being installed. In addition, EVMWD has also implemented a drought surcharge to residential users. Surcharges are based on indoor/outdoor or inefficient/excessive uses. As with non-drought rates, the surcharges are the highest for inefficient and excessive uses.

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

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

Source: EVMWD UWMP 2010

Further, the Project applicant is required to obtain a will-serve letter from the EVMWD. The will-serve letter will confirm whether the EVMWD's current water supply exceeds the maximum daily demand projected in the next five years and is sufficient to serve the proposed Project. The will-serve letter from EVMWD is located in **Appendix 11**. 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, bioretention, infiltration and catch basins. The proposed drainage of the site would not channel runoff on exposed soils, would not direct flows over unvegetated soils, and would not otherwise increase the erosion or siltation potential of the site or any downstream areas. As discussed above, the proposed Project is subject to NPDES requirements, including the countywide MS4 permit and compliance with the WQMP. Additionally, the Project applicant

is required to submit a SWPPP to reduce erosion and sedimentation of downstream watercourses during Project construction. Further, the applicant would be required to prepare and submit a detailed erosion control plan for City approval prior to obtaining a grading permit. Implementation of this plan is expected to address any erosion issues associated with proposed grading and site preparation. Although future development would create new impervious surface on the property, development associated with the proposed Project would result in opportunities for landscaped areas to be utilized for stormwater retention.

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

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

g, h) **No Impact.** The Project site is designated by the Federal Emergency Management Agency (FEMA) as Zone X, indicating minimal risk of flooding. Therefore, the Project would not place housing or other structures within a 100-year flood hazard area and would not impede or redirect flood flows. No impact would occur.

i) **No Impact.** The County of Riverside identifies dam inundation hazard areas throughout the County. A review of records maintained at the California Office of Emergency Services provided potential failure inundation maps for 23 dams affecting Riverside County; these maps were compiled into geographic information system (GIS) digital coverage of potential dam inundation zones. The County's dam inundation zones are identified in Figure S-10, *Dam Failure Inundation Zones*, 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 would occur.

j) **No Impact**. The Project site is located approximately 30 miles from the nearest coastline; therefore, the negligible risk associated with tsunamis is not a design consideration. In addition, the site not located adjacent to a body of water; therefore, seiches are not a design consideration for the site. Based on this information, implementation of the proposed Project would not be subject to geologic hazards, such as tsunami, or seiche. There are no volcanic hazards in proximity of the Project site. Any mudflows associated with a tsunami, seiche, or volcanic hazards are not applicable to the Project. No impacts would occur.

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 8a**).

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 is consistent with the existing and proposed General Plan land use designations, zoning and developed uses. The area surrounding the Project is either currently developed with commercial and manufacturing uses, or is planned for these types of uses. The City of Wildomar General Plan land use designation for the Project site is Business Park (BP), which allows development of industrial, business park, and some commercial uses. Zoning for the Project is Manufacturing Service Commercial (M-SC). The General Plan land use designations of the properties surrounding and immediately adjacent to the Project site are BP and Medium Density Residential (MDR) to the north (MDR area is located north of Clinton Keith Road); BP to the east and to the west; and Medium High Density Residential (MHDR) and High Density Residential (HDR) to the south (**Figure 5, *Existing and Proposed Land Uses***). The proposed Project is compatible with the current land use designation. Based on this information, Project would not disrupt or divide the physical arrangement of an established community. No impacts would occur.

b) **Less Than Significant Impact.** The area surrounding the Project is either currently developed with commercial and manufacturing uses, or is planned for these types of uses. The City of Wildomar General Plan land use designation for the Project site is Business Park (BP), which allows development of industrial, business park, and some commercial uses. Zoning for the Project is Manufacturing Service Commercial (M-SC). The General Plan land use designations of the properties surrounding and immediately adjacent to the Project site are BP and Medium Density Residential (MDR) to the north (MDR area is located north of Clinton Keith Road); BP to the east and to the west; and Medium High Density Residential (MHDR) and High Density Residential (HDR) to the south (**Figure 6, *Existing and Proposed Land Uses***). The Project site is not located within a specific plan area; therefore, this is not applicable.

A variance is required for the setback of the proposed office building, located adjacent to the northerly Project property line, as the adjacent northerly parcel has a current zoning designation of rural residential. However, the General Plan indicates that the parcel is designated as Business Park and the current zoning would be changed, for consistency purposes by a future development. This will be rectified in the long-run, because when the property to the north is developed with an BP use, there will be no issue pertaining to the setback.

Additionally, as discussed in subsection 4, Biological Resources, the Project would be required to comply with the provisions contained in the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). Compliance with the MSHCP would result in the Project having no impact related to this issue.

Impacts would be less than significant.

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

STANDARD CONDITIONS AND REQUIREMENTS:

1. Section 3.42.090 of the Wildomar Municipal Code requires the Project applicant to pay MSHCP fees at the time of issuance of a building permit.

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

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

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

MITIGATION MEASURES:

None required.

11. Mineral Resources.

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

DISCUSSION:

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

b) **No Impact.** There are no known locally important mineral resource recovery sites identified on the Project site in the Wildomar Mineral Resources Section of the Multipurpose Open Space Element of the General Plan. The Project is not located within a specific plan or any other land use plan with a M-R designation. Therefore, implementation of the Project will not 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. No impacts would occur.

STANDARD CONDITIONS AND REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

12. Noise.

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

DISCUSSION:

A Noise Impact Analysis was prepared by Urban Crossroads (2016) (see **Appendix 9**). The analysis was prepared to evaluate the noise exposure and the necessary noise mitigation measures for the proposed Project. The Project site is currently bounded by properties (i) to the east and north, which are vacant and currently zoned R-R but designated for business use under the General Plan, (ii) to the south, which is currently zoned R-R but designated for multiple family use under the General Plan, and (iii) to the west which is owned by Sovran Self Storage (dba Life Storage) and used for RV, boat, and self-storage units.

Construction noise represents a short-term increase on the ambient noise levels. Construction-related noise impacts are expected to create temporary and intermittent high-level noise conditions at receivers surrounding the Project site.

The on-site Project-related operational noise sources are expected to include: ground mounted air conditioning unit, RV engine idling, air brakes, pressure washers, and a solar equipment transformer.

To assess the potential for long-term operational and short-term construction noise impacts, the following six receiver locations as shown on **Figure 12-1, *Receiver Locations***, were identified as representative locations for focused analysis. Sensitive receivers are generally defined as locations where people reside or where the presence of unwanted sound could otherwise adversely affect the use of the land. Noise-sensitive land uses are generally considered to include: schools, hospitals, single-family dwellings, mobile home parks, churches, libraries, and recreation areas. Moderately noise-sensitive land uses typically include: multi-family dwellings, hotels, motels, dormitories, out-patient clinics, cemeteries, golf courses, country clubs, athletic/tennis clubs, and equestrian clubs. Land uses that are considered relatively insensitive to noise include business, commercial, and professional developments. Land uses that are typically not affected by noise include: industrial, manufacturing, utilities, agriculture, natural open space, undeveloped land, parking lots, warehousing, liquid and solid waste facilities, salvage yards, and transit terminals.

Sensitive receivers in the vicinity of the Project site include the existing single-family residential homes located at receiver locations R1 to R6. The closest sensitive receiver is represented by location R2 at a distance of approximately 177 feet northeast of the Project site boundary. Other sensitive land uses in the Project study area that are located at greater distances than those identified in this noise study will experience lower noise levels due to the additional attenuation from distance and the shielding of intervening structures.

- R1: Located approximately 774 feet north of the Project site, R1 represents the existing residential homes on Benetta Court. A 24-hour noise level measurement was taken near this location, L1, to describe the existing ambient noise environment.
- R2: Location R2 represents existing residential home located approximately 177 feet northeast of the Project site across Jana Lane. A 24-hour noise level measurement was taken near this location, L5, to describe the existing ambient noise environment.
- R3: Location R3 represents the existing single-family residential homes located roughly 732 feet east of the Project site on Horseshoe Court. A 24-hour noise level measurement was taken near this location, L3, to describe the existing ambient noise environment.
- R4: Location R4 represents the existing single-family residential homes located approximately 1,193 feet east of the Project site. A 24-hour noise level measurement was taken near this location, L6, to describe the existing ambient noise environment.
- R5: Location R5 represents the single-family residential homes southeast of the Project site at a distance of roughly 228 feet. A 24-hour noise level measurement was taken near this location, L7, to describe the existing ambient noise environment.
- R6: Location R6 represents the existing single-family residential homes located approximately 291 feet southwest of the Project site.

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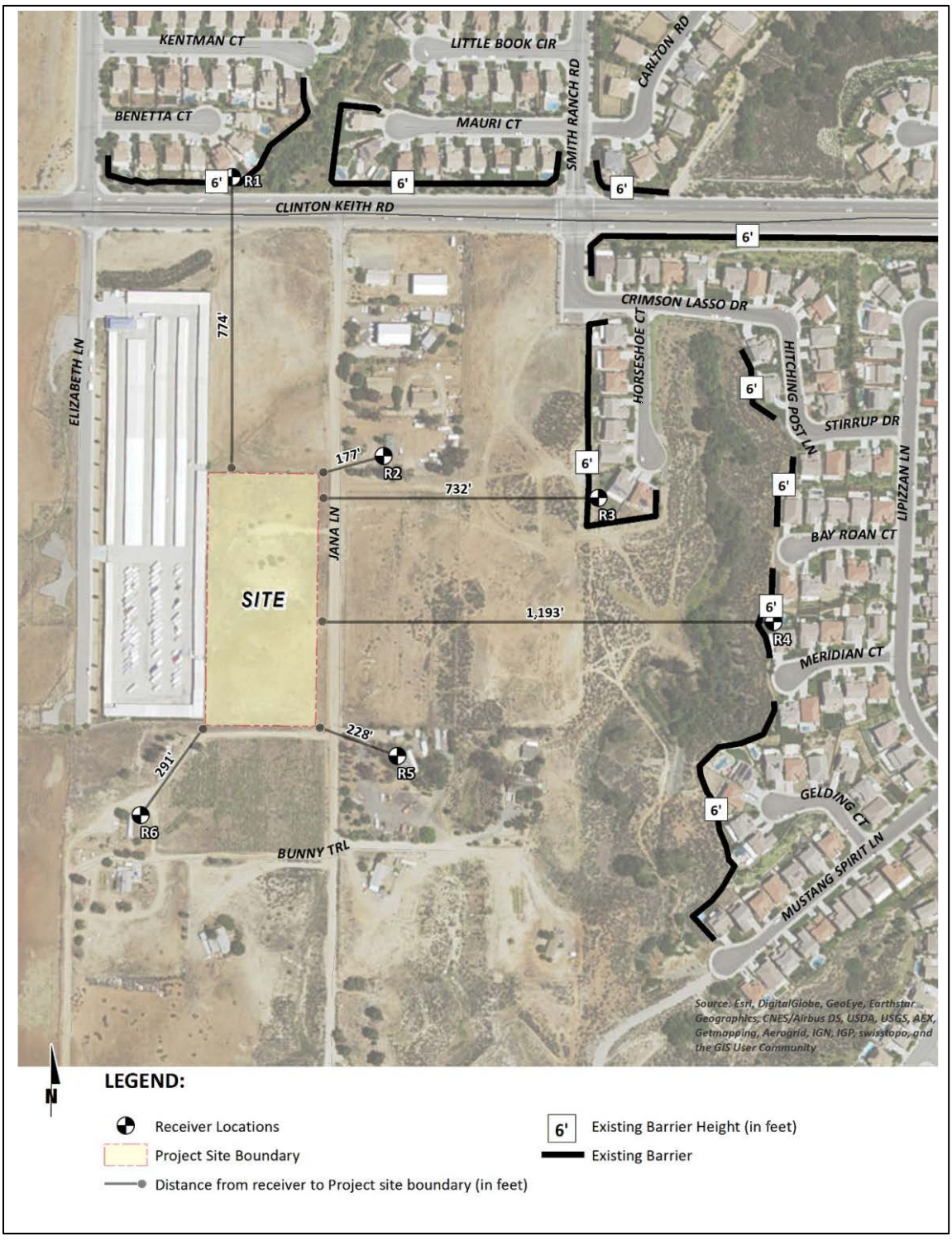
Figure 12-1
Receiver Locations



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a, c, d) **Less Than Significant Impact.** The City of Wildomar was incorporated as a City in October of 2008. Through the incorporation process, the City adopted the Riverside County General Plan Noise Element to control and abate environmental noise, and to protect the citizens of the City of Wildomar from excessive exposure to noise. The Noise Element specifies the maximum allowable exterior noise levels for new developments impacted by transportation noise sources such as arterial roads, freeways, airports and railroads. In addition, the Noise Element identifies several polices to minimize the impacts of excessive noise levels throughout the community, and establishes noise level requirements for all land uses. To protect City of Wildomar residents from excessive noise, the Noise Element contains the following seven policies:

N 1.1 Protect noise-sensitive land uses from high levels of noise by restricting noise-producing land uses from these areas. If the noise-producing land use cannot be relocated, then noise buffers such as setbacks, landscaping, or block walls shall be used.

N 1.3 Consider residential use as noise-sensitive and discourage this use in areas in excess of 65 CNEL.

N 1.5 Prevent and mitigate the adverse impacts of excessive noise exposure on the residents, employees, visitors, and noise-sensitive uses of Riverside County.

N 1.7 Require proposed land uses, affected by unacceptable high noise levels, to have an acoustical specialist prepare a study of the noise problems and recommend structural and site design features that will adequately mitigate the noise problem.

N 12.1 Minimize the impacts of construction noise on adjacent uses within acceptable standards.

N 12.2 Ensure that construction activities are regulated to establish hours of operation in order to prevent and/or mitigate the generation of excessive or adverse impacts on surrounding areas.

N 12.3 Condition subdivision approval adjacent to developed/occupied noise-sensitive land uses (see policy N1.3) by requiring the developer to submit a construction-related noise mitigation plan to the City for review and approval prior to issuance of a grading permit. The plan must depict the location of construction equipment and how the noise from this equipment will be mitigated during construction of this project, through the use of such methods as:

i. Temporary noise attenuation fences;

ii. Preferential location and equipment; and

iii. Use of current noise suppression technology and equipment

To control noise impacts associated with the construction of the proposed Project, the City has established limits to the hours of operation. Section 9.48.020 of the City's Noise Ordinance indicates that noise sources associated with private construction projects located within one-quarter of a mile from an inhabited dwelling, are permitted between the hours of 6:00 a.m. and

6:00 p.m. during the months of June through September, and between the hours of 7:00 a.m. and 6:00 p.m. during the months of October through May. The City of Wildomar has not identified or adopted any specific construction noise standards to assess the direct Project construction noise level impacts.

The City of Wildomar Noise Ordinance included in the Municipal Code (Chapter 9.48) establishes the maximum permissible noise level that may intrude into a neighbor's property. The Noise Ordinance (Section 9.48.040) establishes the exterior noise level criteria for residential properties affected by stationary noise sources. For residential properties, the exterior noise level shall not exceed 55 dBA during daytime hours (7:00 a.m. to 10:00 p.m.) and shall not exceed 45 dBA during the nighttime hours (10:00 p.m. to 7:00 a.m.). However, it is important to recognize that the City of Wildomar Municipal Code noise level standards incorrectly identify maximum noise level (Lmax) standards that should instead reflect the average (Leq) noise levels. This inaccuracy was originally adopted in the Municipal Code by the County of Riverside and subsequently adopted by the City of Wildomar at the time of incorporation. Based on discussions with the County of Riverside Office of Industrial Hygiene, the Municipal Code stationary source noise level standards should reflect the average Leq noise levels. Therefore, exterior noise levels for residential land uses located in the City of Wildomar near the Project site, may not exceed 55 dBA Leq during the daytime hours (7:00 a.m. to 10:00 p.m.), and may not exceed 45 dBA Leq during the nighttime hours (10:00 p.m. to 7:00 a.m.).

Table 12-1, *Significance of Noise Level Increases*, below provides a summary of the potential noise impact significance criteria, based on guidance from the Federal Interagency Committee on Noise (FICON).

TABLE 12-1
Significance of Noise Level Increases

Without Project Noise Level	Potential Significant Impact
< 60 dBA	5 dBA or more
60 - 65 dBA	3 dBA or more
> 65 dBA	1.5 dBA or more

Source: Federal Interagency Committee on Noise (FICON), 1992.

The following analysis will focus on construction and operational noise impacts from the Project.

Construction Noise

Noise generated by the Project construction equipment will include a combination of trucks, power tools, concrete mixers and portable generators that when combined can reach high levels. The number and mix of construction equipment is expected to occur in the following stages:

- Site Preparation
- Grading

- Building Construction
- Paving
- Architectural Coating

The highest construction noise levels will occur when construction activities take place at the closest point from the center of Project construction activity to each of the nearby receiver locations, as well as during the construction of the off-site improvments to Jana Lane and Clinton Keith Road.

On-Site Construction Noise

As shown on **Table 12-2, *Unmitigated On-Site Construction Equipment Noise Level Summary (DBA LEQ)***, the unmitigated on-site construction noise levels are expected to range from 46.1 to 65.9 dBA Leq at the receiver locations in the City of Wildomar. To evaluate whether the Project will generate a substantial periodic increase in short-term noise levels at off-site sensitive receiver locations, a construction-related noise level threshold is adopted from the *Criteria for Recommended Standard: Occupational Noise Exposure* prepared by the NIOSH. For the purposes of this analysis, the NIOSH construction noise level threshold of 85 dBA Leq is used as an acceptable threshold for construction noise at the nearby sensitive receiver locations. Since this construction-related noise level threshold represents the energy average of the noise source over a given time period, they are expressed as Leq noise levels. Therefore, the noise level threshold of 85 dBA Leq over a period of eight hours or more is used to evaluate the potential Project-related construction noise level impacts at the nearby sensitive receiver locations.

Table 12-2
Unmitigated On-Site Construction Equipment Noise Level Summary (DBA LEQ)

Receiver Location[1]	Construction Phase Hourly Noise Level (dBA Leq)					
	Site Preparation	Grading	Building Construction	Paving	Architectural Coating	Peak Activity[2]
R1	49.9	49.9	38.5	42.0	37.8	49.9
R2	65.9	65.9	54.5	58.0	53.8	65.9
R3	50.1	50.1	38.7	42.1	38.0	50.1
R4	46.1	46.1	34.7	38.2	34.0	46.1
R5	64.1	64.1	52.7	56.1	52.0	64.1
R6	62.5	62.5	51.1	54.5	50.4	62.5

[1] Noise receiver locations are shown on Figure 12-1.

[2] Estimated construction noise levels during peak operating conditions.

Table 12-3, *Unmitigated On-Site Construction Equipment Noise Level Threshold Summary (DBA LEQ)*, shows the peak construction noise levels at the potentially impacted receiver locations are expected to approach 65.9 dBA Leq which will satisfy the 85 dBA Leq significance threshold during temporary Project construction activities. The noise impact due to Project construction

noise levels is, therefore, considered a less than significant impact at all nearby sensitive receiver locations.

Table 12-3
Unmitigated On-Site Construction Equipment Noise Level Threshold Summary (DBA LEQ)

Receiver Location[1]	Construction Noise Levels (dBA Leq)		
	Peak Activity[2]	Threshold[3]	Threshold Exceeded?[4]
R1	49.9	85	No
R2	65.9	85	No
R3	50.1	85	No
R4	46.1	85	No
R5	64.1	85	No
R6	62.5	85	No

[1] Noise receiver locations are shown on Figure 12-1.
[2] Estimated construction noise levels during peak operating conditions, as shown on Table 12-2.
[3] Construction noise level threshold as shown on Table 4-2 of the *Noise Impact Analysis*.
[4] Do the estimated Project construction noise levels exceed the construction noise level thresholds?

On-Site construction noise is temporary, intermittent and of short duration, and will not present any long-term impacts with complance with Section 9.48.020 (Noise Ordinance) of the City's Municipal Code.

Off-Site Construction Noise

As stated in the Project Description, off-site street Improvements, as shown on **Figure 3, *Site Plan*** (the section of Jana Lane from the southern Project boundary) will taper using a 60' pavement transition. The pavement transition is utilized in the design of a roadway in order to construct a road from full improvements along the Project frontage to a partial improvement that is beyond the limits of the Project boundary. These partial improvements are required in order to provide the Project access that meets City Standards and to address potential erosion concerns noted by the City of Wildomar. This transition will be from 46' of pavement to 18' of pavement. Proceeding northerly along Jana Lane, off-site, the section of Jana Lane will taper using a 50' pavement transition. This transition will be from 46' of pavement to 32' of pavement. The 32' of pavement will proceed to the intersection of Clinton Keith Road and Jana Lane. Additional improvements to Clinton Keith Road range from 1'-10', north and south of the intersection. This includes the removal and relocation of an AC dike/berm that exists along the existing edge of pavement. A sidewalk will be installed along the easterly project property line pursuant to the requirements of the City of Wildomar.

The proposed Project would receive potable water from the Elsinore Valley Municipal Water

District (EVMWD). An existing 16" water line is located in Clinton Keith Road, and the Project will tie into this water line at the intersection of Clinton Keith Road and Jana Lane. The project will be required to construct an 8" waterline from Clinton Keith Road and Jana Lane to the southerly limits of the project boundary.

Equipment anticipated for these construction activities potentially include trucks, dozers, water trucks, scrapers and pavers. As shown in Table 12-4, *Construction Reference Noise Levels*, (Table 8-1 of the Noise Analysis), the referenced Noise Levels @ 50 feet (dBA Leq) range from 59.2 to 79.6.

Table 12-4
Construction Reference Noise Levels

ID	Noise Source	Reference Distance From Source (Feet)	Reference Noise Levels @ Reference Distance (dBA Leq)	Reference Noise Levels @ 50 Feet (dBA Leq)[6]
1	Truck Pass-Bys & Dozer Activity[1]	30'	63.6	59.2
2	Dozer Activity[1]	30'	68.6	64.2
3	Construction Vehicle Maintenance Activities[2]	30'	71.9	67.5
4	Foundation Trenching[2]	30'	72.6	68.2
5	Rough Grading Activities[2]	30'	77.9	73.5
6	Residential Framing[3]	30'	66.7	62.3
7	Water Truck Pass-By & Backup Alarm[4]	30'	76.3	71.9
8	Dozer Pass-By[4]	30'	84.0	79.6
9	Two Scrapers & Water Truck Pass-By[4]	30'	83.4	79.0
10	Two Scrapers Pass-By[4]	30'	83.7	79.3
11	Scraper, Water Truck, & Dozer Activity[4]	30'	79.7	75.3
12	Concrete Mixer Truck Movements[5]	50'	71.2	71.2
13	Concrete Paver Activities[5]	30'	70.0	65.6
14	Concrete Mixer Pour & Paving Activities[5]	30'	70.3	65.9
15	Concrete Mixer Backup Alarms & Air Brakes[5]	50'	71.6	71.6
16	Concrete Mixer Pour Activities[5]	50'	67.7	67.7

[1] As measured by Urban Crossroads, Inc. on 10/14/15 at a business park construction site located at the northwest corner of Barranca Parkway and Alton Parkway in the City of Irvine.
[2] As measured by Urban Crossroads, Inc. on 10/20/15 at a construction site located in Rancho Mission Viejo.
[3] As measured by Urban Crossroads, Inc. on 10/20/15 at a residential construction site located in Rancho Mission Viejo.
[4] As measured by Urban Crossroads, Inc. on 10/30/15 during grading operations within an industrial construction site located in the City of Ontario.
[5] Reference noise level measurements were collected from a nighttime concrete pour at an industrial construction site, located at 27334 San Bernardino Avenue in the City of Redlands, between 1:00 a.m. to 2:00 a.m. on 7/1/15.
[6] Reference noise levels are calculated at 50 feet using a drop off rate of 6 dBA per doubling of distance (point source).

The closest residences to the off-site construction activities have been measured at 267 feet to the southern off-site improvements and 179 feet to the northern off-site improvements.

The peak construction noise levels (from a dozer pass-by) at the potentially impacted receiver locations are expected to approach 79.3 dBA Leq for the southern and northern residences at 50 feet of distance. This will satisfy the 85 dBA Leq significance threshold during temporary Project construction activities. No impacts are anticipated. Any noise generated from construction will be further reduced with compliance to Section 9.48.020 (Noise Ordinance) of the City's Municipal Code.. No mitigation is required.

Operational Noise

The on-site Project-related operational noise sources are expected to include: ground mounted air conditioning unit, RV engine idling, air brakes, pressure washer, and a solar equipment transformer.

Operational Noise Levels

Based upon the reference noise levels, it is possible to estimate the Project operational stationary-source noise levels at each of the sensitive receiver locations. The operational noise level calculations shown on **Table 12-5, *Project Operational Noise Levels (DBA LEQ)***, account for the distance attenuation provided due to geometric spreading, when sound from a localized stationary source (i.e., a point source) propagates uniformly outward in a spherical pattern. Hard site conditions are used in the operational noise analysis which result in noise levels that attenuate (or decrease) at a rate of 6 dBA for each doubling of distance from a point source. The basic noise attenuation equation shown below is used to calculate the distance attenuation based on a reference noise level (SPL_1):

$$SPL_2 = SPL_1 - 20\log(D_2/D_1)$$

Where SPL_2 is the resulting noise level after attenuation, SPL_1 is the source noise level, D_2 is the distance to the reference sound pressure level (SPL_1), and D_1 is the distance to the receiver location. **Table 12-5** indicates that the hourly noise levels associated with the roof-top air conditioning units, RV engine idling, air brakes, pressure washer, and a solar equipment transformer are expected to range from 32.2 to 49.9 dBA Leq during the daytime hours, and from 25.0 to 45.0 dBA Leq during the nighttime hours at the sensitive off-site receiver locations.

Table 12-5
Project Operational Noise Levels (DBA LEQ)

Receiver Location[1]	Noise Sources[2]	Operational Noise Levels (dBA Leq)[3]	
		Daytime	Nighttime
R1	Roof-Top Air Conditioning Units	25.8	24.4
	RV Idle/Air Brake Activity	29.9	26.9
	Pressure Washer	35.6	-[4]
	Transformer	8.6	8.6
	Combined Noise Level:	37.0	28.9
R2	Roof-Top Air Conditioning Units	42.1	40.7
	RV Idle/Air Brake Activity	45.9	42.9
	Pressure Washer	46.4	-[4]
	Transformer	14.5	14.5
	Combined Noise Level:	49.9	45.0
R3	Roof-Top Air Conditioning Units	26.1	24.7
	RV Idle/Air Brake Activity	30.1	27.1
	Pressure Washer	33.9	-[4]
	Transformer	11.6	11.6
	Combined Noise Level:	35.9	29.2
R4	Roof-Top Air Conditioning Units	21.6	20.2
	RV Idle/Air Brake Activity	26.1	23.1
	Pressure Washer	30.4	-[4]
	Transformer	9.3	9.3
	Combined Noise Level:	32.2	25.0
R5	Roof-Top Air Conditioning Units	31.6	30.2
	RV Idle/Air Brake Activity	44.0	41.0
	Pressure Washer	40.9	-[4]
	Transformer	21.5	21.5
	Combined Noise Level:	45.9	41.4
R6	Roof-Top Air Conditioning Units	29.5	28.1
	RV Idle/Air Brake Activity	42.3	39.3
	Pressure Washer	40.6	-[4]
	Transformer	18.2	18.2
	Combined Noise Level:	44.7	39.6

[1] See Figure 12-1 for the receiver and noise source locations.
[2] Reference noise sources as shown on Table 12-1.
[3] Stationary source noise level calculations are provided in Appendix 7.1 of the *Noise Impact Analysis*.
[4] Pressure washers and washing activities are not expected during the nighttime hours of 10:00 p.m. to 7:00 a.m. "Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

To demonstrate compliance with local noise regulations, the Project-only operational noise levels are evaluated against the City of Wildomar exterior noise level standards. **Table 12-6, *Operational Noise Level Compliance***, shows the operational noise levels associated with the

Project will satisfy the 55 dBA Leq daytime and 45 dBA Leq nighttime noise level standards at the nearby sensitive residential receivers in the City of Wildomar. Therefore, since the Project will satisfy the noise level standards of the City of Wildomar, the Project-related operational noise level impact will be less than significant.

Table 12-6
Operational Noise Level Compliance

Receiver Location[1]	Noise Level at Receiver Locations (dBA Leq)[2]		Noise Level Standards (dBA Leq)[3]		Threshold Exceeded?[4]	
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime
R1	37.0	28.9	55	45	No	No
R2	49.9	45.0	55	45	No	No
R3	35.9	29.2	55	45	No	No
R4	32.2	25.0	55	45	No	No
R5	45.9	41.4	55	45	No	No
R6	44.7	39.6	55	45	No	No

[1] See Figure 12-1 for the noise receiver and noise source locations.
[2] Project operational noise levels as shown on Table 12-5.
[3] City of Wildomar Municipal Code noise standards.
[4] Do the estimated Project stationary source noise levels exceed the noise standards on the affected land uses? "Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

Project Operational Noise Level Contributions

To describe the Project operational noise level contributions, the Project operational noise levels were combined with the existing ambient noise levels measurements for the off-site receiver locations potentially impacted by Project operational noise sources. Since the units used to measure noise, decibels (dB), are logarithmic units, the Project-operational and existing ambient noise levels cannot be combined using standard arithmetic equations. Instead, they must be logarithmically added using the following base equation:

$$SPLTotal = 10\log10[10^{SPL1/10} + 10^{SPL2/10} + \ldots 10^{SPLn/10}]$$

Where "SPL1," "SPL2," etc. are equal to the sound pressure levels being combined, or in this case, the Project-operational and existing ambient noise levels. The difference between the combined Project and ambient noise levels describe the Project noise level contributions. Noise levels that would be experienced at receiver locations when Project-source noise is added to the ambient daytime and nighttime conditions are presented on **Table 12-7, *Daytime Operational Noise Level Contributions (DBA LEQ)***, and **Table 12-8, *Nighttime Operational Noise Level Contributions (DBA LEQ)***, respectively.

As indicated on **Tables 12-7** and **12-8**, the Project will contribute an operational noise level

increase of 1.2 dBA Leq during the daytime hours and 1.4 dBA Leq during the nighttime hours. Since the Project-related operational noise level contributions of up to 1.4 dBA Leq will not satisfy the significance criteria, the increases at the sensitive receiver locations will be less than significant. On this basis, Project operational stationary-source noise would not result in a substantial temporary/periodic, or permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project, and impacts in these regards will be less than significant.

Table 12-7
Daytime Operational Noise Level Contributions (DBA LEQ)

Receiver Location[1]	Total Project Operational Noise Level[2]	Measurement Location[3]	Reference Ambient Noise Levels[4]	Combined Project and Ambient[5]	Project Contribution[6]	Threshold Exceeded?[7]
R1	37.0	L1	63.7	63.7	0.0	No
R2	49.9	L5	55.0	56.2	1.2	No
R3	35.9	L3	53.2	53.3	0.1	No
R4	32.2	L6	54.0	54.0	0.0	No
R5	45.9	L7	54.3	54.9	0.6	No
R6	44.7	L7	54.3	54.8	0.5	No

[1] See Figure 12-1 for the sensitive receiver locations.
[2] Total Project operational noise levels as shown on Table 12-5.
[3] Reference noise level measurement locations as shown on Exhibit 5-A of the *Noise Impact Analysis*.
[4] Observed daytime ambient noise levels as shown on Table 5-1 of the *Noise Impact Analysis*.
[5] Represents the combined ambient conditions plus the Project activities.
[6] The noise level increase expected with the addition of the proposed Project activities.
[7] Significance Criteria as defined in Section 4 of the *Noise Impact Analysis*.

Table 12-8
Nighttime Operational Noise Level Contributions (DBA LEQ)

Receiver Location[1]	Total Project Operational Noise Level[2]	Measurement Location[3]	Reference Ambient Noise Levels[4]	Combined Project and Ambient[5]	Project Contribution[6]	Threshold Exceeded?[7]
R1	28.9	L1	59.7	59.7	0.0	No
R2	45.0	L5	49.3	50.7	1.4	No
R3	29.2	L3	53.6	53.6	0.0	No
R4	25.0	L6	48.9	48.9	0.0	No
R5	41.4	L7	48.5	49.3	0.8	No
R6	39.6	L7	48.5	49.0	0.5	No

[1] See Figure 12-1 for the sensitive receiver locations.
[2] Total Project operational noise levels as shown on Table 12-6.
[3] Reference noise level measurement locations as shown on Exhibit 5-A of the *Noise Impact Analysis*.
[4] Observed nighttime ambient noise levels as shown on Table 5-1 of the *Noise Impact Analysis*.
[5] Represents the combined ambient conditions plus the Project activities.
[6] The noise level increase expected with the addition of the proposed Project activities.
[7] Significance Criteria as defined in Section 4 of the *Noise Impact Analysis*.

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 and vehicular traffic. Ground-borne vibration levels from automobile traffic are generally overshadowed by vibration generated by heavy trucks that roll over the same uneven roadway surfaces. However, due to the rapid drop-off rate of ground-borne vibration and the short duration of the associated events, vehicular traffic-induced ground-borne vibration is rarely perceptible beyond the roadway right-of-way, and rarely results in vibration levels that cause damage to buildings in the vicinity.

However, while vehicular traffic is rarely perceptible, construction has the potential to result in varying degrees of temporary ground vibration, depending on the specific construction activities and equipment used. Ground vibration levels associated with various types of construction equipment are summarized on **Table 12-9, *Vibration Source Levels for Construction Equipment***. Based on the representative vibration levels presented for various construction equipment types, it is possible to estimate the human response (annoyance) using the following vibration assessment methods defined by the FTA. To describe the human response (annoyance) associated with vibration impacts the FTA provides the following equation (25): LVdB(D) = LVdB(25 ft) – 30log(D/25). Based on the vibration levels presented in the table, ground vibration generated by construction equipment would not be anticipated to exceed 87 VdB at 50 feet.

Table 12-9
Vibration Source Levels for Construction Equipment

Equipment	Vibration Decibels (VdB) at 25 feet
Small bulldozer	58
Jackhammer	79
Loaded Trucks	86
Large bulldozer	87

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment, May 2006.

The nearest residence to the Project site is located at 177 feet of the site's northeasterly boundary (off-site improvements). Based on the vibration levels presented in **Table 12-9**, ground vibration generated by construction equipment would not exceed the FTA threshold of 85 VdB at this residence.

Ground-borne vibration levels resulting from construction activities occurring within the Project site were estimated by data published by the Federal Transit Administration (FTA). Construction activities that would have the potential to generate low levels of ground-borne vibration within the Project site include grading. Using the vibration source level of construction equipment provided on **Table 12-9** and the construction vibration assessment methodology published by the FTA, it is possible to estimate the Project vibration impacts. **Table 12-1-, *Construction Equipment Vibration Levels***, presents the expected Project related vibration levels at each of the sensitive receiver locations.

Table 12-10
Construction Equipment Vibration Levels

Receiver[1]	Distance to Construction Activity (Feet)	Receiver Vibration Levels (VdB)[2]					Threshold Exceeded?[3]
		Small Bulldozer	Jackhammer	Loaded Trucks	Large Bulldozer	Peak Vibration	
R1	797'	12.9	33.9	40.9	41.9	41.9	No
R2	240'	28.5	49.5	56.5	57.5	57.5	No
R3	774'	13.3	34.3	41.3	42.3	42.3	No
R4	1,233'	7.2	28.2	35.2	36.2	36.2	No
R5	297'	25.8	46.8	53.8	54.8	54.8	No
R6	358'	23.3	44.3	51.3	52.3	52.3	No

[1] Noise receiver locations are shown on Exhibit 8-A.
[2] Based on the Vibration Source Levels of Construction Equipment included on Table 8-9.
[3] Does the Peak Vibration exceed the FTA maximum acceptable vibration standard of 80 VdB?

Based on the reference vibration levels provided by the FTA, a large bulldozer represents the peak source of vibration with a reference velocity of 87 VdB at a distance of 25 feet. At distances ranging from 240 to 1,233 feet from the Project site, construction vibration velocity levels are expected to approach 57.5 VdB, as shown on **Table 12-10**. Based on the FTA vibration standards, the proposed Project site will not include or require equipment, facilities, or activities that would result in a barely perceptible human response (annoyance) for infrequent events.

Further, vibration levels at the site of the closest sensitive receiver are unlikely to be sustained during the entire construction period, but will occur rather only during the times that heavy construction equipment is operating simultaneously adjacent to the Project site perimeter. Moreover, construction at the Project site will be restricted to daytime hours consistent with City requirements thereby eliminating potential vibration impacts during the sensitive nighttime hours.

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

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

This impact is less than significant.

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

f) **Less Than Significant Impact**. Skylark Field is located approximately 4.5 miles northwest of the Project site in Lake Elsinore. Skylark Field is used primarily by skydiving aircraft. Given the type of aircraft that routinely use the airfield and the airfield's limited use, less than significant impacts are anticipated.

STANDARD CONDITIONS AND REQUIREMENTS:

1. All construction and general maintenance activities shall comply with Section 9.48.020 (Noise Ordinance) of the City's Municipal Code.

MITIGATION MEASURES:

None required.

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 nature (recreational vehicle and boat storage facility for 173 RV's and boats with covered canopies/carports to accommodate 4,080 solar panels), 2 uncovered RV and boat spaces, and 64 mini storage units, and scale (1 full-time employee at Project buildout) of the proposed Project will not typically result in large increases in population because 1 full-time employee at Project buildout is not a significant number of people. Direct impacts from people moving to the area because of employment opportunities provided by the Project could not be considered "significant." All roadways in the area are developed per County standards, except Jana Lane which will be improved to the southerly boundary of the Project. Utilities, except for water, and other infrastructure are available to the Project site. Based on this, implementation of the Project will not induce substantial population growth in an area, either directly (for example, by proposing new homes, and businesses, road extensions, etc.) or indirectly (for example, through extension of roads or other infrastructure). No housing or road extensions are proposed. Any impacts would be considered less than significant.

b) **No Impact.** The Project site is currently vacant. Therefore, implementation of the proposed Project will not displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere. No impacts would occur.

c) **No Impact.** The Project site is currently vacant. Therefore, implementation of the proposed Project will not displace substantial numbers of people, necessitating the construction of replacement housing elsewhere. No impacts would occur.

STANDARD CONDITIONS AND REQUIREMENTS:

None required.

MITIGATION MEASURES:

None required.

14. Public Services.

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

DISCUSSION:

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

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

b) **Less Than Significant Impact.** Police protection services are provided in Wildomar by the Riverside County Sheriff's Department (RCSD). The nearest sheriff's station is located at 333 Limited Street in Lake Elsinore, approximately 8 miles northwest of the Project site. Traffic enforcement is provided for Riverside County in this area by the California Highway Patrol, with additional support from local Riverside County Sheriff's Department personnel.

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

Furthermore, the Project is not expected to result in activities that create unusual police protection needs. Regardless, as a standard condition of approval for the Project, the Project applicant would be required to pay the standard development impact fees pursuant to Wildomar Municipal Code Section 3.44.080, which include a fee for police service impacts. Therefore, this impact would be less than significant.

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

d) **No Impact.** The proposed Project does not include recreational facilities. Secondly, due to the nature of the proposed Project, it will not generate impacts on recreational resources. However, according to Chapter 3.18 (Save Wildomar Community Parks Funding Measure) of the City's Municipal Code, there is imposed a tax on all parcels in the City for the privilege of using community park and community park related facilities, programs and services and the availability of such facilities, programs and services. The maximum tax rate imposed hereby shall not exceed $28.00 per parcel per year. The Project will pay into this tax. Therefore, implementation of the proposed Project will not 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 parks. No impacts would occur.

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 not typically result in large increases in population because 1 full-time employee at Project buildout is not significant number of people. Indirect impacts from people moving to the area because of employment opportunities provided by the Project would not be considered 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 less than significant.

STANDARD CONDITIONS AND REQUIREMENTS:

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

MITIGATION MEASURES:

None required.

15. Recreation.

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

DISCUSSION:

a) **No Impact.** Due to the nature of the proposed Project, it will not generate demand for and impacts on recreational resources. However, according to Chapter 3.18 (Save Wildomar Community Parks Funding Measure) of the City's Municipal Code, there is imposed a tax on all parcels in the City for the privilege of using community park and community park related facilities, programs and services and the availability of such facilities, programs and services. The maximum tax rate imposed hereby shall not exceed $28.00 per parcel per year. The Project will pay into this tax. Therefore, implementation of the proposed Project will not include the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. No impacts would occur.

b) **No Impact.** The proposed Project does not include recreational facilities. Secondly, due to the nature of the proposed Project, it will not generate demand for and impacts on recreational resources. Therefore, implementation of the proposed Project will not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. No impacts are anticipated. No mitigation is required.

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?				✓

DISCUSSION:

A trip generation assessment (TGA) was prepared for the proposed Project by Urban Crossroads in October 2016 (see **Appendix 10**).

SIGNIFICANCE THRESHOLD

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

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

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

The proposed Project is consistent with the allowable land use per the City's General Plan and is anticipated to generate fewer than 50 peak hour trips, which is the threshold for detailed traffic analysis based on City of Wildomar's traffic study guidelines. http://rctlma.org/Portals/7/documents/pamphlets/traffic_impact_anaylsis.pdf According to Section 6.0: Area to be Studied of the City of Wildomar's traffic study guidelines**:**

> "In general, the minimum area to be studied shall include any intersection of "Collector" or higher classification street, with "Collector" or higher classification streets, at which the proposed project will add 50 or more peak hour trips, not exceeding a 5-mile radius from the project site. The Transportation Department may require deviation from these requirements based on area conditions."

The Institute of Transportation Engineers (ITE) manual sets the trip generation. The threshold is addressed in the Riverside County Traffic Impact Analysis Preparation Guide, which many agencies rely on for the preparation of the traffic impact studies. As such, further detailed traffic evaluation (e.g., traffic study), in addition to this trip generation evaluation, is not required based on the proposed Project.

METHODOLOGY

Trip Generation

Trip generation represents the amount of traffic which is both attracted to and produced by a development. Determining traffic generation for a specific project is therefore based upon forecasting the amount of traffic that is expected to be both attracted to and produced by the specific land uses being proposed for a given development. The trip generation rates used for the TGA were based upon information collected by the ITE as provided in their Trip Generation manual (9th Edition, 2012). The ITE Trip Generation manual is a nationally recognized source for estimating site-specific trip generation.

The ITE Trip Generation manual does not provide a land use category specifically for the storage of recreational vehicles or boats. As such, the most applicable land use category was deemed to be Mini-Warehouse (ITE Land Use Code 151). ITE defines mini-warehouses as "buildings in which a number of storage units or vaults are rented for the storage of goods." As the proposed Project is anticipated to operate in a similar manner, where patrons would rent space to store their recreational vehicles/boats, ITE Land Use Code 151 was found to be the most applicable land use category for the purposes of determining trip generation.

a) **Less Than Significant Impact.**

Table 16-1, *Project Trip Generation Summary*, summarizes the resulting trip generation estimates based on the proposed land use (Mini Warehouse). The Project is anticipated to generate a net total of approximately 162 trip-ends per day with 12 AM peak hour trips and 16 PM peak hour trips. Based on this information, trips will be considered incremental, and less than significant.

Table 16-1
Project Trip Generation Summary

Land Use[1]	ITE LU Code	Units[2]	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Project Trip Generation Rates									
Mini-Warehouse	151	AC	1.16	1.42	2.58	1.79	1.78	3.57	35.43

Project	Quantity	Units[2]	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Project Trip Generation Summary									
Big Easy RV & Boat Storage	4.56	AC	5	6	12	8	8	16	162

[1] Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Ninth Edition (2012).

[2] AC = Acres

Source: Urban Crossroads (2016)

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

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

Some of the vehicle trips generated by the development on the Project site will connect to the CMP network at Interstate 15, and development associated with the proposed Project may add an additional increment of traffic to the designated CMP network. The proposed Project is estimated to result in 162 daily vehicle trips. If these vehicle trips were to travel on Interstate 15, this increase would represent an increase of 0.1 percent to the 2014 vehicle counts of

126,000 along I-15 at the Clinton Keith interchange (Caltrans 2015). While this does represent an increase in trips, the City has determined that this increase is not considered cumulatively considerable due to the small percentage increase. Any impacts would be less than significant.

c) **No Impact.** The proposed Project would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks. The Project site is not located within the influence area for any airport. The closest public general aviation airfield is French Valley Airport, approximately 9.6 miles southeast of the Project site. Skylark Field is located approximately 4.5 miles northwest of the Project site in Lake Elsinore. Skylark Field is used primarily by skydiving aircraft. Since the location and height of the Project would not affect air traffic patterns or aircraft operations from any private or public airport, no impacts 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.

The Project is proposed to have access on Jana Lane via Clinton Keith Road. Clinton Keith Road is designated as a Major Highway in the City's General Plan Circulation Element. It is a major east-west transportation corridor in the City, and it would be utilized as necessary during any emergency situations.

Improvements associated with the proposed Project include:

- Construction of Jana Lane from the southern Project boundary will taper using a 60' pavement transition. This transition will be from a width of 46' of pavement to 18' of pavement. Proceeding northerly along Jana Lane, off-site, the section of Jana Lane will taper using a 50' pavement transition. This transition will be from a width of 46' of pavement to 32' of pavement. The 32' of pavement will proceed to the intersection of Clinton Keith Road and Jana Lane.
- Provision of sufficient parking spaces to meet City of Wildomar Municipal Code (Chapter 17. 188) parking requirements in order to serve on-site parking demand.
- Implementation of on-site traffic signing/striping in conjunction with detailed construction plans for the Project site.
- Provision of adequate sight distance at Project accesses consistent with California Department of Transportation/City of Wildomar standards and in conjunction with the preparation of final grading, landscaping, and street improvement plans. The final grading, landscaping, and street improvement plans must demonstrate that sight

distance standards are met. Such plans must be reviewed by the City and approved as consistent with this measure prior to the issuance of grading permits.

Off-site improvements associated with the proposed Project include:

- Construction of Clinton Keith Road range from 1'-10', north and south of the intersection. This includes the removal and relocation of an AC dike. No sidewalks are proposed for the off-site street improvements.
- Implementation of off-site traffic signing/striping in conjunction with detailed construction plans for the Project site.
- Provision of adequate sight distance at Project accesses consistent with California Department of Transportation/City of Wildomar standards and in conjunction with the preparation of final grading, landscaping, and street improvement plans. The final grading, landscaping, and street improvement plans must demonstrate that sight distance standards are met. Such plans must be reviewed by the City and approved as consistent with this measure prior to the issuance of grading permits.

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

f) **No Impact.** Due to the nature of the proposed Project, it would neither facilitate nor hinder public transit, bicycle, or pedestrian facilities. People who utiulize the facility do not typically utilize transit, ride a bike or walk to the facility. If they choose to walk to the facility, a sidewalk has been provided along the Project's eastern frontage. No impacts would occur.

STANDARD CONDITIONS AND REQUIREMENTS:

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

MITIGATION MEASURES:

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) **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).

The Project will have two (2) bathroom facility (one bathroom for tenants and guest and one for employees) within the 663-square foot office and a dump station. It is anticipated that this facility will generate approximately 100 gallons per day (gpd) of wastewater. The bathroom facilities and the Dump Station will connect to the sanitary sewer line. However, the RV rincse

area will only be used for rinsing RVs, boats and other recreation facilities. Soaps, detergents and chemicals will not be allowed in the rinse area. The runoff from the rinse area will drain into the bio-retention basin for pre-treatment. After the runoff is pre-treated, the runoff to be discharged into the subsurface infiltration basin.

According to the 2008 EVMWD Wastewater Master Plan, the District currently operates 33 wastewater lift stations with 24 of those stations being located within the Regional Sewershed. Wastewater produced by the proposed Project will be drawn by the Robards Way Lift Station located approximately 1 mile southwest of the Project site at 23623 Madison Avenue. The Robards Way Lift Station includes a 60 horsepower pump and has a firm capacity (the capacity of the lift station with the largest pump out of service) of 1,000 gallons per minute (gpm). Considering the proposed Project's projected wastewater generation rate of 66 gpd (0.069 gpm), the proposed Project would represent a 0.005% increase in capacity at the Robards Way Lift Station.

The 2008 EVMWD Wastewater Master Plan includes detailed descriptions of all facilities operated by the EVMWD for the purpose of collecting and treating wastewater. For its description of the Regional WRF, the 2008 Wastewater Master Plan states that the existing average flow and peak flow capacities of the Regional WRF are 8 million gallons per day (mgd) and 17.6 mgd, respectively. The project waterwater generation rate of 66 gpd represents 0.0008% of the total master plan quantity.

The Regional WRF was constructed in 1981 with a capacity of 2.0 mgd. The plant was subsequently expanded to a capacity of 3.0 mgd in 1989. In 1994, an ultraviolet disinfection system was installed and the plant was re-rated to a capacity of 4.0 mgd. In 2002, a new 4.0 mgd process train (Train B) was added to the existing 4.0-mgd Train A, expanding the Regional WRF to accommodate a flow of 8.0 mgd. Currently, the Regional WRF is processing approximately 6 mgd, leaving an unused capacity of 2 mgd (EVMWD 2008). Considering the EVMWD's generation factor to determine that the proposed project will result in a wastewater demand of 66 gallons per day, and the stated current treatment capacity of the Regional WRF to be 8 mgd, the proposed project would result in an increase of 0.0008% percent to the average wastewater flow of the Regional WRF. This impact is less than significant.

The proposed Project would receive wastewater service from the EVMWD, as indicated in the Elsinore Valley Municipal Water District Will Serve Letter dated July 20, 2016. An existing 15" sewer line is located in Jana Lane, and the Project will tie into this sewer line at the northerly Project entrance. This line ties into an 18" sewer line in Clinton Keith Road.

Any impacts are considered less than significant.

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

d) **Less Than Significant Impact**. The Project site is within the service boundary for the EVMWD, and development on the Project site would connect to EVMWD water service infrastructure via

a proposed 8" water line to be located in Jana Lane. The 8" waterline will be constructed by the Applicant and the Project will tie into the proposed 8" water line at both Project entrances. This line ties into a 16" water line in Clinton Keith Road. The EVMWD utilizes both groundwater and imported water supplies to ensure adequate water is available for consumers. Imported water is utilized to ensure that significant overdraft of local groundwater supplies does not occur. Imported water is obtained from the Metropolitan Water District, local surface water from Canyon Lake, and local groundwater from the Elsinore Basin. The EVMWD has access to groundwater from the Elsinore Basin, Coldwater Basin, San Bernardino Bunker Hill Basin, Rialto-Colton Basin, and Riverside-North Basin. Almost all of the groundwater production for potable use occurs in the Elsinore Basin. Imported water supply is purchased from the Metropolitan Water District via the Eastern Municipal Water District and Western Municipal Water District. The EVMWD plans to expand its recycled water system to provide recycled water for irrigation users and to maintain water levels in Lake Elsinore during normal and dry years (EVMWD 2011). Per the Metropolitan Water District's (2010) Regional Urban Water Management Plan (RUWMP), the district indicates that its existing supplies are adequate to meet the projected demands in all hydrologic conditions through 2035. Planned supplies by the Metropolitan Water District increases reliability and maintains an adequate reserve. Based on the district's 2010 RUWMP, it is assumed that imported water is fully reliable during average, dry, and wet years. The EVMWD's (2011) Urban Water Management Plan projects a 2035 water demand of 65,258 acre-feet per year, with a projected supply of 70,581 acre-feet per year. Development of the Project was considered in the EVMWD Urban Water Management Plan as part of the City of Wildomar General Plan. This impact would is less than significant. The proposed Project would receive water service from the EVMWD, as indicated in the EVMWD Conformation of Service Letter dated July 20, 2016. The Project will construct an 8" water line in Jana Lane from the existing 16" water line in Clinton Keith Road, which will tie into the Project at both entrances.

Any impacts are considered less than significant.

e) **Less Than Significant Impact**. Development on the Project site would connect to existing water and sewer service infrastructure. To determine future demand for wastewater facilities, the EVMWD relies on recommended generation factors included in Appendix B of the Wastewater Master Plan (2008a). The recommended generation factors are determined according to land use designation, with the designation of the proposed Project being Commercial/Industrial Mix. The generation factor for the Commercial/Industrial Mix land use is 100 gallons per day per 1,000 square feet (EVMWD 2008). Using this factor, the proposed Project may be expected to result in an additional wastewater demand of 66 gpd for the proposed office which is approximately 663 square feet. An increase of 66 gpd represents an increase of 0.0008 percent to the wastewater demand of the EVMWD and its facilities.

The proposed Project would receive wastewater service from the EVMWD, as indicated in the Elsinore Valley Municipal Water District Conformation of Service Letter dated July 20, 2016. An existing 15" sewer line is located in Jana Lane, and the Project will tie into this water line at the northerly Project entrance. This line ties into an 18" sewer line in Clinton Keith Road.

Any impacts are considered less than significant.

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

There is no solid waste generation data available for the particular use proposed with this Project. Therefore, on December 12, 2016, Hans Kernkamp, General Manager – Chief Engineer of the Riverside County Department of Waste Resources was contacted in order to ascertain the anticipated impact from construction and operation of the Project. In an e-mail dated December 13, 2016, Mr. Kernkamp indicated that Riverside County has substantial disposal capacity and the Project's generation numbers will not cause an impact to the system. This incremental generation is well within the capacity of the El Sobrante Landfill, and impacts would be less than significant.

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

STANDARD CONDITIONS AND REQUIREMENTS:

None required.

MITIGATION MEASURES:

None required.

V. MANDATORY FINDINGS OF SIGNIFICANCE.

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

DISCUSSION:

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

a) **Less Than Significant Impact With Mitigation Incorporated.** Based on evaluations and discussion contained in this IS/MND, the proposed Project has a very limited potential to incrementally degrade the quality of the environment because the site was previously disturbed. As discussed in subsection 4, Biological Resources, with implementation of mitigation measures **BIO-1** through **BIO-4,** the proposed Project would have a less than significant impact on biological resources and would have no conflict with the MSHCP. Similarly, as discussed in subsection 5, Cultural Resources, with implementation of mitigation measures **CUL-1** through **CUL-5,** the proposed Project would have a less than significant impact on archaeological resources. Therefore, the proposed Project would not significantly affect the biological and cultural environmental resources with implementation of the mitigation measures contained in this IS/MND.

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

Aesthetics

Implementation of the proposed Project would not contribute to cumulative visual resource or

aesthetic impacts. The Project proposes several design measures to minimize light pollution. This Project and other projects in the City are required to comply with the City's light pollution ordinance, which is designed to eliminate cumulative light pollution impacts. Regarding the issue of potential glare, since solar panels are designed to absorb as much sunlight as possible and reflect as little as possible, solar panels produce less glare than standard window glass. Furthermore, the City's public use permit application process would ensure the proposed development is in compliance with the City's zoning and design standards and guidelines, which regulate building design, mass, bulk, height, color, and compatibility with surrounding uses. Thus, the proposed Project would have a less than cumulatively considerable impact to aesthetics.

Agricultural Resources

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

Air Quality

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

Biological Resources

The potential for the proposed Project to result in direct biological impacts is addressed through the payment of mitigation fees required by the MSHCP and mitigation measures **BIO-1** through **BIO-4**. Therefore, the proposed Project would have a less than cumulatively considerable impact on biological resources.

Cultural Resources

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

Geology and Soils

Project-related impacts on geology and soils associated with development on the Project site are site-specific, and development on the site would not contribute to seismic hazards or soil erosion. Implementation of mitigation measures **GEO-1** through **GEO-3** would result in decreased exposure to the risks associated with seismic activity. Additionally, **GEO-3** would

reduce any potential impacts associated with paleontological resources. Therefore, the proposed Project is anticipated to have no impact on cumulative geophysical conditions in the region.

Greenhouse Gas Emissions

The greenhouse gas analysis provided in subsection 7, Greenhouse Gas Emissions, analyzed the proposed project's cumulative contribution to global climate change and determined that the project would not create a cumulatively considerable environmental impact resulting from greenhouse gas emissions. The Project's solar power generates more energy than is required to fully operate the Project. As such, the Project would generate an excess of alternative solar energy that can be utilized in lieu of energy generated by power plants. Thus, the Project would reduce overall greenhouse gas emissions on a cumulative basis.

Hazards and Hazardous Materials

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

Hydrology and Water Quality

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

Land Use and Planning

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

Mineral Resources

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

Noise

As discussed in subsection 12, Noise, operation of the proposed Project would comply with all applicable noise standards and would have less than significant direct impacts related to noise. Project construction could result in some noise disturbance; however, these impacts would be temporary and would be restricted to conform to the City Noise Ordinance standards. In addition, best management practices shall be implemented to reduce construction related

noise. When the Project noise sources are added to the ambient noise sources in the Project area, any cumulative impacts will remain below established noise thresholds for construction and operation.

Population and Housing

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

Public Services and Recreation

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

Transportation/Traffic

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

Utilities and Service Systems

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

c) **Less Than Significant Impact With Mitigation Incorporated**. The proposed Project does not have the potential to significantly adversely affect humans, either directly or indirectly. While a number of the impacts were identified as having a potential to significantly impact humans, with implementation of the identified mitigation measures and standard conditions and requirements, these impacts are expected to be less than significant. With implementation of the identified measures, the proposed Project is not expected to cause significant adverse impacts to humans. Mitigation measures **BIO-1** through **BIO-4** reduce impacts associated with biological resources; and mitigation measures **CUL-1** through **CUL-5** reduce impacts associated with cultural and archaeological resources; mitigation measures **GEO-1** through **GEO-3** reduce impacts associated with fault and soils hazards and paleontological resources. All significant impacts can be mitigated to less than significant levels, and the City of Wildomar will ensure that measures imposed to protect human beings are implemented.

Both long and short term (construction) impacts and long term (operational) direct and indirect impacts have been addressed as demonstrated in Sections IV.1 through IV.17 of this document. As a result of this analysis, the City of Wildomar will adopt a Mitigted Negative Declaration.

VI. REFERENCES

All Technical Appendices are referenced in the Table of Contents

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Assembly Bill 52 http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201320140AB52

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