**NOTICE OF AVAILABILITY FOR PUBLIC REVIEW OF AN INITIAL STUDY/MITIGATED NEGATIVE DECLARATION FOR THE SMITH RANCH SELF-STORAGE PROJECT**

An Initial Study/Mitigated Negative Declaration (MND) has been prepared by the City of Wildomar for the Smith Ranch Self-Storage Project (PA No. 16-0138). The is/MND and technical appendices will be available for public review/comment beginning on **Wednesday, December 20, 2017**. All files can be downloaded from the City of Wildomar Environmental Documents Center webpage at http://www.cityofwildomar.org/environmental-documents.asp. A printed/hard copy of the MND document will also available for public review at the City of Wildomar Planning Department located at 23873 Clinton Keith Road, Suite 201, Wildomar, CA 92595 during regular business hours (8 a.m. - 5 p.m., Monday through Thursday, Closed Friday's).

The project site is located at the southwest corner Clinton Keith Road and Smith Ranch Road in Wildomar, California. The Assessor's Parcel Number's (APN) for the project site are 380-290-037, -038, -039, and -040. The project includes the following applications for consideration by the Wildomar Planning Commission:

1. Change of Zone: the project requires approval of a Change of Zone for 3 of 4 parcels (380-290-040, -039, -038) from I-P (Industrial Park) to M-SC (Manufacturing Service Commercial) to match the M-SC zoning for APN: 380-290-037.
2. Variance: The project requires a Variance to allow for a two-foot setback along the western property line for Building F.
3. Parcel Merger: The project requires the approval of a Parcel Merger to consolidate 4 parcels (APNs: 380-290-037, -038, -039, -040) into 1 parcel to accommodate the proposed project.
4. Conditional Use Permit No. 17-0138: The project requires approval of a Conditional Use Permit to develop the mini-warehouse facility, including a 1,150 square-foot project leasing office.
5. Encroachment Permit: An encroachment permit would be required for installation of sewer, water, and electrical connections in the City right of way.

Mitigated impacts for air quality, biological resources, cultural resources, geology and soils, and hazards and hazardous materials were identified and are included in the Mitigated Negative Declaration. No significant and unavoidable impacts and cumulatively considerable impacts have not been identified in any of the environmental issue areas. The project is not located on any hazardous materials sites enumerated under Section 65962.5 of the California Government Code.

In accordance with Sections 15072(a) and (b) of the CEQA Guidelines, this public notice is posted to officially notify the public, public agencies, and responsible and trustee agencies that the required 30-day public review/comment period will commence on **Wednesday, December 20, 2017 and conclude on Thursday, January 18, 2018.** Any written comments (via email or letter) on the IS/MND must be submitted no later than 5 p.m. on January 18, 2018. Written comments may be mailed to Matthew C. Bassi, Planning Director, City of Wildomar Planning Department, 23873 Clinton Keith Road, Suite 201, Wildomar, CA 92595. Email comments can be sent to mbassi@cityofwildomar.org. The Planning Commission is tentatively scheduled to review the IS/MND and proposed development project at their February 21, 2018 meeting.

**Posted: December 20, 2017**

# INITIAL STUDY FOR THE

## SMITH RANCH SELF-STORAGE PROJECT

(Change of Zone, Parcel Merger, Variance, and Conditional Use Permit No. 16-0138)

Lead Agency:

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

Prepared by:

**PLACEWORKS**
750 B Street, Suite 1620
San Diego, CA 92109

December 2017

# TABLE OF CONTENTS

## TABLES



## FIGURES

## APPENDICES INCLUDED ON ENCLOSED CD-ROM

Appendix 1.0 – Development Plans

Appendix 2.0 – Air Quality Impact Analysis

Appendix 3.0 – Biological Resources

- 3a – Burrowing Owl Nesting Survey
- 3b – MSHCP Consistency Analysis

Appendix 4.0 – Phase I Cultural Resources Assessment

Appendix 5.0 – Geotechnical Update Investigation

Appendix 6.0 – Greenhouse Gas Emissions Report

Appendix 7.0 – Phase I Environmental Site Assessment

Appendix 8.0 – Hydrology and Water Quality

- 8a. Hydrology Report
- 8b. Preliminary Water Quality Management Plan
- 8c. Infiltration Testing Report

Appendix 9.0 – Noise Impact Analysis

Appendix 10.0 – Traffic Impact Assessment

**Note to Reader:** To save natural resources, the appendices are contained on a CD-ROM included with the printed copy of this Initial Study. The appendices are also available on the Environmental Documents Center of the City of Wildomar Planning Department website http://www.cityofwildomar.org/environmental-documents.asp. A CD of the appendices is also available as part of the project file and can be reviewed at the following location:

**City of Wildomar City Hall**
Planning Department
Attention: Matthew Bassi, Planning Director
23873 Clinton Keith Road, Suite 201
Wildomar, CA 92595
Hours: Monday - Thursday, 8 a.m.–5 p.m. (Friday's by Appointment Only)

This page intentionally left blank.

## I. INTRODUCTION AND PROJECT DESCRIPTION

### Purpose and Project Overview

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

### Project Location

The project site is on the southwest corner of Smith Ranch Road and Clinton Keith Road in the City of Wildomar, Riverside County, California (Assessor's Parcel Numbers [APNs] 380-290-037, -038, -039, and -040). Clinton Keith Road to the north would provide access to the site, and Smith Ranch Road/Crimson Lasso Drive at the northeast corner of the site would provide emergency access.

### Surrounding Uses

The project site is adjacent to residences to the east, south, and north and undeveloped land, residential, and industrial uses to the west. Regional access to the site is provided by Interstate 15 (I-15) and I-215, approximately 0.75 mile west and 3 miles east of the site, respectively. The City of Wildomar is surrounded by the cities of Lake Elsinore and Menifee to the north and east, Murrieta to the south, and unincorporated Riverside County to the east and west. **Figures 1** and **2** show the project site from a regional and local perspective, and **Figure 3** shows an aerial view of the project site.

### Project Description

The site for the proposed Smith Ranch Self-Storage development (referred to as "project") is on the southwest corner of Smith Ranch Road and Clinton Keith Road in the City of Wildomar and consists of 9.75 gross acres (9.37 net acres) of raw, vacant land. The proposed project is the development and operation of a mini-warehouse facility (including a leasing office of about 1,150 square feet) with vehicle, trailer, and boat storage (including recreational vehicle [RV] storage). The project also includes separate leasable office space of about 4,837 square feet. The project is proposed to be developed in three phases. At project buildout, the project is proposed to consist of 166,411 square feet of mini-warehouse use; a 1,150-square-foot leasing office; 4,837 square feet of separate leasable office use (totaling 172,398 square feet); and 66 vehicle, trailer, and boat storage spaces.

The facility will consist of eight buildings (Buildings A to H). Both climate-controlled and non-climate-controlled storage units will be available. Building A on Clinton Keith Road will be one story and will include a 1,150-square-foot leasing office and 4,837 square feet of separate, leasable office space. Vehicle, trailer, and boat storage will occupy the southern end of the project site, and both covered and uncovered storage spaces will be available.

The project will be phased to construct approximately 74,911 square feet of mini-warehouse and 5,987 square feet of office space in Phase 1. The proposed buildings lie on the boundaries of the project—Building A and B (northern boundary), Building C (eastern boundary), Building F (western boundary), Building G (southwestern boundary), and Building H (southern boundary). The remainder of the project site will include 258 vehicle, trailer, and boat storage spaces. Phase 1 of the project will also include an entry gate, two emergency access gates, and 31 car parking spaces.

Phase 2 will consist of approximately 45,750 additional square feet of mini-warehouse use in Building D. The remainder of the project site will include 152 vehicle, trailer, and boat storage spaces.

At project buildout (Phase 3), the project will include the addition of 45,750 square feet of mini-warehouse use in Building E, and the remainder of the project site will include 66 vehicle, trailer, and boat storage spaces.

The construction of Phase 1 is expected to begin in the first quarter of 2018, with leasing/occupancy commencing in the fourth quarter of 2018. Full occupancy of Phase 1 is expected to take two to three years. The construction of Phase 2 and project buildout will depend on the lease-up time for Phase 1. The areas shown as Phase 2 and Phase 3 (project buildout) will be used as interim vehicle, trailer, and boat storage (see **Appendix 1**). Site plans and renderings for the proposed improvements are in **Appendix 1** and **Figure 4**.

The project would require the following entitlement approvals by the City of Wildomar:

1) Change of Zone (CZ): The project requires approval of a change of zone for three of the parcels (APNs 380-290-038, 039, and 040) from I-P (Industrial Park) to M-SC (Manufacturing-Service Commercial) to match the M-SC zoning for APN 380-290-037.

2) Variance: The project requires a variance to allow for a two-foot setback along the western property line for Building F.

3) Parcel Merger: The project requires the approval of a parcel merger to consolidate four parcels (APNs 380-290-037, 038, 039, 040) into one parcel to accommodate the proposed project.

4) Conditional Use Permit: The project requires the approval of a conditional use permit to develop the mini-warehouse facility.

5) Encroachment Permit: An encroachment permit would be required for installation of sewer, water, and electrical connections in the City right-of-way.

Proposed Buildings

The proposed buildings would be constructed in three phases. **Table 1** includes a breakdown of the improvements by size, phase, and operation. **Figure 4** shows their proposed locations.

**Table 1**
**Proposed Facilities**

| **PHASE 1** | | |
|---|---|---|
| **Facilities** | **Size (square feet)** | **Operation** |
| Building A/Office Space | 12,585 (including 5,987 for office) | Management and sales office, Office for lease, Storage space |
| Building B | 12,005 | Storage Space |
| Building C | 17,970 | Storage Space |
| Building F | 21,482 | Storage Space |
| Building G | 3,150 | Storage Space |
| Building H | 13,706 | Storage Space |
| **PHASE 2** | | |
| Building D | 45,750 | Storage Space |
| **PHASE 3** | | |
| Building E | 45,750 | Storage Space |

*Source: Transpacific Consultants. December 3, 2017. Site Plan for Smith Ranch Self Storage. City of Wildomar, County of Riverside, State of California.*

Roadway Access and Improvements

A new driveway would be constructed in the northwestern portion of the site that would connect to Clinton Keith Road. The driveway would include a stop sign at the northbound approach from the site. Two secondary (emergency-only) access driveways are proposed on Smith Ranch Road at the northeastern portion of the site. These driveways would have their own access gates that would remain closed during operation of the site and would be opened only during an emergency.

The project would be required to construct Clinton Keith Road to its ultimate half-width as an Urban Arterial (152-foot right-of-way) between the project's western boundary and Smith Ranch Road or provide the City with cash-in-lieu for the improvements to be made in the future. New curb and gutter would be constructed on the site frontage on Clinton Keith Road and in the northeast portion on Smith Ranch Road. The new curb and gutter would connect to the existing, off-site curb and gutter on Smith Ranch Road. The project would also construct a raised median on Clinton Keith Road in front of the project site.

Parking

The project parking would consist of 31 regular parking spaces in the northern part of the site near Building A.

Water

The proposed project would receive potable water from the Elsinore Valley Municipal Water District (EVMWD). The project would include installation of new 8-inch underground water pipelines beneath the site that would generally follow the interior roadway circulation. The new water lines would be connected to existing 16-inch water lines at two locations in Clinton Keith Road and one location in Smith Ranch Road.

Sewer

The proposed project would receive wastewater service from the EVMWD. The project would include the installation of a proposed sewer dump station located near the RV storage area adjacent to Buildings C, H and G on the southerly portion of the project. A new 6-inch underground sewer line would connect the proposed sewer dump station to an existing sewer line in Crimson Lasso Drive. Project development would also require installation of a sewer line that would connect from Building A to an existing 18-inch line on Clinton Keith Road.

Stormwater Improvements

The project would require the construction of stormwater and drainage facilities to accommodate the increase in impervious surfaces. Construction of a underground storm drain line along with concrete gutters would convey runoff to a new bio-retention basin would be connected to a subsurface system in the southeast part of the site. Porous pavers would be installed at the proposed access driveway surfaces.

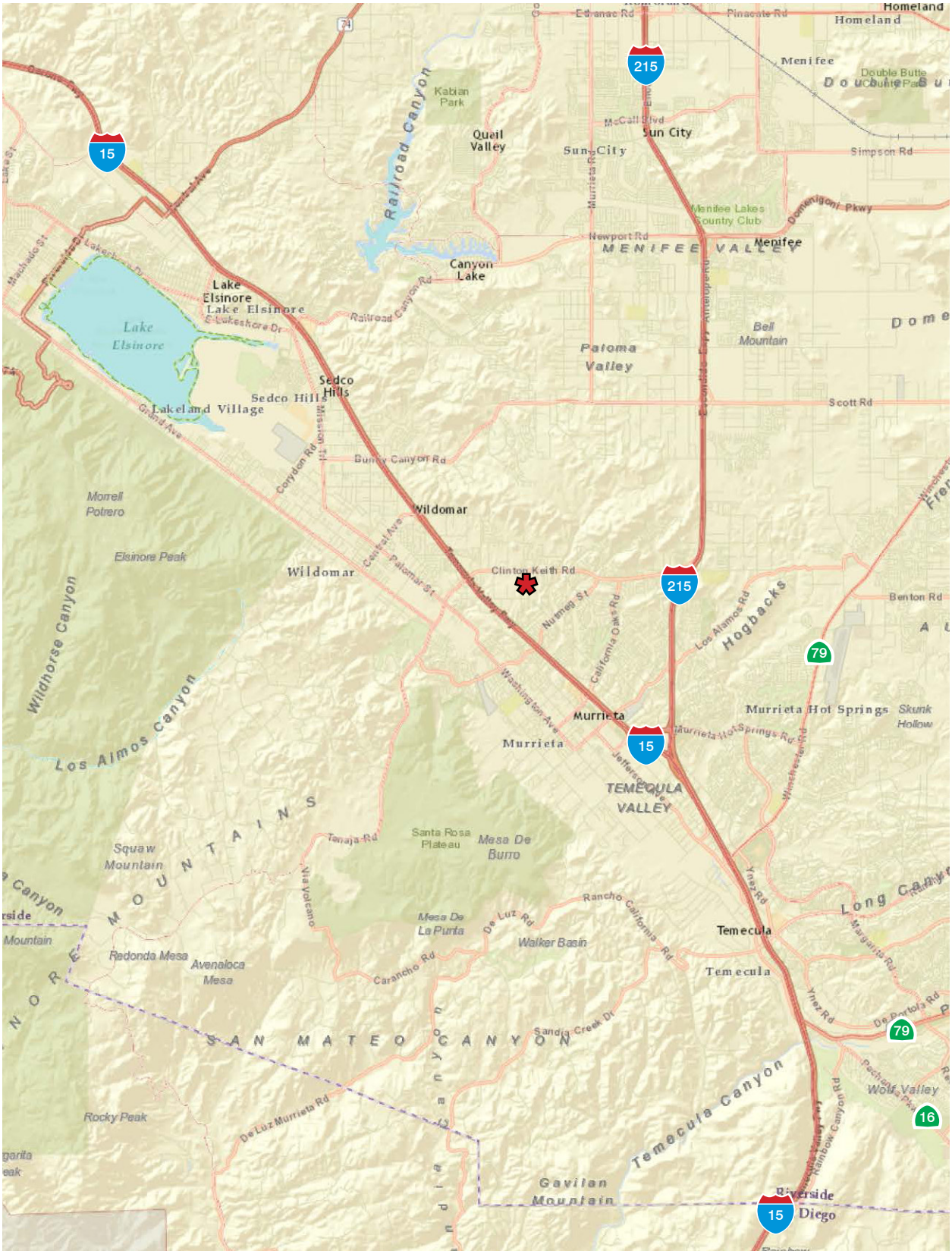
**Construction**

It is anticipated that the entire site would be graded to accommodate the proposed development. The plot plan indicates that grading activities would result in 54,537 cubic yards cut and fill. The project site would not require import or export.

**Project Operation**

The storage facilities would operate with two to three employees at the leasing office (Building A) during the following business hours: Monday through Friday 9:30 am to 6:00 pm; Saturday 8:30 am to 5:00 pm; and Sunday 11:00 am to 3:00 pm. Tenants would have access to storage units from 6:00 am to 10:00 pm every day. The separate office space in Building A would be leased by a company that is anticipated to employ a maximum of 10 people. Operation and activities of this office would be typical of a business office of that size.

# Figure 1 - Regional Location



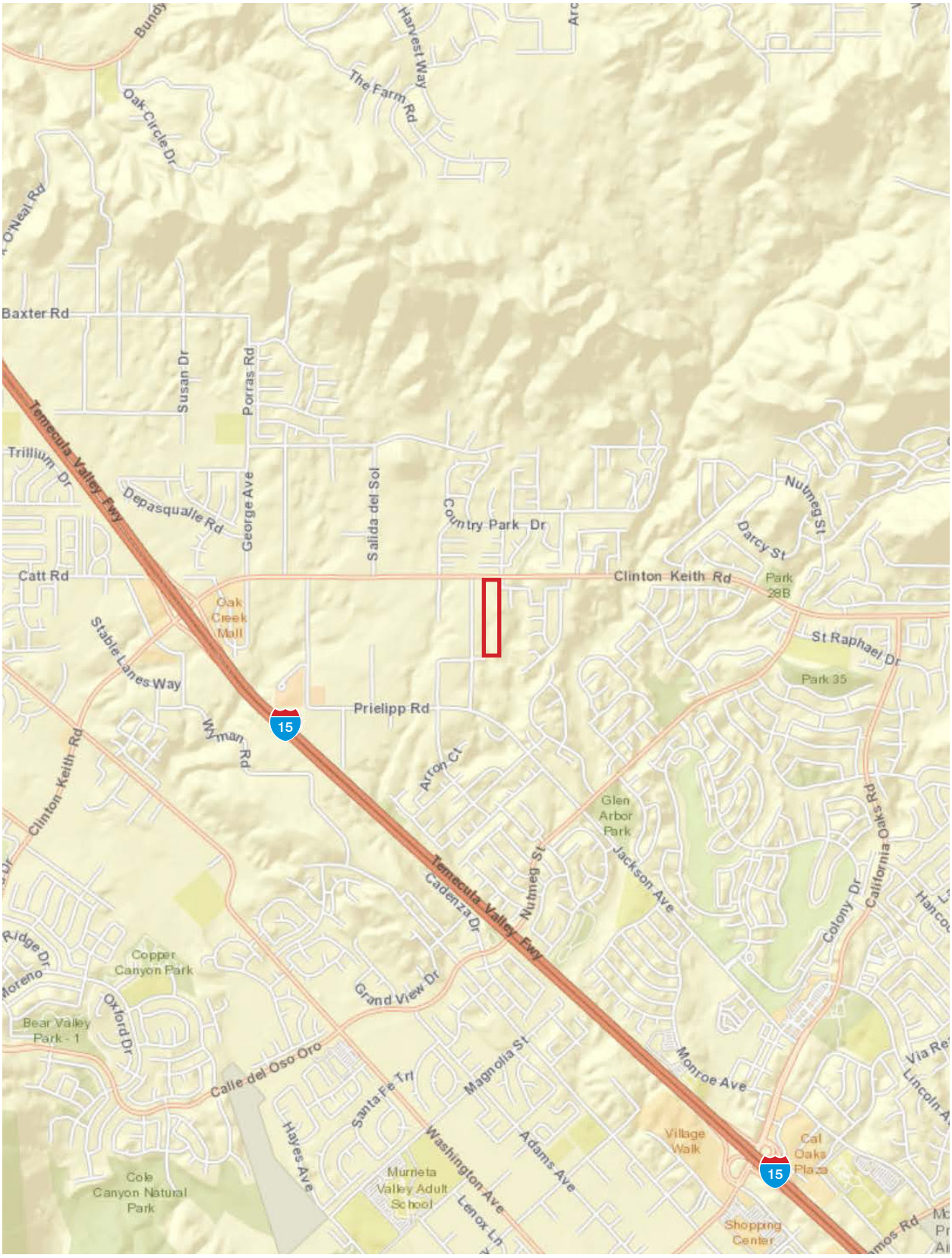

Project Site

Source: ESRI, 2017

0 2
Scale (Miles)

This page intentionally left blank.

# Figure 2 - Local Vicinity




*Source: ESRI, 2017*

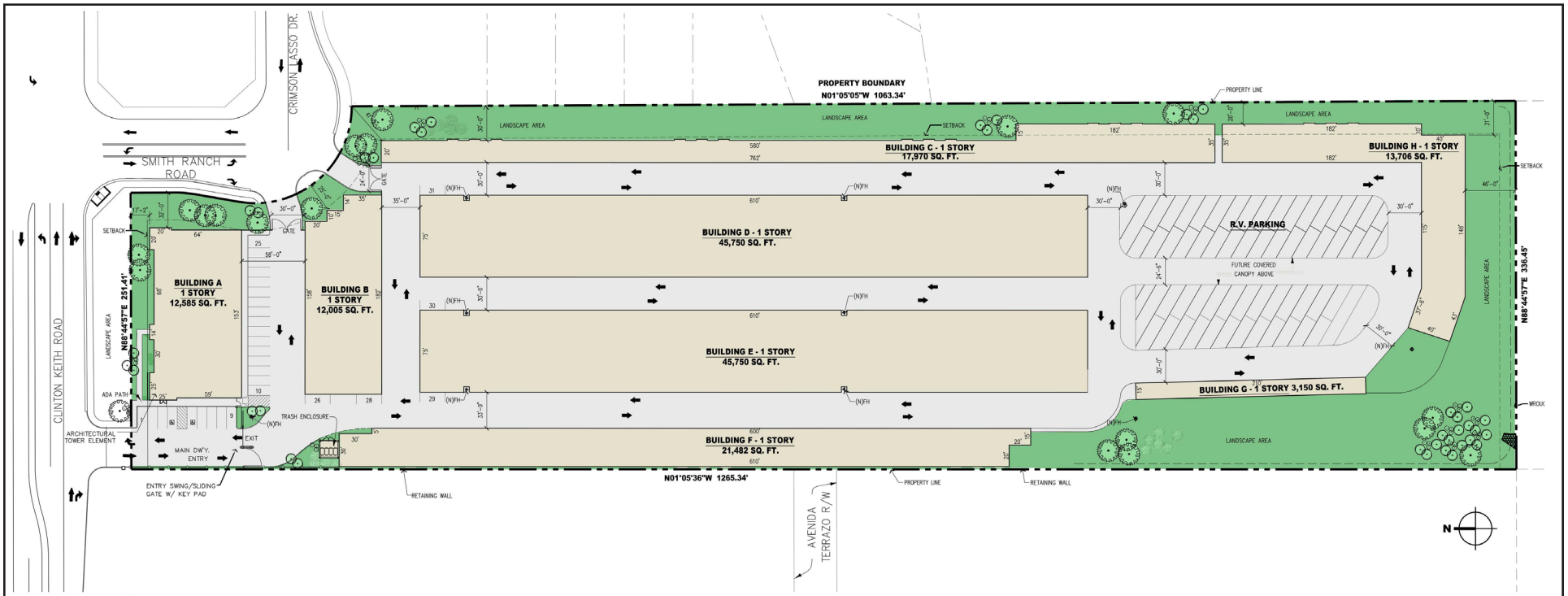
This page intentionally left blank.

# Figure 3 - Aerial Photograph


*Source: GoogleEarth, 2017*

This page intentionally left blank.

# Figure 4 - Site Plan




1 SITE PLAN
1/40"=1'-0"

**SITE AREA**

| | |
|---|---|
| LOT SIZE: | 363,726 SQ. FT. |
| | 8.35 ACRES |
| LOT COVERAGE: | 46.0% |

**PROPOSED GROSS AREA:**

| | | |
|---|---|---|
| BLDG - A | | 12,585 SQ. FT. |
| - OFFICE | 5,987 SQ. FT. | |
| - STORAGE | 6,598 SQ. FT. | |
| BLDG - B | | 12,005 SQ. FT. |
| BLDG - C | | 17,970 SQ. FT. |
| BLDG - D | | 45,750 SQ. FT. |
| BLDG - E | | 45,750 SQ. FT. |
| BLDG - F | | 21,482 SQ. FT. |
| BLDG - G | | 3,150 SQ. FT. |
| BLDG - H | | 13,706 SQ. FT. |
| TOTAL BLDG GROSS AREA = | | 172,398SQ. FT. |

**PROPOSED R.V. STORAGE**

| | |
|---|---|
| COVERED SPACES | 66 |
| UNCOVERED SPACES | 0 |
| TOTAL R.V SPACE | 66 |

**PARKING CALCULATIONS**

| | |
|---|---|
| SPACES REQUIRED | |
| BUILDING A | 30 |
| SPACES PROVIDED | 31 |

*Source: MBA 2017.*

This page intentionally left blank.

## II. EXISTING CONDITIONS

### Regulatory Setting

The City of Wildomar General Plan land use designation for the project site is BP (Business Park), which allows for employee intensive uses, including research and development, technology centers, corporate offices, "clean" industry, and supporting retail uses. The General Plan land use designations of the properties surrounding and immediately adjacent to the project site are MDR (Medium Density Residential) to the north and east, BP (Business Park) to the west, and MHDR (Medium High Density Residential) to the south (see **Figure 5**).

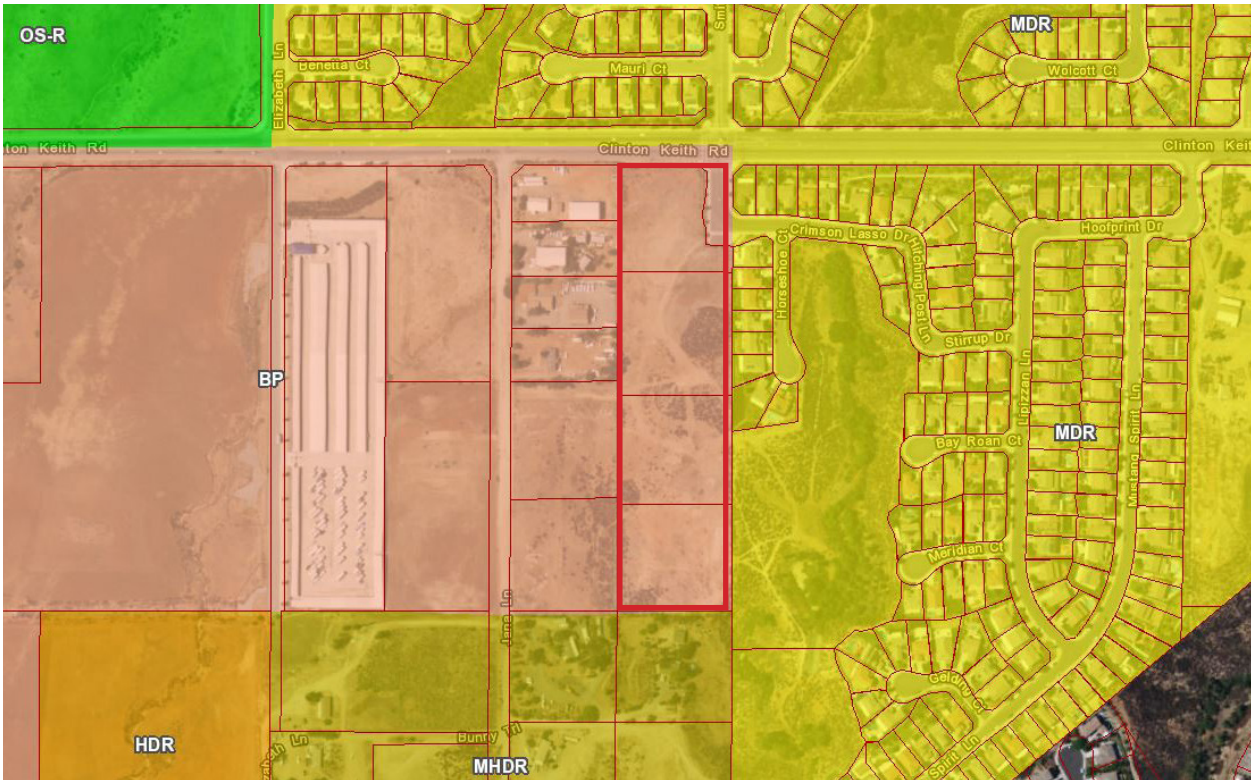
The project site has two zoning designations—APN 380-290-037 is zoned M-SC (Manufacturing-Service Commercial Zone) and APNs 380-290-038, -039, and -040 are zoned Industrial Park (I-P). The M-SC zone allows the proposed mini-warehouse use with approval of a conditional use permit in compliance with the development standards applicable to mini-warehouses (see Wildomar Municipal Code chapter 17.240). The M-SC zone also allows the proposed office use and the proposed vehicle, trailer, and boat storage with the approval of a plot plan.

### Physical Setting

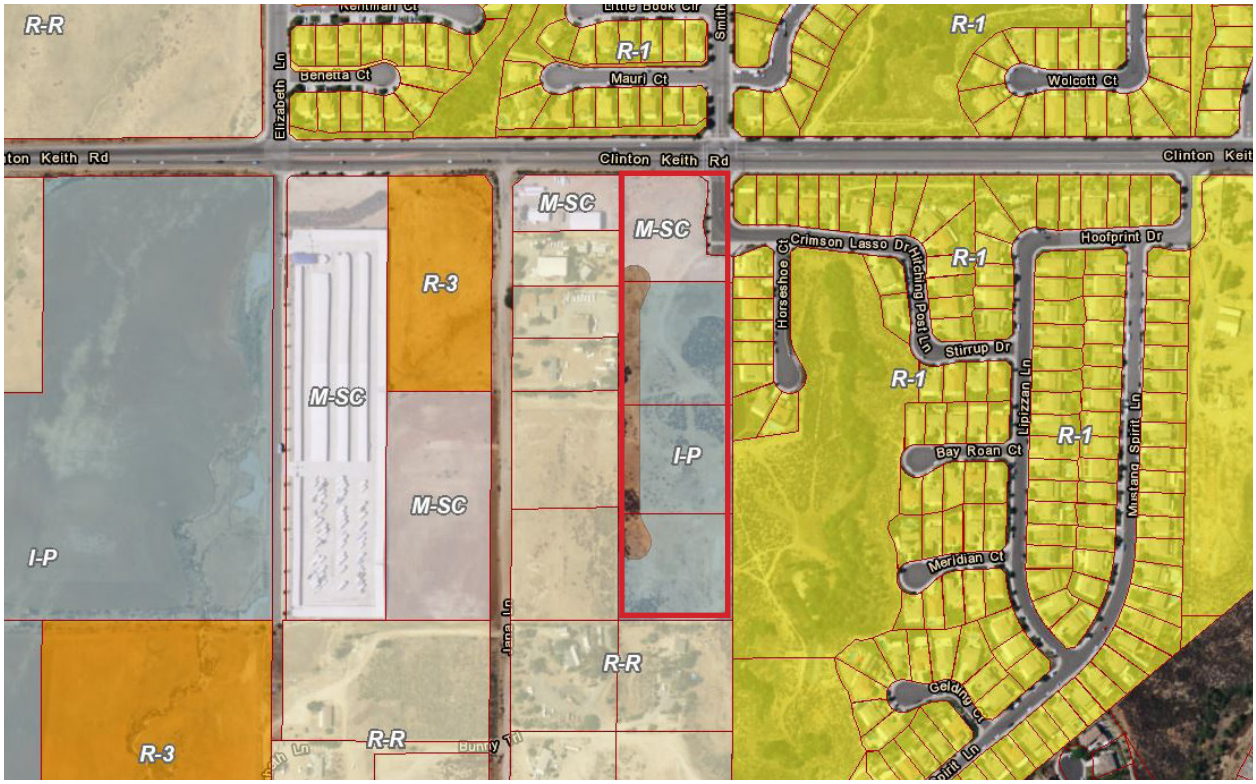
The project site is currently undeveloped and consists of Coastal Riversidean Sage scrub and grasslands. (see **Figure 6**). Natural topography on the site are slopes in the southeast and southwest corners of the site (Principe and Associates 2016) and a hill in the center. The hill is 20 feet higher than the northern half of the site, which was cleared and leveled in June 2004. As far back as 2003, a motocross track with jumps was in the southern half of the site, but only remnants are left. The steepest slopes are in the southeast and southwest corners of the site (Principe and Associates 2016). Scenic vistas in the project vicinity include surrounding views of mountain ridgelines. The project site is in a relatively flat, urbanized area that does not provide any scenic vistas.

This page intentionally left blank.

# Figure 5 - Existing Land Use and Zoning




City of Wildomar General Plan Land Use Designations.




City of Wildomar Zoning Designations.

Project Site

0 500
Scale (Feet)

*Source: City of Wildomar GIS, 2017*

This page intentionally left blank.

# Figure 6 - Existing Conditions

View from Clinton Keith Road facing south. Note the topography of the site.

View from the eastern portion of the site facing north. The intersection of Clinton Keith Road and Smith Ranch road is on the right side of the image.

View facing west on Clinton Keith Road from the northeastern portion of the project site. The proposed main driveway would be constructed in the background near the electricity pole.

This page intentionally left blank.

## III. ENVIRONMENTAL CHECKLIST

### A. Background

1. **Project Title:** Smith Ranch Self-Storage Project (PA No. 16-0138)

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 on the southwest corner of Smith Ranch Road and Clinton Keith Road in the City of Wildomar. The regional and local settings of the project site are shown in **Figures 1** and **2**, respectively. The APNs for the project site are 380-290-037, -038, -039, and -040.

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

   Sunny Sage, LLC

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

7. **Zoning:** APN 380-290-037: existing, M-SC (Manufacturing Service Commercial); proposed, no change. APNs 380-290-038, -039, and -040: existing, I-P (Industrial Park); proposed, M-SC (Manufacturing Service Commercial).

8. **Description of Project:**

   The project site is 9.75 gross acres (9.37 net acres) of raw, vacant land. The proposed project is the development and operation of a mini-warehouse facility (including a leasing office of about 1,150 square feet) with vehicle, trailer, and boat storage (including recreational vehicle storage). The project also includes separate leasable office space of about 4,837 square feet. The project is proposed to be developed in three phases. At project buildout, the project is proposed to consist of 166,411 square feet of mini-warehouse use; a 1,150-square-foot leasing office; 4,837 square feet of separate, leasable office use (totaling 172,398 square feet); and 66 vehicle, trailer, and boat storage spaces.

   The facility will consist of eight buildings, (Buildings A to H). Both climate-controlled and non-climate-controlled storage units will be available. Building A on Clinton Keith Road will be one story and will include a leasing office of approximately 1,150 square feet and separate leasable office space of approximately 4,837 square feet. Vehicle, trailer, and boat storage will occupy the southerly portion of the project site, and both covered and uncovered storage spaces will be available.

   The project will be phased to construct approximately 74,911 square feet of mini-warehouse and 5,987 square feet of office space in Phase 1. The buildings proposed to be constructed in Phase 1 lie on the boundaries of the project: Building A and B (northern

boundary), Building C (eastern boundary), Building F (western boundary), Building G (southwestern boundary), and Building H (southern boundary). The remainder of the project site will include spaces for 258 vehicle, trailer and boat storage spaces. Phase 1 of the project will also include an entry gate, two emergency access gates and 31 car parking spaces.

Phase 2 will consist of approximately 45,750 additional square feet of mini-warehouse use within Building D. The remainder of the project site will then include 152 vehicle, trailer and boat storage spaces.

At project buildout (Phase 3) the project will include the addition of 45,750 square feet of mini-warehouse use within Building E and the remainder of the project site will include 66 vehicle, trailer and boat storage spaces.

The construction of Phase 1 is expected to begin in the first quarter of 2018, with leasing/occupancy commencing in the fourth quarter of 2018. Full occupancy of Phase 1 is expected to take 2-3 years. The construction of Phase 2 and project buildout will depend on the lease-up time for Phase 1. The areas shown as Phase 2 and Phase 3 (project buildout) will be used as interim vehicle, trailer and boat storage until construction of the subsequent phases has commenced (**Appendix 1**).

The project would require the following entitlement approvals by the City of Wildomar: change of zone, parcel merger, conditional use permit, variance, and additional permitting.

Change of Zone: The project requires approval of a change of zone for three of the four project parcels (APNs 380-290-038, 039, and 040) from I-P to M-SC to match the M-SC zoning for APN 380-290-037.

Variance: The project requires a variance to allow for a two-foot setback along the western property line for Building F.

Parcel Merger: The project requires the approval of a parcel merger to consolidate four parcels (APNs 380-290-037, 038, 039, 040) into one parcel to accommodate the proposed project.

Conditional Use Permit: The project requires the approval of a conditional use permit to develop the mini-warehouse facility.

Encroachment Permit: An encroachment permit would be required for installation of sewer, water, and electrical connections in the City right-of-way.

**9. Surrounding Land Uses and Setting:**

| ADJACENT LAND USE, GENERAL PLAN AND ZONING | | | |
|---|---|---|---|
| **Location** | **Current Land Use** | **General Plan Land Use Designation** | **Zoning** |
| North | Residential | MDR (Medium Density Residential) | R-1 (One-Family Dwelling Zone) |
| South | Residential | MHDR (Medium High Density Residential) | R-R (Rural Residential) |

| ADJACENT LAND USE, GENERAL PLAN AND ZONING | | | |
|---|---|---|---|
| **Location** | **Current Land Use** | **General Plan Land Use Designation** | **Zoning** |
| East | Residential | MDR (Medium Density Residential) | R-1 (One-Family Dwelling Zone) |
| West | Commercial/Residential/ Vacant | BP (Business Park) | M-SC (Manufacturing-Service Commercial) and R-R (Rural Residential) |

**10. Other Public Agencies Whose Approval Is or May Be 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 With Mitigation Incorporated***, as indicated by the checklist on the following pages.

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

## C. DETERMINATION

On the basis of this initial evaluation:

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

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

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

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

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

**City Representative**

Matthew C. Bassi, Planning Director

Date

**Applicant**

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

Sunny Sage, LLC, Applicant
WON S. YOO, MANAGER

12-14-17
Date

This page intentionally left blank.

## 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**. The proposed project would not substantially block views of surrounding mountains from nearby roadways, including Clinton Keith Road and Smith Ranch Road. The City of Wildomar General Plan identifies public views of the countryside as scenic vistas (Wildomar 2008). The surrounding area is generally developed and there are minimal views of countryside near the project site. The project site is generally above the grade of the surrounding area, and its existing topography prevents views of the countryside in all directions when looking directly at the site. The project would reduce the grade of the site to a level that is more similar to the surrounding area, and the new facilities would provide similar views of the surrounding area as existing conditions. Therefore, implementation of the proposed project would not have a substantial adverse effect on a scenic vista, and this impact would be less than significant.

b) **Less Than Significant Impact**. Construction of the storage facility complex would alter the undeveloped visual character of the site. The project would remove vegetation, regrade the site to eliminate a hill, construct buildings and pavement, and install landscaping. The onsite vegetation is small and ornamental in nature, and removal would not significantly detract from the character of the site. **Figure 6** shows the site in its existing condition.

The site could be considered to have scenic value due to its undeveloped nature and sloping topography, above the grade of the surrounding roadways. However, when looking south from Clinton Keith Road, the site's topography blends into the mountains in the background; the hill is most visually prominent from the intersection of Smith Ranch Road and Crimson Lasso Road (see **Figure 6**). Leveling the site would eliminate views of the hill, but would increase views of the mountains to the south from Clinton Keith Road and the Crimson Lasso Road / Smith Ranch Road intersection. Additionally, the site would be improved with landscaping and trees that would be visible from Clinton Keith, Smith Ranch, and Crimson Lasso roads. The improvements would be more visually consistent with surrounding development.

There are no officially designated scenic highways near the project site. The I-15 approximately 0.75 mile west of the site is eligible for state scenic highway designation, but is not officially designated. The I-15 is not visible from the project site, and the proposed improvements would not impact views associated with the I-15. Additionally, the proposed site plan, including the proposed structures, would comply with the development standards for M-SC zoned uses (Municipal Code Section 17.92.040).

c) **Less Than Significant Impact**. The proposed site plan, including the proposed buildings, was reviewed by the City of Wildomar for conformance with City standards and was found acceptable. Additionally, the City of Wildomar has reviewed the proposed building elevations, landscape plans, circulation plan, and off-site improvements to ensure the project improvements would be compatible with the surrounding neighborhood. For example, project circulation was designed with access from/to Clinton Keith Road instead of Smith Ranch Road so that users of the site have less impact on surrounding residents. The site would be leveled to reduce the improvements' visual impacts from the surrounding uses. 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 lighting. Light pollution is regulated by Chapter 8.64 of the Wildomar Municipal Code. Consistent with the City's lighting standards (Section 8.64.090), all proposed exterior light fixtures must have full cut-offs so that no light is emitted above the horizontal plane of the light fixtures. The light fixtures will be reviewed on the development plans submitted to the City Building Department and verified during building and site inspections of the site to ensure compliance with the ordinance. With compliance with the ordinance, the proposed project would not adversely affect day or nighttime views in the area and would not make a significant contribution to night sky pollution.

**STANDARD CONDITIONS AND REQUIREMENTS**

1. The Applicant shall comply with the provisions of Wildomar Municipal Code Chapter 8.64, Light Pollution.

2. The Applicant shall comply with development standards in Wildomar Municipal Code Section 17.92.040, M-SC Development Standards, and Chapter 17.240, Mini-Warehouses.

**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 on or adjacent to land designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, and the site is not subject to a Williamson Act contract (Department of Conservation 2014). The project site is designated "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. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land. Therefore, the project would not result in the conversion of Important Farmland to nonagricultural use, would not conflict with existing agricultural zoning or a Williamson Act contract, and would not otherwise adversely impact agriculture in the area. Additionally, the project site is 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 nonforest use and would not otherwise adversely impact forestland in the area.

**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? | | | | ✓ |

An Air Quality Impact Analysis was prepared by Urban Crossroads on August 10, 2017. The entire report can be found in **Appendix 2.**

**DISCUSSION**

a, b) **Less Than Significant Impact With Mitigation Incorporated.** A discussion of the proposed project's potential short-term construction-period and long-term operational-period air quality impacts is provided below.

**Construction Emissions**

The South Coast Air Quality Management District (SCAQMD) has established methods to quantify air emissions associated with construction activities, such as those generated by the operation of on-site construction equipment, fugitive dust emissions related to grading and site work, 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 activity, and, for fugitive dust, prevailing weather conditions.

Dust ($PM_{10}$) is generated by construction equipment 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 are required to mitigate potential air quality impacts per General Plan Policy AQ 4.9 and SCAQMD Rule 403 (Fugitive Dust). Rule 403 requires fugitive dust sources to implement Best Available Control Measures for all sources, and all forms of visible particulate matter are prohibited from

crossing any property line. Measures can include, but are not limited to, watering soil during grading, prohibiting grading during high wind days, and covering loads. SCAQMD Rule 403 is intended to reduce $PM_{10}$ emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust.

The estimated maximum daily construction emissions are summarized in **Table 3-1**, *Emissions Summary of Overall Construction (Without Mitigation),* and were estimated using the California Emissions Estimator Model (CalEEMod) projections. Detailed construction model outputs are presented in **Appendix 2**.

**Table 3-1**
**Emissions Summary of Overall Construction (Without Mitigation)**

| Construction Year | Reactive Organic Gas (VOC) | Nitrogen Oxide ($NO_X$) | Carbon Monoxide (CO) | Sulfur Oxide ($SO_X$) | Coarse Particulate Matter ($PM_{10}$) | Fine Particulate Matter ($PM_{2.5}$) |
|---|---|---|---|---|---|---|
| 2017 | 7.54 | 87.87 | 53.57 | 0.08 | 11.30 | 6.98 |
| 2018 | 17.92 | 30.04 | 30.71 | 0.07 | 3.83 | 2.16 |
| **Maximum Daily Emissions** | **17.92** | **87.87** | **53.57** | **0.08** | **11.30** | **6.98** |
| SCAQMD Threshold | 75 | 100 | 550 | 150 | 150 | 55 |
| Exceed Threshold? | **NO** | **NO** | **NO** | **NO** | **NO** | **NO** |

*Source: Urban Crossroads 2017a. See **Appendix 2** for modeling details.*
*Note: All emissions are in pounds per day.*

Although construction of the project would result in a less than significant impact to regional emissions, because mitigation is required for construction-related localized emissions (see below), CalEEMod was also used to calculate regional emissions with implementation of mitigation measure **AQ-1**. **Table 3-2** shows a summary of construction emissions with implementation of mitigation measure **AQ-1**.

**Table 3-2**
**Emissions Summary of Overall Construction (With Mitigation)**

| Construction Year | Reactive Organic Gas (VOC) | Nitrogen Oxide ($NO_X$) | Carbon Monoxide (CO) | Sulfur Oxide ($SO_X$) | Coarse Particulate Matter ($PM_{10}$) | Fine Particulate Matter ($PM_{2.5}$) |
|---|---|---|---|---|---|---|
| 2017 | 6.57 | 78.85 | 48.31 | 0.08 | 9.94 | 5.77 |
| 2018 | 17.92 | 30.40 | 30.71 | 0.06 | 3.83 | 2.16 |
| **Maximum Daily Emissions** | **17.92** | **78.85** | **48.31** | **0.08** | **9.94** | **5.77** |
| SCAQMD Threshold | 75 | 100 | 550 | 150 | 150 | 55 |
| Exceed Threshold? | **NO** | **NO** | **NO** | **NO** | **NO** | **NO** |

*Source: Urban Crossroads 2017a. See **Appendix 2** for modeling details.*
*Note: All emissions are in pounds per day.*

As shown in **Table 3-2**, emissions resulting from project construction would not exceed regional criteria pollutant thresholds established by the SCAQMD, with or without implementation of mitigation measure **AQ-1**; implementation of mitigation measure **AQ-1** would further reduce the volume of emissions. Therefore, a less than significant impact to regional emissions would occur.

Construction-Related Localized Air Quality Impacts

The analysis of construction-related localized air quality impacts uses the methodology in the SCAQMD's *Final Localized Significance Threshold Methodology* (SCAQMD 2008). The SCAQMD has established that impacts to air quality are significant if there is potential to contribute to or cause localized exceedances of the federal and/or state ambient air quality standards (NAAQS/CAAQS). Collectively, these are referred to as Localized Significance Thresholds (LSTs).

The significance of localized emissions impacts depends on whether ambient levels in the vicinity of any given project are above or below state standards. In the case of CO and $NO_2$, if ambient levels are below the standards, a project is considered to have a significant impact if project emissions result in an exceedance of one or more of these standards.

Localized significance thresholds were developed in response to the SCAQMD Governing Board's Environmental Justice Enhancement Initiative I-4. The SCAQMD provided the Final Localized Significance Threshold Methodology for guidance. The LST methodology assists lead agencies in analyzing localized air quality impacts. The SCAQMD provides LST lookup tables for 1-, 2-, and 5-acre projects emitting CO, $NO_X$, $PM_{2.5}$, or $PM_{10}$. The LST methodology and associated mass rates are not designed to evaluate localized impacts from mobile sources traveling over the roadways. The SCAQMD recommends that any project over 5 acres perform air quality dispersion modeling to assess impacts to nearby sensitive receptors. The project site is in Source Receptor Area 26, Temecula monitoring station.

The SCAQMD guidance on applying CalEEMod to LSTs specifies the number of acres a particular piece of equipment would likely disturb per day. According to the Air Quality Impact Analysis Report, based on the proposed equipment that would be required for project implementation and for modeling purposes, it is assumed that the proposed project equipment could actively disturb approximately 3.5 acres per day during site preparation and 4 acres per day during the grading phase of construction. Therefore, the LST thresholds for 5 acres or less were utilized for the construction LST analysis. The nearest sensitive receptor is the adjacent residential community east of the project site. The LST methodology explicitly states that "Projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters" (SCAQMD 2003). Accordingly, LSTs for receptors at 25 meters are utilized in this analysis. **Table 3-3** shows the localized unmitigated construction-related emissions for $NO_X$, CO, $PM_{10}$, and $PM_{2.5}$ compared to the localized significance thresholds for Source Receptor Area 26.

**Table 3-3**
**Localized Significance Summary for On-Site Construction Emissions (Without Mitigation)**

| On-Site Preparation Emissions | $NO_X$ | CO | $PM_{10}$ | $PM_{2.5}$ |
|---|---|---|---|---|
| **Maximum Daily Emissions** | **75.92** | **40.81** | **11.10** | **6.93** |
| **SCAQMD Localized Threshold** | **303** | **1,533** | **10** | **6** |
| **Exceeds Threshold?** | **NO** | **NO** | **YES** | **YES** |
| **On-Site Grading Emissions** | | | | |
| Maximum Daily Emissions | 87.76 | 52.30 | 7.81 | 5.14 |
| SCAQMD Localized Threshold | 325 | 1,677 | 11 | 7 |
| Exceeds Threshold? | **NO** | **NO** | **NO** | **NO** |

*Source: Urban Crossroads 2017a. See **Appendix 2** for emissions outputs.*
*Note: All emissions are in pounds per day.*

As shown in **Table 3-3**, emissions resulting from project construction would exceed LSTs for $PM_{10}$ and $PM_{2.5}$ during site preparation. Therefore, implementation of mitigation measure **AQ-1** would be required to reduce impacts to less than significant levels. **Table 3-4**, below, shows localized construction emission levels with implementation of mitigation measure **AQ-1**.

**Table 3-4**
**Localized Significance Summary for On-Site Construction Emissions (With Mitigation)**

| | **$NO_X$** | **CO** | **$PM_{10}$** | **$PM_{2.5}$** |
|---|---|---|---|---|
| **On-Site Preparation Emissions** | | | | |
| Maximum Daily Emissions | 48.86 | 25.02 | 9.74 | 5.71 |
| SCAQMD Localized Threshold | 303 | 1,533 | 10 | 6 |
| Significant? | **NO** | **NO** | **NO** | **NO** |
| **On-Site Grading Emissions** | | | | |
| Maximum Daily Emissions | 78.84 | 47.04 | 7.35 | 4.73 |
| SCAQMD Localized Threshold | 325 | 1,677 | 11 | 7 |
| Significant? | **NO** | **NO** | **NO** | **NO** |

*Source: Urban Crossroads 2017a. See **Appendix 2** for emissions outputs.*
*Note: All emissions are in pounds per day.*

Operational Emissions

Operational activities associated with the proposed project would result in emissions of reactive organic gases (ROG), nitrogen oxides ($NO_X$), carbon monoxide (CO), sulfur oxides ($SO_X$), $PM_{10}$, and $PM_{2.5}$. Operational emissions would be expected from area sources, energy sources, and mobile sources.

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

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

| Emissions Source | ROG | $NO_X$ | CO | $SO_X$ | $PM_{10}$ | $PM_{2.5}$ |
|---|---|---|---|---|---|---|
| **Summer** | | | | | | |
| Area Source Emissions | 8.85 | 1.70E-04 | 0.02 | 0.00 | 7.00E-05 | 7.00E-05 |
| Energy Use Emissions | 9.36E-03 | 0.09 | 0.07 | 5.10E-04 | 6.47E-03 | 6.47E-03 |
| Vehicle Emissions | 1.00 | 3.29 | 12.08 | 0.04 | 2.87 | 0.80 |
| **Total** | **9.86** | **3.38** | **12.17** | **0.04** | **2.88** | **0.81** |
| **Winter** | | | | | | |
| Area Source Emissions | 8.85 | 1.70E-04 | 0.02 | 0.00 | 7.00E-05 | 7.00E-05 |
| Energy Use Emissions | 9.36E-03 | 0.09 | 0.07 | 5.10E-04 | 6.47E-03 | 6.47E-03 |
| Vehicle Emissions | 1.11 | 3.92 | 12.77 | 0.04 | 3.28 | 0.92 |
| **Total** | **9.97** | **4.01** | **12.86** | **0.04** | **3.29** | **0.93** |
| SCAQMD Threshold | 55 | 55 | 550 | 150 | 150 | 55 |
| Significant? | **NO** | **NO** | **NO** | **NO** | **NO** | **NO** |

*Source: Urban Crossroads 2017a. See Appendix 2 for modeling details.*
*Note: All emissions are in pounds per day.*

Operations Localized Significance Analysis

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 LST analysis is needed.

Impacts associated with construction and operational air quality would be considered less than significant with implementation of mitigation measure **AQ-1** (see **Tables 3-1, 3-2**, **3-3, and 3-4**).

Carbon Monoxide

The proposed project would not produce the volume of traffic required to generate a CO hot spot in the context of the 2003 Los Angeles hot-spot study, or based on representative BAAQMD CO threshold considerations (Urban Crossroads 2017a). Therefore, CO hot spots are not an environmental impact of concern for the proposed project.

**AQMP Consistency**

According to SCAQMD's CEQA Air Quality Handbook (1993), in order to determine consistency with the SCAQMD Air Quality Management Plan (AQMP), two main criteria must be addressed.

**Criterion 1**

SCAQMD methodologies require that an air quality analysis for a project include forecasts of project emissions in relation to contributing to air quality violations and delay of attainment.

*i. Would the project result in an increase in the frequency or severity of existing air quality violations?*

Construction Impacts

According to the Air Quality Impact Analysis, violations in reference to Criterion 1 would occur if LSTs are exceeded. As evaluated in the LST analysis, above, the project's localized construction-source emissions would not exceed applicable LSTs after mitigation.

Operational Impacts

The project regional analysis, above, demonstrates that operational source emissions from the project would not exceed applicable localized or regional significance thresholds and would not result in significant impacts or cause violations of the CAAQS and NAAQS.

*ii. Would the project cause or contribute to new air quality violations?*

The proposed project would result in emissions that would be below the SCAQMD thresholds. Therefore, the proposed project would not have the potential to cause or affect a violation of the CAAQS and NAAQS.

*iii. Would the project delay timely attainment of air quality standards or the interim emissions reductions specified in the AQMP?*

The proposed project would result in less than significant impacts with regard to localized concentrations during project construction and operations with implementation of **AQ-1**. Therefore, the proposed project would not delay the timely attainment of air quality standards or AQMP emissions reductions.

**Criterion 2**

With respect to the second criterion for determining consistency with SCAQMD and Southern California Association of Governments (SCAG) air quality policies, it is important to recognize that air quality planning in the South Coast Air Basin (Basin) focuses on attainment of ambient air quality standards at the earliest feasible date. Projections for achieving air quality goals are based on assumptions regarding population, housing, and growth trends. Thus, the SCAQMD's second criterion for determining project consistency focuses on whether the proposed project exceeds the assumptions used in preparing the forecasts in the AQMP. This involves the evaluation of the three criteria, discussed below.

*i. Would the project be consistent with the population, housing, and employment growth projections utilized in the preparation of the AQMP?*

A project is consistent with the AQMP in part if it is consistent with the population, housing, and employment assumptions that were used in the development of the AQMP. In the case of the 2016 Air Quality Management Plan, three sources of data form the basis for the projections of air pollutant emissions: the City of Wildomar General Plan, the Growth Management chapter of SCAG's Regional Comprehensive Plan and Guide (RCPG), and SCAG's 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The RTP/SCS also includes socioeconomic forecast projections of regional population growth. The proposed project is consistent with the site's land use designation and development density as outlined in the Wildomar General Plan. Therefore, the

proposed project would be considered consistent with the City's General Plan. Furthermore, the project does not involve any uses that would increase population beyond what is considered in the General Plan and therefore would not affect citywide plans for population growth at the project site (see Section 13, *Population and Housing*). Thus, the proposed project is consistent with the types, intensity, and patterns of land use envisioned for the site vicinity in the RCPG. The population, housing, and employment forecasts, which are adopted by SCAG's Regional Council, are based on the local plans and policies applicable to Wildomar; these forecasts are used by SCAG in all phases of implementation and review. Therefore, because the SCAQMD has incorporated the same projections into the 2016 AQMP, it can be concluded that the proposed project would be consistent with the AQMP projections.

*ii. Would the project implement all feasible air quality mitigation measures?*

The proposed project would result in less than significant air quality impacts with implementation of **AQ-1** and **AQ-2**. Compliance with emissions reduction measures identified by the SCAQMD would be required, and standard conditions of approval. Therefore, the proposed project would meet this AQMP consistency criterion.

*iii. Would the project be consistent with the land use planning strategies set forth in the AQMP?*

The proposed project is consistent with the land use designation and development density in the City of Wildomar General Plan and would not exceed the population or job growth projections used by the SCAQMD to develop the AQMP. Thus, the project is consistent with both criteria, and impacts would be less than significant.

The determination of AQMP consistency is primarily concerned with the long-term influence of a project on air quality in the Basin. The proposed project would not result in a long-term impact on the region's ability to meet state and federal air quality standards. As discussed above, the proposed project's long-term influence would also be consistent with the goals and policies of the AQMP and is therefore considered consistent with the SCAQMD's 2016 AQMP. Therefore, a less than significant impact to air quality plans would occur.

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

d) **Less Than Significant Impact.** In addition to the criteria air pollutants discussed in Issue 3a, b, above, the state and federal governments identify other substances as "toxic air contaminants" or "toxic air pollutants," respectively (collectively, "air toxics"). Air toxics are air pollutants that may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health. Sensitive receptors to air toxics can include uses

such as long-term healthcare facilities, rehabilitation centers, and retirement homes. Residences, schools, playgrounds, childcare centers, and athletic facilities can also be considered sensitive receptors. As previously described, the project site is adjacent to existing homes.

The results of the LST analysis indicate that the project would exceed the SCAQMD localized significance thresholds during construction but would be mitigated to a less than significant level with implementation of mitigation measure **AQ-1**. Therefore, during construction of the project, sensitive receptors would not be subject to significant exposure to air toxics that are also criteria air pollutants. Results of the LST analysis also indicate that the project would not exceed the SCAQMD localized significance thresholds during operational activity.

Toxic Air Contaminants

In April 2005, the California Air Resources Board (CARB) released the *Air Quality and Land Use Handbook: A Community Health Perspective*, which offers guidance on developing sensitive land uses in proximity to sources of air toxics. CARB toxic air contaminants are defined in Health and Safety Code Section 39655. Based on the construction and operation of the proposed improvements and the surrounding site uses, the project would have potential for toxic air contaminant exposure from diesel-fueled-engine particulate matter (diesel PM). The CARB handbook provides guidance on freeways and major roadways that contribute to diesel PM.

The handbook recommends that sensitive land uses be sited no closer than 500 feet from a freeway or major roadway. This 500-foot buffer was developed to protect sensitive receptors from exposure to diesel PM and was based on traffic-related studies that showed a 70 percent drop in PM concentrations at a distance of 500 feet from a roadway. The project site is not within 500 feet of any highway or interstate (I-15 is more than 0.75 mile west of the project site), and the proposed project would not have sensitive receptors. Therefore, the site lies beyond the CARB-recommended buffer area, and future receptors would not be negatively affected by toxic air contaminants generated on a highway or interstate. There are no other potential sources of air toxics in the vicinity of the project site; therefore, the project would not result in a significant impact from toxic air contaminants.

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). The project does not contain land uses typically associated with objectionable odors.

**STANDARD CONDITIONS AND REQUIREMENTS**

Measures listed below (or equivalent language) shall appear on all Project grading plans, construction specifications, and bid documents, and the City shall ensure such language is incorporated prior to issuance of any development permits. SCAQMD Rules that are currently applicable during construction activity for this project include but are not limited to: Rule 1113 (Architectural Coatings), Rule 431.2 (Low Sulfur Fuel), Rule 403 (Fugitive Dust), and Rule 1186 / 1186.1 (Street Sweepers) (see **Appendix 2**). In order to facilitate monitoring and compliance, applicable SCAQMD regulatory requirements are summarized.

1. The following measures shall be incorporated into Project plans and specifications as implementation of Rule 403:

   • All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 mph in order to limit fugitive dust emissions.

   • The contractor shall ensure that all disturbed unpaved roads and disturbed areas on the project site are watered at least three times daily during dry weather, preferably in the midmorning, afternoon, and after work is done for the day.

   • The contractor shall ensure that traffic speeds on unpaved roads and Project site areas are reduced to 15 miles per hour or less.

2. Only "Low-Volatile Organic Compounds" paints (no more than 100 gram/liter of VOC) and/or High Pressure Low Volume (HPLV) applications consistent with South Coast Air Quality Management District Rule 1113 shall be used.

**MITIGATION MEASURES**

**AQ-1** **Construction Impacts to LSTs.** During site preparation and grading phases of construction, all rubber tired dozers shall be CARB certified Tier 3 or higher.

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

*Enforcement/Monitoring:* *City of Wildomar Public Works Department.*

**AQ-2** Construction of the proposed improvements shall comply with the standard code requirements of the SCAQMD, including Rule 1113 (Architectural Coatings); Rule 431.2 (Low Sulfur Fuel); Rule 403 (Fugitive Dust); and Rule 1186 / 1186.1 (Street Sweepers); as provided in the *Air Quality Impact Analysis* prepared for the project.

*Timing/Implementation:* *During any construction activities*

*Enforcement/Monitoring:* *City of Wildomar Building Department.*

**4. Biological Resources**

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

**BACKGROUND**

The following analysis incorporates the methods and findings of a Burrowing Owl Nesting Season Survey and Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis prepared by Principe and Associates. The reports are included in their entirety as **Appendix 3a** and **Appendix 3b**, respectively. The Burrowing Owl Nesting Season Survey was conducted because the project site is within the MSHCP Burrowing Owl Survey Area. The MSHCP Consistency Analysis reviews the proposed improvements in comparison to the policies of the MSHCP.

Seven complete walk-over surveys were conducted on the site between March and July 2015. These surveys were conducted during the appropriate blooming periods for listed plant species. Federal-, state-, CNPS-, or MSHCP-listed plant species were not identified on the site. Also, three complete walk-over surveys were conducted on the site previously, in June and July 2004. The surveys were conducted by Zachary A. Principe, plant ecologist with the Nature Company. Listed plant species were not identified on the site at that time.

**DISCUSSION OF IMPACTS**

a) **Less Than Significant Impact With Mitigation Incorporated.** Sensitive biological resources present and/or potentially occurring in the vicinity of the site were identified using the California Natural Diversity Data Base (CNDDB). The CNDDB was reviewed for all pertinent information regarding observations of sensitive species and habitats in the vicinity of the project site, including data from California Department of Fish and Wildlife (CDFW), United States Fish and Wildlife (USFWS), California Native Plant Society (CNPS), and the Multiple Species Habitat Conservation Program.

Direct Impacts to Special Status Plants

There was only one CNDDB record for a listed plant species within one mile of the site—spreading navarretia—in 2003. According to the CNDDB it has been removed by development since that time. There was one record for Coulter's goldfields within two miles south of the site in 1918 and one record for smooth tarplant within two miles southwest of the site in 2003 (possibly removed). In addition, there was one record for long-spined spineflower and one record for Parry's spineflower within two miles northeast of the site in 2006. Growing habitats for these species are not present on the site. In addition, the site is not in a Narrow Endemic Plant Species Survey Area (NEPSSA) or a Criteria Area Species Survey Area (CASSA).

Direct Impacts to Special Status Wildlife

As part of the MSHCP Consistency Analysis for the proposed project, the Consistency Analysis observed general surveys and focused plant and burrowing owl surveys that were conducted at a site at the southwest corner of the intersection of Clinton Keith Road and Elizabeth Lane, approximately 700 feet west of the subject site. Over 20 surveys were conducted at that site over a six-year period (January through May 2005, September 2005, March through June 2006, August 2006, May 2008, and July through August 2010). That site had similar loam and sandy loam soils, and mixed nonnative grasslands and Riversidean sage scrub vegetation and habitats as the project site, but they were relatively undisturbed. Listed plant species were not identified on that site.

According to the MSHCP Consistency Analysis, based on the level of disturbance at the project site, focused plant surveys were not required. Most of the species observed at the site were birds foraging on the ground. Therefore, it is possible for nests to be present in the site vicinity. Disturbing or destroying active nests is a violation of the Migratory Bird Treaty Act (MBTA) as amended (16 U.S. Code Sections 703 et seq.). In addition, nests and eggs are protected under the California Fish and Game Code Section 3503. Removal of potential nesting habitat and/or destruction of nests during the breeding season would be a violation of the MBTA and California Fish and Game Code.

Nests were not discovered in the on-site grassland or sage scrub habitats during the seven surveys between March 30 and July 7, 2016. However, the project site and adjacent areas have the potential to support songbird and raptor nests due to the presence of shrubs, ground cover, and trees. Disturbing or destroying active nests during the typical avian nesting season is a violation of the MBTA and California Fish and Wildlife Code. Therefore, per mitigation measure **BIO-1**, a preconstruction nesting bird survey is required prior to any ground disturbance during the nesting season.

b) **Less Than Significant Impact.** The project site does not contain any riparian or other sensitive native habitat. There is riparian habitat and a freshwater pond approximately 350 feet east of the site (USFW 2017). Vegetation clearance/grubbing, ground disturbance (e.g., grading, earth moving, excavation, use of heavy equipment), and construction activities could result in indirect impacts to the nearby sensitive riparian habitat (e.g., construction-related dust, runoff, accidental intrusions outside the work limits). However, implementation of standard construction-related best management practices (BMPs) and proposed hydromodification improvements including porous pavers, landscaping improvements, bioretention basin, and subsurface systems would ensure any indirect impacts are less than significant.

Stormwater runoff from the site, under both construction and postconstruction development conditions, could impact riparian habitats on- and off-site if such runoff carries pollutants (e.g., sediment, hydrocarbons, chemicals, pesticides/herbicides, fertilizers). However, such impacts from construction activities would be avoided through compliance with National Pollutant Discharge Elimination System (NPDES) regulations, which regulate pollutant discharges for construction activities on sites larger than one acre. The NDPES requires the construction contractor and the project applicant to prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) and a Water Quality Management Plan (WQMP), respectively. In accordance with the NPDES permit and Wildomar Municipal Code Section 13.12.060 (Reduction of Pollutants in Stormwater), BMPs would be incorporated to reduce impacts from stormwater runoff during construction of the proposed improvements.

In addition, the WQMP will include BMPs designed to collect, detain/retain, infiltrate, treat, and discharge runoff on-site before discharging into the City storm drain system. For postconstruction conditions, stormwater detention/retention features would be included in the project design to mitigate stormwater runoff water quality and quantity impacts associated with the increase in impervious surfaces on the project site. To the maximum extent practicable, stormwater quality treatment will be provided via infiltration treatment, including a bioretention basin at the southern portion of the site, porous pavers at the site entrance, and a subsurface system to collect runoff. With implementation of BMPs in the project-specific WQMP, a less than significant impact to offsite riparian habitat would occur.

c) **Less Than Significant Impact.** See responses to Issues 4a and 4b. According to the MSHCP Consistency Analysis, the project site does not contain any drainage features and would not result in a significant effect to federally protected wetlands as defined by Section 404 of the Clean Water Act.

d) **No Impact.** According to the MSHCP Consistency Analysis, the site does not provide a viable wildlife movement corridor for migrations, foraging movements, or finding a mate. The site does not connect two or more core habitat areas that would otherwise be fragmented or isolated from one another.

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

f) **Less Than Significant Impact with Mitigation Incorporated**. The Western Riverside County MSHCP is a habitat conservation plan and natural community conservation plan to which the City of Wildomar is a permittee (i.e., signatory). According to the MSHCP Consistency Analysis, the project would not conflict with the provisions of the MSHCP.

Conserved Lands and Criteria Cells

According to the Western Riverside County MSHCP, the project site is not a part of a cell criteria under the MSHCP, and therefore no conservation has been described for the site. Additionally, the site is not within or along the boundaries of Western Riverside County Regional Conservation Agency Conserved Lands or MSHCP Public/Quasi-Public Conserved Lands. The site is not in an area that has been identified in the MSHCP as an area where conservation potentially needs to occur.

Riparian/Riverine Habitat and Federally Classified Wetlands

The biological functions and values of Riparian/Riverine Areas do not exist on the site.

Survey Areas

The site is not in a Narrow Endemic Plant Species Survey Area. It is in the Burrowing Owl Survey Area and has the potential to provide suitable habitats. Five nesting season surveys were conducted between April 5 and July 7, 2016, and burrowing owls were not observed. Critical burrowing owl habitats capable of being used for roosting or nesting were not being used; animal signs diagnostic of burrowing owls that are sometimes overlooked were not discovered anywhere on the site or in the buffer zone. There was no evidence of currently active habitats or habitats abandoned by Burrowing Owls within the last three years. With completion of the Nesting Season Survey, the project is consistent with Species Conservation Objective 5 of the MSHCP, which was developed for the burrowing owl. However, because suitable habitat exists on the site, the MSHCP requires preconstruction surveys within 30 days of ground disturbance to confirm absence and avoid construction impacts on the species. Mitigation measure **BIO-2** requires the preconstruction surveys and details measures to be taken in the event that burrowing owls are identified. With implementation of **BIO-2**, impacts to burrowing owls would be less than significant.

**STANDARD CONDITIONS AND REQUIREMENTS**

1. As required by Section 3.42.070 of the Wildomar Municipal Code, the project applicant shall pay 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 shall pay fees to the City in accordance with the requirements of the Stephens' Kangaroo Rat Habitat Conservation Plan Mitigation Fee Area.

**MITIGATION MEASURES**

**BIO-1 Potential Direct/Indirect Impacts to Protected Avian Species.** Vegetation clearing/grubbing, ground disturbance (e.g., grading, earth moving, excavation, use of heavy equipment), and construction activities that may directly (e.g., grading) or indirectly (e.g., noise) affect protected nesting avian species shall be timed to avoid the typical avian nesting season (February 15 to August 31 for songbirds; January 15 to August 31 for raptors). If such activities are scheduled during the nesting season, a qualified biologist shall conduct a preconstruction survey for nesting raptors and other protected avian species within 500 feet of proposed disturbance activities and no more than 14 days prior to the start of vegetation clearing/grubbing. As determined necessary by the biologist, surveys for nesting birds may continue during grading/construction to address the potential for new arrivals and unique species' breeding seasons. The necessity and timing of these continued surveys shall be determined by the biologist in coordination with the project applicant, the City, the CDFW, and the USFWS, as needed.

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

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

*Enforcement/Monitoring:* *City of Wildomar Planning Department*

**BIO-2 Potential Direct/Indirect Impacts to Burrowing Owl.** Due to the presence of potentially suitable habitat on the project site and in adjacent off-site areas, a 30-day preconstruction survey for burrowing owl is required pursuant to the MSHCP. If burrowing owls are determined present during this survey, occupied burrows shall be avoided to the greatest extent feasible, following the guidelines in the Staff Report on Burrowing Owl Mitigation published by Department of Fish and Wildlife (CDFW 2012), including but not limited to, conducting additional preconstruction surveys, avoiding occupied burrows during the nesting and nonbreeding seasons, implementing a worker awareness program, biological monitoring, establishing avoidance buffers, and flagging burrows for avoidance with visible markers. If occupied burrows cannot be avoided, acceptable methods may be used to exclude burrowing owl either temporarily or permanently, pursuant to a Burrowing Owl Exclusion Plan that shall be prepared and approved by the County of Riverside Environmental Programs Department (EPD), in coordination with the CDFW. The Burrowing Owl Exclusion Plan shall be prepared in accordance with the guidelines in the Staff Report on Burrowing Owl Mitigation and the MSHCP.

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

areas, presence of burrowing mammals, existing colonies, and effects to other MSHCP-covered species.

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

*Enforcement/Monitoring:* *City of Wildomar Planning Department*

**5. Cultural Resources**

| Issues, would the project: | Potentially Significant Impact | Less Than Significant Impact With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5? | | | | ✓ |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5? | | ✓ | | |
| c) Disturb any human remains, including those interred outside of formal cemeteries? | | ✓ | | |
| d) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k); or a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. | | ✓ | | |

**BACKGROUND**

This section summarizes the methods and findings of a Phase I Cultural Resources Assessment prepared for the proposed project by Jean A. Keller, Ph.D. The report is in **Appendix 4**. Paleontological Resources are analyzed in Section 6, *Geology and Soils*.

**DISCUSSION**

a) **No Impact**. No cultural resources of either prehistoric (Native American) or historical origin were observed within the boundaries of the project site during the field survey (see **Appendix 4**). The site is undeveloped, with no historical structures or landforms. Project implementation would result in no impact to historical resources.

b) **Less Than Significant Impact With Mitigation Incorporated.** Subsequent to the literature, archival, and cartographic research conducted for the Cultural Resources Assessment, Jean Keller conducted a comprehensive on-foot field survey of the project site on June 24, 2016. The project site was previously surveyed in 2004, and that survey did not identify any resources on-

site. The current Phase I study was conducted in order to comply with standard practices and requirements implemented by Riverside County and the City of Wildomar since 2004. According to the current Phase I Cultural Assessment, no cultural resources properties are identified within a one-quarter-mile radius of the site, but there are 11 sites within a one-quarter to one-mile radius.

No cultural resources of either prehistoric (Native American) or historical origin were observed within the boundaries of the subject property during the field survey. Therefore, according to the recommendations of the Phase I Cultural Resources Assessment, because the site has been modified by a variety of means and because no cultural or historic resources were observed at the site, no impact to cultural resources would occur. However, because the site is undeveloped and would require grading and excavation, there is always potential for discovery of buried artifacts or cultural resources. The City has adopted standard mitigation for projects on undeveloped sites in the event cultural resources are discovered, which would be implemented with the proposed project. Implementation of mitigation measures **CUL-1** through **CUL-6** would reduce impacts to a less than significant level.

c) **Less Than Significant Impact with Mitigation Incorporated.** It is unlikely that human remains would be disturbed during project implementation, but if human remains are encountered during ground-disturbing activities, required compliance with California Health and Safety Code Section 7050.5 and Public Resources Code (PRC) Section 5097.98 (identified as mitigation measures **CUL-3** and **CUL-6**) 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.

d) **Less Than Significant Impact with Mitigation Incorporated.** Pursuant to Assembly Bill (AB) 52 and Public Resources Code Section 21080.3.1, the City of Wildomar notified tribes that may be impacted by the proposed project. Letters that included a description of the proposed project, its location, and a City staff contact to begin the consultation process, were mailed on December 7, 2016, to five tribes, and the Pechanga Tribe and the Soboba Tribe responded. The City of Wildomar consulted with each tribe separately and discussed the City's standard cultural mitigation measures (mitigation measures **CUL-1** through **CUL-6**) that would be implemented with the proposed project to mitigate potential impacts to tribal resources. Each tribe orally agreed with the mitigation measures and had no comments or issues related to the project. As provided by Public Resources Code section 21080.3.2 (b) and Section 21082.3 (d) (1), this oral agreement concluded the AB 52 consultation with each tribe. Conclusion of AB 52 consultation does not prohibit any California Native American tribe or individual from participating in any CEQA proceedings on any issue of concern as an interested California Native American tribe, person, citizen, or member of the public. With implementation of the City's standard cultural mitigation measures, impacts to tribal cultural resources would be less than significant.

**STANDARD CONDITIONS AND REQUIREMENTS**

None.

**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 Building and Planning Departments*

**CUL-2** Prior the issuance of any grading permit, the project archaeologist shall file a pregrading 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 tribal monitor(s) will have the authority to temporarily halt and redirect grading activities in order to evaluate the significance of any cultural resources discovered on the project site.

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

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

**CUL-3** Prior to the issuance of any grading permit, the project applicant shall contact the 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 any ground disturbance.

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

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

**CUL-4** During grading or construction activities, if 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 nonunique 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 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, 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 tribe through any appropriate legal means, including but not limited to a temporary restraining order or preliminary injunction.

*Timing/Implementation:* *During grading or construction activities*

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

**CUL-5** 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 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-3**.

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

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

**CUL-6** During ground disturbance activities, if unique cultural resources are discovered that were not assessed by the archaeological report(s) and/or environmental assessment conducted prior to project approval, the following procedures shall be followed. Unique cultural resources are defined, for this condition, as being multiple artifacts in close association with each other, but may include fewer artifacts if the area of the find is determined to be of significance due to its sacred or cultural importance. (1) All ground disturbance activities within 100 feet of the discovered cultural resources shall be halted until a meeting is convened between the developer, the archaeologist, the appropriate Native American tribal representative(s), and the

planning director to discuss the significance of the find. (2) At the meeting, the significance of the discoveries shall be discussed and, after consultation with the tribal representative(s) and the archaeologist, a decision shall be made, with the concurrence of the planning director, as to the appropriate mitigation (documentation, recovery, avoidance, etc.) for the cultural resources. (3) Grading or further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate mitigation.

*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 Geotechnical Update Investigation was prepared by South Shore Testing & Environmental on August 5, 2017. The entire geotechnical report can be found in **Appendix 5.**

a)

i) **Less Than Significant Impact**. The proposed project site is not in an Alquist-Priolo Earthquake Fault Zone, and no known active faults traverse the site. Based on geographic information system (GIS) information, no faults have been mapped within the boundaries of the project site.

Additionally, the City of Wildomar codifies the Alquist-Priolo Earthquake Fault Zoning Act (PRC Section 2621 et seq.) in Wildomar Municipal Code Section 15.76.010. All new development and redevelopment would be required to comply with the requirements of the Alquist-Priolo Fault Zoning Act.

ii) **Less Than Significant Impact.** The project site is 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. All new development is required to comply with the requirements of the CBC, which includes specific design measures such as bracing, fasteners, foundation, and soil preparations intended to maximize structural stability in the event of an earthquake. The CBC addresses structural seismic safety and includes design criteria for seismic loading and other geologic hazards. Design criteria account for geologically induced loading that govern sizing of structural members, building supports, and materials, and provide calculation methods to assist in the design process. Although shaking impacts would be potentially damaging, they would have less structural effect due to CBC criteria.

Additionally, the City of Wildomar codifies the Alquist-Priolo Earthquake Fault Zoning Act (PRC Section 2621 et seq.) in Wildomar Municipal Code Section 15.76.010. All new development and redevelopment is required to comply with the requirements of the Alquist-Priolo Fault Zoning Act.

iii) **Less Than Significant Impact.**

Liquefaction

According to the Wildomar GIS data, the project site is in an area of moderate liquefaction potential (Wildomar 2016). However, according to the geotechnical report, because of the dense granite bedrock underlying the site at the ground surface and at shallow depths, liquefaction is not likely.

Seismically Induced Settlement

Settlement occurs primarily in loose to moderately dense, dry or saturated granular soil. Settlement caused by ground shaking is often not distributed uniformly, which can result in differential settlement. The proposed footings to support the improvements are planned to be founded on medium dense to dense engineered fill materials. Therefore, according to the geotechnical report, settlement potential under seismic loading conditions for the improvements would be low.

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 in an area of high seismic activity, the project would level the terrain on the site to a similar grade as the surrounding properties, and the site would not be at risk for landslide, collapse, or rockfall hazards.

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 CBC and the NPDES Storm Water Construction General Permit (discussed further in Section 9, *Hydrology and Water*

*Quality*). 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 would 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, and requires new development or redevelopment projects to control stormwater runoff by implementing appropriate BMPs to prevent deterioration of water quality. Recommended construction BMPs include silt fences, jute bales or rolls, and other measures that slow stormwater and allow sediment to settle and remain on-site or in areas where it can be easily collected. The displacement of soil through cut and fill would be controlled by Chapter 33 of the 2016 CBC (relating to grading and excavation), other applicable building regulations, and standard construction techniques. The City requires the submittal of detailed erosion control plans with any grading plans. Additionally, fugitive dust would be controlled in compliance with SCAQMD Rules 403 and 1166. The following erosion control features associated with SCAQMD rules and used during remedial activities would be employed: covering stockpiles with plastic sheeting, covering loaded soils with secured tarps, prohibiting work during periods of high winds, and watering exposed soils during construction. Further, in accordance with Clean Water Act and NPDES requirements, water erosion during construction would be minimized by limiting certain construction activities to dry weather, covering exposed excavated dirt during periods of rain, and protecting excavated areas from flooding with temporary berms.

c) **Less Than Significant Impact**. According to the geotechnical report, the project site is not at risk for landslide, collapse, or rockfall. Additionally, the site soils are suitable for support of fill and proposed structures at the site. The proposed improvements would not compromise stability of the soil.

d) **Less Than Significant Impact**. Expansive soils contain significant amounts of clay particles that swell considerably when wetted and shrink when dried. Foundations constructed on these soils are subjected to large uplifting forces caused by the swelling. Without proper measures, building foundations and slabs-on-grade could heave and crack.

According to the geotechnical report, the near-surface site soils would have an expansion potential of 7 and 19; anything less than 21 would be considered very low expansion potential (ASTM 2017). Based on on-site conditions and implementation of requirements in the geotechnical report and the CBC, impacts associated with expansive soils would be less than significant.

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

f) **Less Than Significant Impact With Mitigation Incorporated**. Paleontological resources are fossilized remains of vertebrate and invertebrate organisms, fossil tracks and trackways, and plant fossils. A unique paleontological site would include a known area of fossil-bearing rock strata. The project would be required to comply with California PRC Sections 5097.5 and 30244 for proper management and preservation of paleontological resources. The subsurface sediment consists of granitic bedrock (map symbol: Kpvg) and Pleistocene-age sedimentary units of the Pauba formation. According to a paleontological assessment for a different project

in the City of Wildomar with similar soils, the Pleistocene-age sedimentary rock of the Pauba formation has the potential to produce scientifically important vertebrate fossils. Therefore, it is possible that project-related ground-disturbing activities could uncover previously unknown paleontological resources. Unanticipated paleontological discoveries during project implementation have the potential to affect significant paleontological resources. Compliance with mitigation measure **GEO-1** would reduce impacts on paleontological resources to less than significant.

**STANDARD CONDITIONS AND REQUIREMENTS**

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

2. The Applicant shall comply with California PRC Sections 5097.5 and 30244, which prohibit damaging paleontological resources.

**MITIGATION MEASURES**

**GEO-1 Protections for Paleontological Resources.** Prior to ground-disturbance, construction personnel involved in excavation and grading activities shall be informed of the possibility of discovering fossils at any location and the protocol to follow if fossils are found. A professional that meets the Society of Vertebrate Paleontology standards shall provide preconstruction training to construction personnel. The City shall ensure that the grading-plan notes include specific reference to the potential discovery of fossils. If potentially unique paleontological resources (fossils) are 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.

*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? | | | ✓ | |

A Greenhouse Gas Emissions Report was prepared by Urban Crossroads on August 10, 2017. The entire report can be found in **Appendix 6.**

**DISCUSSION**

a) **Less Than Significant Impact**. Construction and operation of the proposed project would generate GHG emissions. During project construction, GHGs would be emitted by construction equipment and by worker and vendor vehicles, all of which typically use 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 would result in emissions of $CO_2$, $CH_4$, and $N_2O$ from area sources; energy sources; mobile sources; solid waste; and water supply, treatment, and distribution.

Area sources that would generate GHG emissions include landscape maintenance equipment, which would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category includes lawn mowers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers. Energy source GHG emissions are emitted from buildings using electricity and natural gas as energy sources. Combustion of any type emits $CO_2$ and other GHG emissions directly into the atmosphere; these emissions are considered direct emissions associated with a building. Greenhouse gases are also emitted during the generation of electricity from fossil fuels; these emissions are considered indirect emissions.

GHG emissions would also result from mobile sources associated with the project. These mobile source emissions would be generated through the typical daily operation of motor vehicles by delivery trucks, visitors, and employees. Project mobile source emissions are dependent on overall daily vehicle trip generation. Also, commercial land uses would result in the generation and disposal of solid waste. GHG emissions from landfills are associated with the anaerobic breakdown of material. Waste can be diverted from landfills through a variety of means, such as reducing the amount of waste generated, recycling, and/or composting. Indirect GHG emissions result from the production of electricity used to convey, treat, and distribute water and wastewater; the amount of electricity depends on the volume of water as well as the sources of the water.

On September 28, 2010, the SCAQMD recommended an interim screening level numeric bright-line threshold of 3,000 metric tons (MT) per year of carbon dioxide equivalent ($CO_2e$) and an efficiency-based threshold of 4.8 $MTCO_2e$ per service population (project patrons plus employees) per year in 2020 and 3.0 $MTCO_2e$ per service population per year in 2035. The screening-level numeric bright-line thresholds and efficiency-based thresholds were developed to be consistent with CEQA requirements for developing significance thresholds. They are supported by substantial evidence and provide guidance to CEQA practitioners for determining whether GHG emissions from a proposed project are significant. For the purposes of this evaluation, the proposed project will be compared to the SCAQMD interim screening level numeric bright-line threshold of 3,000 $MTCO_2e$ annually.

Emissions resulting from implementation of the proposed project have been quantified using CalEEMod, and the quantified emissions are compared with the SCAQMD threshold. The anticipated GHG emissions during project construction (amortized over 30 years pursuant to SCAQMD guidance) and operation are shown in **Table 7-1**.

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

| Emissions Source | Total $CO_2e$ (in metric tons) |
|---|---|
| Annual construction-related emissions amortized over 30 years | 24.46 |
| Area | 4.76E-03 |
| Energy | 146.75 |
| Mobile | 495.44 |
| Waste | 75.66 |
| Water Usage | 164.15 |
| **Total** | **906.46** |
| *SCAQMD Threshold* | 3,000 |
| **Significant?** | **NO** |

*Source: Urban Crossroads 2017b. See **Appendix 6** for modeling details.*

As shown on **Table 7-1**, the project would emit 906.46 $MTCO_2e$ per year; the proposed project would not exceed the SCAQMD/City's screening threshold of 3,000 $MTCO_2e$ per year. Thus, project-related emissions would not have a significant direct or indirect impact on GHG and climate change.

b) **Less Than Significant Impact**.

The proposed project is not regionally significant per CEQA Guidelines Section 15206. Furthermore, as substantiated in section 7a, the project would not exceed the SCAQMD/City's screening threshold and would not result in a significant direct or indirect impact. Therefore, on an individual and cumulatively considerable basis, it would not conflict with the SCAG RTP/SCS and associated GHG reduction targets for the year 2020 or year 2035. The proposed project would not interfere with SCAG's ability to implement the regional strategies outlined in the 2016–2040 RTP/SCS to achieve the GHG reduction goals.

**STANDARD CONDITIONS AND REQUIREMENTS**

None required.

**MITIGATION MEASURES**

None required.

**8. Hazards and Hazardous Materials**

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

**DISCUSSION**

A Phase I Environmental Site Assessment (ESA) was prepared by South Shore Testing & Environmental on August 9, 2016. The entire Phase I ESA can be found in **Appendix 7**.

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 development of a mini-warehouse facility. Typically, this 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 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.

Additionally, a Phase I ESA was prepared for the project (see **Appendix 7**). The Phase I ESA was performed in general accordance with the scope and limitations of the American Society for Testing and Materials (ASTM) Phase I ESA Standard E1527-2013 (equivalent to the US Environmental Protection Agency's All Appropriate Inquiry [AAI] Standard). Based upon the site reconnaissance, historical review, regulatory records review, and other information in the report, there was no evidence of recognized environmental conditions, including under- and above-ground storage tanks, asbestos-containing materials, lead-based paint, polychlorinated biphenyls, radon, or other hazardous waste in connection with the project site (see **Appendix 7**).

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

c) **Less Than Significant Impact**. Ronald Reagan Elementary School is approximately 1.1 miles northwest of the project site. The project proposes to develop a mini-warehouse facility and would not emit hazardous emissions or handle hazardous or acutely hazardous material within one-quarter mile of a school.

d) **Less Than Significant Impact**. The project site is not on a list of hazardous materials sites compiled by the California Department of Toxic Substances Control, US Environmental Protection Agency (EPA), or the State Water Resources Control Board pursuant to Government Code Section 65962.5 as of September 2017 (DTSC 2017; USEPA 2017; SWRCB 2017). The project does not propose a land use associated with hazardous materials. The project site is not known or anticipated to have been contaminated with hazardous materials, and no hazardous material storage facilities are known to exist on-site.

e) **No Impact**. The project site is not within any airport land use plan. The closest public airport is French Valley Airport, which is approximately 5.5 miles southeast of the project site.

f) **No Impact**. The project site is near Skylark Field, which is a private airstrip approximately 4.7 miles northwest of the project site at the south end of Lake Elsinore. The project site is outside of the area of influence (Wildomar 2008).

g) **Less Than Significant Impact**. The project would require construction on Clinton Keith, Smith Ranch, and Crimson Lasso Roads for installation of utilities. Construction in the existing roadways could impede traffic, particularly during trenching and excavation activities. All construction in the City right-of-way is required to obtain an encroachment permit. Application for an encroachment permit includes preparation of a construction traffic control plan that would ensure continued access to property and notify emergency personnel of any lane or road closures. Operation of the proposed project would not alter access to area roadways or the ability of emergency personnel to traverse them.

h) **Less Than Significant Impact With Mitigation Incorporated**. Government Code 51175-89 directs the California Department of Forestry and Fire Protection to identify Very High Fire Hazard Severity Zones (VHFHSZ) within local responsibility areas. Mapping of such zones is based on data and models of potential fuels over a 30- to 50-year time horizon; their associated expected fire behavior; and expected burn probabilities, which quantifies the likelihood and nature of vegetation fire exposure (including firebrands) to buildings. Local responsibility area VHFHSZ maps were initially developed in the mid-1990s and are now being updated based on improved science, mapping techniques, and data. In 2008, the California Building Commission adopted CBC Chapter 7A, requiring new buildings in VHFHSZs to use ignition-resistant construction methods and materials. Other provisions improve the ignition resistance of buildings to firebrands.

Areas of Wildomar in the east and west, including the project site, have been designated VHFHSZs. Development on the project site would be subject to compliance with the 2016 CBC (or the most current version) and the 2016 California Fire Code (Part 9 of Title 24 of the California Code of Regulations). In addition, Wildomar is covered under the Riverside County Operational Area Emergency Operations Plan (2006) and the Riverside County Operation Area Multi-jurisdictional Local Hazard Mitigation Plan (2012). These plans guide effective response to emergencies, including wildfires. Implementation of these plans and policies and compliance with the Fire Code would minimize risk of loss due to wildfires. However, compliance with mitigation measures **HAZ-1** and **HAZ-2** would ensure that all potential fire hazard risks associated with construction of the project are reduced to a less than significant level.

**STANDARD CONDITIONS AND REQUIREMENTS**

1. The Applicant shall comply with the most recent editions of the California Building Code and California Fire Code (Part 9 of Title 24 of the California Code of Regulations), including:

    - California Building Code, Chapter 7A
    - California Residential Code, Section R337
    - California Referenced Standards Code, Chapter 12-7A
    - California Fire Code, Chapter 49

2. 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**

**HAZ-1** Prior to issuance of a building permit, the owner or applicant shall submit plans detailing building materials and construction methods, and the Riverside County Fire Department shall verify and give the owner or applicant a certificate that says the buildings as proposed comply with all applicable state and local building standards, including for materials and construction methods intended to mitigate wildfire exposure, as described in the 2016 or most recent editions of the California Building Code Chapter 7A, California Residential Code Section R327, California Referenced Standards Code Chapter 12-7A, and California Fire Code Chapter 49.

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

*Enforcement/Monitoring:* *Riverside County Fire Department*

**HAZ-2** Prior to issuance of the certificate of occupancy, the project shall show compliance with the vegetation management requirements prescribed in California Fire Code, Section 4906, including California Government Code Section 51182. Compliance shall be verified by an official letter from the Riverside County Fire Department.

*Timing/Implementation:* *Prior to issuance of Certificate of Occupancy*

*Enforcement/Monitoring:* *Riverside County Fire Department*

**9. Hydrology and Water Quality**

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

**BACKGROUND**

This section summarizes the methods and findings of a preliminary WQMP and preliminary hydrology report prepared for the proposed project by JLC Engineering and Consulting. The reports are included in

their entirety in **Appendix 8a** (Hydrology Report), **Appendix 8b** (WQMP), and **Appendix 8c** (Infiltration Testing Results).

If the preliminary WQMP is approved, a final WQMP will be prepared for the project. Based on the preliminary WQMP, the project site is tributary to the receiving waters listed in **Table 9-1**, which also identifies the designated beneficial uses associated with each of the receiving waters.

**Table 9-1**
**Receiving Waters for Urban Runoff from the Proposed Project, Santa Margarita Watershed**

| Receiving Waters | EPA-Approved 303(d) List Impairments | Designated Beneficial Uses[1] | Project's Distance from RARE Beneficial Uses |
|---|---|---|---|
| Murrieta Creek MDP | N/A | MUN, AGR, IND, PROC, GWR, REC1,[2] REC2, WARM, COLD, WILD, RARE | Not a RARE water body |
| Murrieta Creek | Nutrients (Nitrogen, Phosphorus), Metals (Copper, Iron, Manganese), Pesticides (Chlorpyrifos, Toxicity) | MUN, AGR, IND, PROC, REC-1, REC-2, WARM, WILD | Not a RARE water body |
| Santa Margarita River – Upper Portion | Nutrients (Phosphorus), Pesticides (Toxicity) | MUN, AGR, IND, REC-1, REC-2, WARM, COLD, WILD, RARE | RARE water body, 9.13 miles |
| Santa Margarita River – Lower Portion | Bacteria and Viruses (Enterococcus, Fecal Coliform), Nutrients (Phosphorus, Nitrogen) | MUN, AGR, IND, PROC, REC-1, REC-2, WARM, COLD, WILD, RARE | RARE water body, 9.16 miles |
| Santa Margarita Lagoon | Nutrients (Eutrophic) | REC-1, REC-2, EST, WILD, RARE, MAR, MIGR, SPWN | RARE water body, 28.61 miles |
| Pacific Ocean | None | IND, NAV, REC-1, REC-2, COMM, BIOL, WILD, RARE, MAR, AQUA, MIGR, SPWN, SHELL | RARE water body, 28.61 miles |

*Source: JLC 2017; San Diego RWQCB 1994.*
*1. Unless otherwise noted, beneficial uses are considered an Existing Beneficial Use.*
*2. Potential Beneficial Use.*

The beneficial uses listed in **Table 9-1** are:

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

- **PROC**, Industrial Process Supply. Includes uses of water for industrial activities that depend primarily on water quality.
- **GWR**, Ground Water Recharge. Includes uses of water for natural or artificial recharge of ground water for purposes of future extraction, maintenance of water quality, or halting of saltwater intrusion into freshwater aquifers.
- **REC-1**, Water Contact Recreation. 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.
- **REC-2**, Non-contact Water Recreation. Uses of water for recreational activities involving proximity to water, but not normally involving body contact with water, where ingestion of water is reasonably possible. These uses include, but are not limited to, picnicking, sunbathing, hiking, beachcombing, camping, boating, tide pool and marine life study, hunting, sightseeing, or aesthetic enjoyment in conjunction with the above activities.
- **WARM**, Warm Freshwater Habitat. 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**, Cold Freshwater Habitat. 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.
- **WILD**, Wildlife Habitat. 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**, Rare, Threatened or Endangered Species. Waters that support the habitats necessary for the survival and successful maintenance of plant or animal species designated under state or federal law as rare, threatened, or endangered.

**DISCUSSION**

a, e, f) **Less Than Significant Impact.** Wildomar Municipal Code Section 13.12.050, Regulatory Consistency, requires that development comply with a Municipal Separate Storm Sewer System (MS4) Permit from the San Diego Regional Water Quality Control Board. Section F.1 of the MS4 permit specifies requirements for new developments, and Section F.1.D provides details on the requirements for standard stormwater mitigation plans (also known as WQMPs). The MS4 permit imposes pollution prevention requirements on planned developments, construction sites, commercial and industrial businesses, and municipal facilities and activities. The project site drains entirely into the Santa Margarita watershed, which covers the southwest portion of Riverside County, including areas of Menifee, Murrieta, and Wildomar; unincorporated Riverside County; and all of Temecula. Stormwater runoff from these areas collects in Murrieta and Temecula creeks and combines to form the Santa Margarita River in Temecula. The Santa Margarita River flows through the Temecula Gorge and into San Diego County, where it flows past Camp Pendleton into Santa Margarita Lagoon and 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 of exposed or stockpiled soils, which would flow off the site and into the storm drainage system. Pollutants of concern include trash/debris, oxygen-demanding substances, oil and grease, pesticides, and bacteria and viruses. The project site is undeveloped and does not contain any known legacy pollutants or hazardous substances.

To minimize the potential for contamination of stormwater during construction, a SWPPP is required as part of the grading permit submittal package. The SWPPP will include a series of specific measures that will be used in the construction process to address erosion, accidental spills, and the quality of stormwater runoff. Examples of nonstormwater 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 practices and procedures to prevent pollution from materials used on construction sites.

In accordance with the NPDES permit and Wildomar Municipal Code Section 13.12.060 (Reduction of Pollutants in Stormwater), the Construction General Permit required as part of the proposed project 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 postconstruction standards for low-impact development and preparation of rain event action plans.

Project Operation

The project would use a combination of a bio-retention basin and infiltration to address water quality and hydromodifications. According to the WQMP, the project is classified "light industrial," and pretreatment is required when using infiltration-based BMPs. In order to meet this requirement, the project would construct a bio-retention basin at the lowest point on the site to collect flows. However, the basin is not sufficient to treat the required water quality volume, and south side of the project site has high infiltration rates; therefore, water leaving the bio-retention basin would be conveyed to a subsurface infiltration system for treatment. In order to ensure that the water will infiltrate in a 48- to 72-hour drawdown time, a design spreadsheet was created to analyze the infiltration capacity and drawdown time of the improvements (see **Appendix 8b**). The drawdown calculation was determined using the infiltration surface area of 7,084 cubic feet, average infiltration rate of 10.0 inches per hour, a Safety Factor of 3, and the water quality volume of 14,919 cubic feet (calculations are included in **Appendix 8b**). According to the WQMP, the drawdown time for the project water quality volume is 7.6 hours. As designed, the improvements would be able to accommodate and treat the required water quality volumes (**Appendix 8b**).

Off-Site Runoff

To analyze impacts from project site runoff to off-site receivers, a Hydrologic Engineers Center River Analysis System (HEC-RAS) analysis was performed for preproject and postproject conditions which is software that analyzes offsite runoff impacts in pre- and post-project conditions. Based on the results of the HEC-RAS Analyses, the downstream water surface elevations and velocities (as well as flow rates) would be less than the preproject condition; therefore, the project would not adversely impact downstream property owners from offsite runoff(see **Appendix 8a**).

Implementation of BMPs identified in the preliminary WQMP and compliance with state and local regulations would protect water quality and reduce impacts to a less than significant level.

b) **Less Than Significant Impact**. The project site is in the area subject to the Elsinore Basin Groundwater Management Plan (EVMWD 2005). Adopted on March 24, 2005, under the authority of the Groundwater Management Planning Act (California Water Code Part 2.75, Section 10753), as amended, the plan addresses the hydrologic and geologic understanding of the Elsinore Basin, evaluates baseline conditions, identifies management issues and strategies, and the defines and evaluates 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. Recharge 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.

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 would not affect the recharge capability of Murrieta Creek, which is outside the project boundaries.

Currently, the proposed site is entirely permeable. Construction of the proposed project would increase impervious surfaces by approximately 9.75 acres and reduce the site's ability to recharge groundwater. Development on the project site would also increase the demand for potable water, which is provided by the Elsinore Valley Municipal Water District, in part from groundwater supplies. The EVMWD imports water to prevent significant overdraft of local groundwater supplies. Based on the EVMWD's Urban Water Management Plan (2011), no adverse impacts to groundwater resources were forecast as a result of implementing the approved land uses in the project area that were anticipated as part of buildout of the Wildomar General Plan. The existing zoning would allow coverage of the site with impervious surfaces, similar to the proposed project. The type of development anticipated is consistent with the General Plan, which is used by EVMWD to prepare the urban water management plan. The proposed project's water usage and groundwater recharge are consistent with the adopted urban water management plan.

c, d) **Less Than Significant Impact**. See Issue 6b in section 6, *Geology and Soils*, for further discussion of erosion. The drainage of surface water would be controlled by building regulations and

directed toward existing streets, flood control channels, storm drains, and catch basins. The proposed drainage of the site would not channel runoff onto exposed soils, would not direct flows over unvegetated soils, and would not otherwise increase the potential for erosion or siltation on the site or any downstream areas. The proposed project is subject to NPDES requirements, including the countywide MS4 permit, and the WQMP. The proposed project would alter the drainage on-site, but would improve drainage compared to existing conditions (see Issue 6a). Therefore, the proposed project would not result in substantial erosion or siltation on- or off-site.

g, h) **No Impact.** The project site is designated by the Federal Emergency Management Agency as Zone X, indicating minimal risk of flooding. Furthermore, the project does not propose any residential uses. Therefore, the project would not place housing or other structures within a 100-year flood hazard area and would not impede or redirect flood flows.

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

j) **No Impact**. The project site is not in an area that is subject to seiches, mudflows, or tsunamis.

**STANDARD CONDITIONS AND REQUIREMENTS**

1. The Applicant shall comply with Wildomar Municipal Code Section 13.12.060 requiring that new construction and renovation projects control stormwater runoff to prevent any deterioration of water quality that would impair subsequent or competing uses of the water. Project-specific BMPs are identified in the water quality management plan (see **Appendix 8b**).

**MITIGATION MEASURES**

None required.

**10. Land Use and Planning**

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

**DISCUSSION**

a) **No Impact**. The project site is in an urbanized area characterized by a mix of urban land uses. The surrounding area includes vacant land, residential (medium density), and business park uses. Specifically, the project site is south and west of the Estrella Hills and Saratoga residential communities, respectively. If approved, the project would be constructed on vacant land with a zoning designation of M-SC (Manufacturing-Service Commercial Zone).

The uses to the west and east are already physically divided. The project would construct sidewalk improvements on Clinton Keith Road, improving the connection between these uses (see **Figure 3**). The project would not impede connectivity between other surrounding uses—uses to the south would remain independent uses of the project site, and uses to the north would be connected via crosswalks at the intersection of Clinton Keith and Smith Ranch roads. Development of the proposed project would be consistent with the General Plan and planned development on surrounding properties and would not physically divide an established community.

b) **Less Than Significant Impact.** The project site is designated Business Park by the City of Wildomar General Plan, which allows for the development of employee-intensive uses, including research and development, technology centers, corporate offices, "clean" industry, and supporting retail uses at a density of 0.25 to 0.60 floor area ratio (FAR). The project is not inconsistent with any applicable General Plan policies.

The project site is zoned M-SC and I-P. The project would require approval of a zone change from I-P to M-SC for three parcels to match the existing M-SC zoning of the fourth parcel (APN 380-290-037) (see **Figure 5**). allows all uses included in the project subject to the approval of a Plot Plan permit or Conditional Use Permit.

The proposed project requires the approval of a parcel merger to consolidate the four parcels into one. The proposed project would result in an FAR of approximately 0.4 (172,398 square feet of floor space/9.75-acre site). General Plan Policy LU 24.1 states that the City must

accommodate the continuation of existing and development of new industrial, manufacturing, research and development, and professional offices in areas appropriately designated by General Plan and area plan land use maps. The General Plan designation of BP is appropriate for the proposed use.

Pursuant to Chapter 17.240.40 of the Municipal Code, the applicant must apply for and receive a variance to the 20-foot setback requirement for structures constructed adjacent to a residential-zoned property. The applicant would request a variance to permit a 2-foot setback for construction of Building F on the western boundary. This zoning requirement is for the purpose of avoiding or mitigating an environmental effect. Therefore, the project would not conflict with this zoning standard.

c) **Less Than Significant Impact.** The City of Wildomar participates in the MSHCP. The plan establishes areas of sensitivity called Criteria Areas or Cells. Projects outside of these areas can proceed if they comply with CEQA and pay an MSHCP mitigation fee. The proposed project is subject to the MSHCP but is outside of any Criteria Area or Cell; therefore, the project applicant would pay the standard impact mitigation fee. The proposed project would not conflict with any habitat conservation plan or natural community conservation plan, and impacts would be less than significant.

**STANDARD CONDITIONS AND REQUIREMENTS**

1. In accordance with Section 3.42.090 of the Wildomar Municipal Code, the Applicant shall pay the required MSHCP fees at the time of issuance of a building permit.

2. As required by Section 3.43.070 of the Wildomar Municipal Code, the project applicant shall pay fees to the City in accordance with the Stephens' Kangaroo Rat Habitat Conservation Plan mitigation fee area.

3. In accordance with Wildomar Municipal Code Section 3.44.060, the Applicant shall pay the required Transportation Uniform Mitigation Fees (TUMF) prior to the issuance of a certificate of occupancy.

4. In accordance with Wildomar Municipal Code Section 3.44.060, the Applicant shall pay all appropriate development impact fees prior to the issuance of a building permit.

**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 in an area designated MRZ-3 by the Wildomar General Plan (2008). The MRZ-3 zone includes areas where the available geologic information indicates that although mineral deposits are likely to exist, the significance of the deposit is undetermined. The General Plan's Open Space-Mineral Resources (OS-MIN) land use designation allows mineral extraction and processing facilities based on the applicable Surface Mining and Reclamation Act classification. Land areas held in reserve for future mining activities are also designated OS-MIN. No areas within the city boundaries are designated OS-MIN. Additionally, the proposed project site is not 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.

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

**STANDARD CONDITIONS AND REQUIREMENTS**

None required.

**MITIGATION MEASURES**

None required.

## 12. Noise

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

**BACKGROUND**

This section summarizes the methods and findings of a Noise Impact Analysis prepared by Urban Crossroads (2017c; see **Appendix 9**). The analysis was prepared to determine the noise generated by the proposed project and its effects on sensitive receptors.

Noise is generally defined as unwanted or excessive sound. The intensity of sound can vary by over one million times within the range of human hearing; therefore, a logarithmic scale, known as the decibel scale (dB), is used to quantify sound intensity. Noise can be generated by mobile sources, such as automobiles, trucks, and airplanes, and by stationary sources, such as construction sites, machinery, and industrial operations. Noise generated by mobile sources typically decreases between 3 dBA and 4.5 dBA per doubling of distance (FHWA 2011), called the attenuation rate. This rate depends on the ground surface and the objects between the noise source and the receiver. Hard and flat surfaces, such as concrete or asphalt, have an attenuation rate of 3 dBA per doubling of distance. Soft surfaces, such as uneven or vegetated terrain, have an attenuation rate of about 4.5 dBA per doubling of distance. Noise generated by stationary sources typically attenuates at a rate between 6 dBA and about 7.5 dBA per doubling of distance (FHWA 2011).

A number of metrics are used to characterize community noise exposure, which fluctuates constantly. One such metric, the equivalent sound level ($L_{eq}$), represents a constant sound that, over the specified period, has the same total sound energy as the time-varying sound. Noise exposure over a longer period

of time is often evaluated based on the Community Noise Equivalent Level (CNEL). This is a measure of 24-hour average noise levels with a 5 dBA "weighting" during the hours of 7:00 p.m. to 10:00 p.m. and a 10 dBA weighting during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime, respectively, particularly at times when people are sleeping and there are lower ambient noise conditions. Typical CNEL noise levels for low- and medium-density residential areas, such as those in the project vicinity, range from 55 to 65 dBA.

Two of the primary factors in reducing levels of environmental sounds are 1) increasing the distance between the sound source to the receiver and 2) intervening obstacles such as walls, buildings, or terrain features between the sound source and the receiver. Factors that increase the loudness of environmental sounds include moving the sound source closer to the receiver, sound enhancements caused by reflections, and focusing caused by various meteorological conditions.

**DISCUSSION**

a, c) **Less Than Significant Impact.** The City of Wildomar sets standards for allowable noise levels according to General Plan land use designations. These standards, contained in the Wildomar General Plan, are measured by $L_{eq}$. The project site is currently designated Business Park, which allows a maximum exterior noise level of 65 $L_{eq}$ (10 minutes) from 7 a.m. to 10 p.m. and 45 $L_{eq}$ (10 minutes) from 10 p.m. to 7 a.m. However, because the project would only operate during daytime hours and the only noise source during the evening would be the site's HVAC system, no nighttime operational noise analysis was conducted. Although the proposed project includes a change of zone from I-P to M-SC, this change is from one allowable commercial business use to another; therefore, the project would be consistent with surrounding uses.

Stationary Sources

The project would not construct stationary sources of noise (such as industrial generators). Potential stationary noise sources related to long-term operation of the proposed storage facility would include HVAC equipment. Mechanical equipment (e.g., HVAC equipment) typically generates noise levels of 50 dBA to 60 dBA at 50 feet from the source and 44 dBA to 54 dBA at 100 feet. However, according to Section 9.48.020 of the Municipal Code, HVAC equipment is exempt from noise regulations in Wildomar. The proposed project would result in a less than significant impact related to stationary noise levels.

Vehicular Noise Levels

Another source of noise associated with the proposed project would be vehicles on the project site. The most continuous noise source would result from the movement of automobiles. Automobile movements in single-family residential neighborhoods outside of major traffic arterial corridors typically generate a maximum noise level of about 58.1 dBA at a distance of 50 feet. The automobile movements associated with mini-warehouse facilities are similar to those of a single-family residential neighborhood, but slower and therefore quieter. Accordingly, project-generated vehicle noise on the proposed project site would not exceed the City's land use compatibility standard of 65 dBA for the nearest residential land uses to the east.

Project operation would also add traffic to adjacent roadways, thereby increasing vehicular noise in the project vicinity. According to the Smith Ranch Self-Storage Trip Generation Assessment (see **Appendix 10** and Section 16, *Transportation and Traffic*), the project would generate fewer than 50 new peak hour trips per day. According to the Noise Impact Analysis,

Clinton Keith Road experiences approximately 17,500 to 18,000 average daily trips (see **Appendix 9**). A doubling of the existing traffic volumes would be required to generate a perceptible increase (3 dBA) in traffic noise; therefore, less than 50 peak hour project trips would not double existing peak hour trips and would therefore not generate a perceptible noise level increase of 3 dBA at sensitive land uses adjacent to study area roadways. Due to the low traffic volumes generated by the project compared to existing traffic volumes, the off-site noise levels generated by the project would be less than significant.

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

The City of Wildomar has not identified or adopted vibration standards. However, the United States Department of Transportation Federal Transit Administration (FTA) provides guidelines for maximum-acceptable vibration criteria for different types of land uses. These guidelines allow 80 vibration decibels (VdB) for residential uses and buildings where people normally sleep. VdB is particle velocity in inches per second and measures the rumbling sound caused by the vibration of room surfaces. While not enforceable regulations within the City of Wildomar, the FTA guidelines of 80 VdB for sensitive land uses provide the basis for determining the relative significance of potential project related vibration impacts.

Construction activities would require the use of off-road equipment such as bulldozers, jackhammers, and haul trucks. Major groundborne vibration–generating construction equipment, such as pile drivers, would not be needed for the project. Groundborne vibration levels associated with representative construction equipment are summarized in **Table 12-1**.

**Table 12-1**
**Representative 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.*

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

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. According to the Noise Impact Analysis, at distances of 60 to 525 feet from the project site, construction vibration velocity levels are expected to approach 75.6 VdB, as shown on **Table 12-2**. Based on the FTA vibration standards, the project site would not include or require equipment, facilities,

or activities that would result in a 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 would occur during the times that heavy construction equipment is operating simultaneously adjacent to the project site perimeter. Moreover, construction at the project site would be restricted to daytime hours consistent with City ordinance (City of Wildomar Municipal Code, Section 9.48.020[I]), thereby eliminating potential vibration impacts during the sensitive nighttime hours.

**Table 12-2**
**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 | 185 | 31.9 | 52.9 | 59.9 | 60.9 | 60.9 | **NO** |
| R2 | 108 | 38.9 | 59.9 | 66.9 | 67.9 | 67.9 | **NO** |
| R3 | 60 | 46.6 | 67.6 | 74.6 | 75.6 | 75.6 | **NO** |
| R4 | 62 | 46.2 | 67.2 | 74.2 | 75.2 | 75.2 | **NO** |
| R5 | 525 | 18.3 | 39.3 | 46.3 | 47.3 | 47.3 | **NO** |
| R6 | 430 | 20.9 | 41.9 | 48.9 | 49.9 | 49.9 | **NO** |
| R7 | 104 | 39.4 | 60.4 | 67.4 | 68.4 | 68.4 | **NO** |
| R8 | 229 | 29.1 | 50.1 | 57.1 | 58.1 | 58.1 | **NO** |
| R9 | 101 | 39.8 | 60.8 | 67.8 | 68.8 | 68.8 | **NO** |

*[1] Noise receiver locations are shown on **Figure 7.***

*[2] Based on the Vibration Source Levels of Construction Equipment in **Table 12-1**.*

*[3] Does the peak vibration exceed the FTA maximum acceptable vibration standard of 80 VdB?*

d) **Less Than Significant Impact.**

Construction Noise

Construction-related, short-term noise levels would be higher than existing ambient noise levels in the project area, but would no longer occur once construction of the project is complete. To evaluate whether the project would 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 National Institute for Occupational Safety and Health (NIOSH 1998). For the purposes of the Noise Impact Analysis, the NIOSH construction noise level threshold of 85 dBA $L_{eq}$ was used as an acceptable threshold for construction noise at the nearby sensitive receiver locations. Noise levels associated with typical construction equipment are summarized in **Table 12-3.**

**Table 12-3**
**Construction Reference Noise Levels**

| Noise Source | Reference Distance from Source (feet) | Reference Noise Levels @ Reference Distance (dBA Lmax) | Reference Noise Levels @ 50 Feet (dBA Lmax)[6] |
|---|---|---|---|
| Truck Pass-by and Dozer Activity[1] | 30 | 63.6 | 59.2 |
| Dozer Activity[1] | 30 | 68.6 | 64.2 |
| Construction Vehicle Maintenance Activities[2] | 30 | 71.9 | 67.5 |
| Foundation Trenching[2] | 30 | 72.6 | 68.2 |
| Rough Grade Activities[2] | 30 | 77.9 | 73.5 |
| Residential Framing[3] | 30 | 66.7 | 62.3 |
| Water Truck Pass-by and Backup Alarm[4] | 30 | 76.3 | 71.9 |
| Dozer Pass-by[4] | 30 | 84.0 | 79.6 |
| Two Scrapers and Water Truck Pass-by[4] | 30 | 83.4 | 79.0 |
| Two Scrapers Pass-by[4] | 30 | 83.7 | 79.3 |
| Scraper, Water Truck and Dozer Activity[4] | 30 | 79.7 | 75.3 |
| Concrete Mixer Truck Movements[5] | 50 | 71.2 | 71.2 |
| Concrete Paver Activities[5] | 30 | 70.0 | 65.6 |
| Concrete Mixer Pour and Paving Activities[5] | 30 | 70.3 | 65.9 |
| Concrete Mixer Backup Alarms and Air Brakes[5] | 50 | 71.6 | 71.6 |
| Concrete Pour Activities[5] | 50 | 67.7 | 67.7 |

*Source: Urban Crossroads 2017c (**Appendix 9**).*

*[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).*

According to the Noise Impact Analysis, project-related construction noise levels when the peak reference noise level is operating at a single point nearest the sensitive receiver location will range from 53.9 to 73.5 dBA $L_{eq}$, as shown on **Table 12-4**. **Figure 7** shows the construction activity noise source locations, labeled R1 through R9, and the distance to each location.

**Table 12-4**
**Unmitigated Construction Equipment Noise Level Summary (dBA $L_{eq}$)**

| Receiver Location | Construction Phase Hourly Noise Level | | | | | |
|---|---|---|---|---|---|---|
| | Site Preparation | Grading | Building Construction | Paving | Architectural Coating | Peak Activity[2] |
| R1 | 62.7 | 62.7 | 51.3 | 54.7 | 50.6 | 62.7 |
| R2 | 72.9 | 72.9 | 61.5 | 64.9 | 60.8 | 72.9 |
| R3 | 72.9 | 72.9 | 61.5 | 64.9 | 60.8 | 72.9 |
| R4 | 72.5 | 72.5 | 61.1 | 64.5 | 60.4 | 72.5 |
| R5 | 53.9 | 53.9 | 42.5 | 46.0 | 41.8 | 53.9 |
| R6 | 55.8 | 55.8 | 44.4 | 47.8 | 43.7 | 55.8 |
| R7 | 73.2 | 73.2 | 61.8 | 65.2 | 61.1 | 73.2 |
| R8 | 66.3 | 66.3 | 54.9 | 58.4 | 54.2 | 66.3 |
| R9 | 73.5 | 73.5 | 62.1 | 65.5 | 61.4 | 73.5 |

*[1] Noise receiver locations are shown on **Figure 7**.*

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

**Table 12-4** shows that peak construction noise levels at potentially impacted receiver locations are expected to approach 73.5 dBA $L_{eq}$, less than the 85 dBA $L_{eq}$ significance threshold during temporary project construction activities. The noise impact due to unmitigated project construction noise levels would be considered less than significant at all nearby sensitive receiver locations.

e, f) **No Impact**. There are no public airport runways within 2 miles of the project site. The nearest public airport is French Valley Airport, approximately 9.8 miles southeast of the project site. The nearest private airstrip is Skylark Field, approximately 5.4 miles northwest of the project site. Therefore, the proposed project would not expose people to excessive noise levels.

**STANDARD CONDITIONS AND REQUIREMENTS**

Though construction noise is temporary, intermittent and of short duration, and would not present any significant or long-term impacts, the following practices would reduce any noise level increases produced by the construction equipment at the nearby noise-sensitive residential land uses:

1. Prior to approval of grading plans and/or issuance of building permits, plans shall include a note indicating that noise-generating project construction activities shall only occur 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 (City of Wildomar Municipal Code, Section 9.48.020[I]). The project construction supervisor shall ensure compliance with the note, and the City shall conduct periodic inspection at its discretion.

2. During all project site construction, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise-sensitive receptors nearest the project site.

3. The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receptors (i.e., to the center) during all project construction.

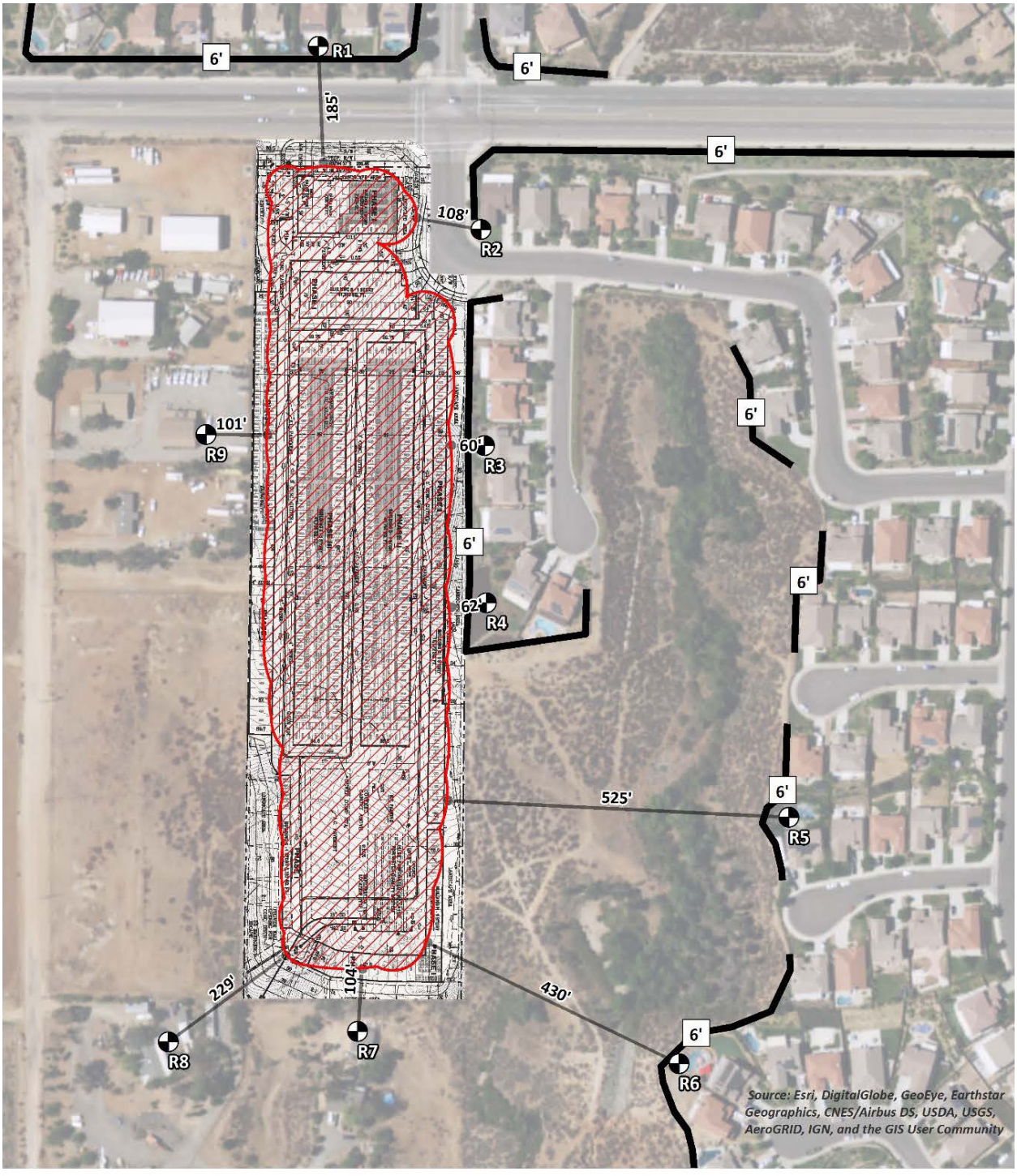
4. The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment (between the hours of 6:00 a.m. and 6:00 p.m. during the months of June through September, and between the hours of 7:00 a.m. and 6:00 p.m. during the months of October through May). The contractor shall design delivery routes to minimize the exposure of sensitive land uses or residential dwellings to delivery truck–related noise.

5. Ten days prior to any grading and exterior construction activity for the project site, the Applicant shall notify by mail all residents within a 600 -foot radius of the project site of the days and hours when grading and construction activity will commence.

**MITIGATION MEASURES**

None required.

# Figure 7 - Noise Receiver Locations




**LEGEND:**

- Receiver Locations
- Construction Activity
- Distance from receiver to construction activity (in feet)
- 6' Barrier Height (in feet)
- Existing Barrier

*Source: Urban Crossroads, 2017*

This page intentionally left blank.

## 13. Population and Housing

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

**DISCUSSION**

a) **Less Than Significant Impact.** The proposed project would construct a 9.75-acre storage facility with a leasing office that has 3 employees and an additional office space with the capacity for 10 employees. Assuming a conservative scenario in which all eligible employees of the facility would move to Wildomar, the addition of 13 residents to the City's current (2016) population of 36,042 represents a 0.04 percent increase in population (US Census Bureau 2016). The City of Wildomar Housing Element states that the projected 2020 population is 42,475, and the projected 2035 population is 53,664 (Wildomar 2013). The proposed project is within the City's projected population growth, and impacts to population would be less than significant.

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

**STANDARD CONDITIONS AND REQUIREMENTS**

None required.

**MITIGATION MEASURES**

None required.

**14. Public Services**

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

**DISCUSSION**

a) **Less Than Significant Impact.** The Riverside County Fire Department (RCFD) provides fire protection and safety services to the City of Wildomar. Fire Station 75 (Bear Creek) is at 38900 Clinton Keith Road, approximately three miles southwest of the project site, and would respond to calls for service from the proposed project. In addition to Fire Station 75, Fire Station 61, approximately three miles northwest at 32637 Gruwell Street, and several other Riverside County and Murrieta Fire Department fire stations in the surrounding area would be able to provide fire protection services if needed.

The project site is currently undeveloped and is in a Very High Fire Hazard Zone designated by the California Department of Forestry and Fire Protection. The surrounding area is generally developed. Operation of the site would increase site occupants by approximately 13 people. As discussed in Section 13, *Population and Housing*, the project would not induce substantial population growth and therefore would not be expected to substantially increase the demand for fire protection services. In addition, the improvements would comply with state-mandated fire codes and ordinances. Water lines, building sprinklers, pavement, and landscaping would reduce the potential for wildfire, and removal of brush and on-site management would improve the ability to fight wildfires. Therefore, project implementation would not result in an increased need for fire protection services such that new or altered facilities would be required, and a less than significant impact would occur.

b) **Less Than Significant Impact.** Police protection services for the site would be provided by the Riverside County Sheriff's Department. The nearest sheriff's station is at 333 Limited Street in Lake Elsinore, approximately 7.8 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 Sheriff's Department personnel.

For the purpose of establishing acceptable levels of service, the Sheriff's Department maintains a recommended servicing of 1.04 sworn law enforcement personnel for every 1,000 residents

(Riverside County 2017). Although the proposed project would introduce a new land use to the site (i.e., manufacturing-service commercial), as discussed in Issue 13a in section 13, *Population and Housing*, the project would not induce substantial population growth and therefore would not be expected to substantially increase demands for police protection services. Furthermore, the project would not result in activities that create unusual police protection needs such that new staff or facilities would be required. Also, as a standard condition of approval for the project, the project applicant would be required to pay the standard development impact fees, which include a fee for police service impacts, pursuant to Wildomar Municipal Code Section 3.44.080.

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

d) **No Impact.** The proposed project does not include recreational facilities. Secondly, due to the nature of the proposed project at a storage facility, it would not generate impacts on recreational resources.

e) **Less Than Significant Impact.** The proposed project is not expected to result in activities that create demands on local government services. Any impacts would be considered incremental and less than significant.

**STANDARD CONDITIONS AND REQUIREMENTS**

1. The Applicant shall comply with the most recent editions of the California Building Code and California Fire Code (Part 9 of Title 24 of the California Code of Regulations), including:

    - California Building Code, Chapter 7A
    - California Residential Code, Section R337
    - California Referenced Standards Code, Chapter 12-7A
    - California Fire Code, Chapter 49

2. 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 would not generate impacts on parks or recreational resources. Implementation of the project would 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.

b) **No Impact.** The proposed project does not include recreational facilities. Secondly, due to the nature of the proposed project, it would not generate impacts on recreational resources. Project implementation would not include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment.

**STANDARD CONDITIONS AND REQUIREMENTS**

None required.

**MITIGATION MEASURES**

None required.

**16. Transportation/Traffic**

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

**BACKGROUND**

A traffic impact analysis (TIA) was prepared for the proposed project by Urban Crossroads in August 2017 (see **Appendix 10**). As the City of Wildomar does not have their own traffic study guidelines, the methodologies were prepared in accordance with the Riverside County Transportation Department Traffic Impact Analysis Preparation Guide (April 2008).

**Significance Threshold**

Based on the TIA, a significant impact occurs when the addition of project traffic, as defined by any "with project" scenario, causes an intersection that operates at an acceptable level of service (LOS) under the "without project" traffic condition (i.e., LOS C or D or better) to fall to an unacceptable level of

service (i.e., LOS E or F). Therefore, the following criteria were used to identify significant project-related traffic impacts:

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

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

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

According to the Riverside County Transportation Department Traffic Impact Analysis Preparation Guide significant cumulative impact has been identified when an intersection is projected to operate below the requisite level of service standard under preproject conditions and the project's measurable increase in traffic, as defined by 50 or more peak-hour trips, contributes to the deficiency. Cumulative traffic impacts are created as a result of a combination of the proposed project together with other future developments contributing to the overall traffic impacts and requiring additional improvements to maintain acceptable level of service operations with or without the project.

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

**Methodology**

Project Trip Distribution

Trip distribution is the process of identifying the probable destinations, directions, or traffic routes that would be used by project traffic. The potential interaction between the planned land uses and surrounding regional access routes are considered in order to identify the route where the project traffic would distribute.

The proposed driveway on Clinton Keith Road is anticipated to be restricted to right-in/right-out access only. A six-inch raised median would be constructed on the portion of Clinton Keith Road north of the site to prevent illegal westbound turns from the proposed driveway. Vehicles heading west would need to make a U-turn at Smith Ranch Road after exiting the site or use Smith Ranch Road to turn around and turn left onto Clinton Keith Road. To enter the site, vehicles from the east must make a U-turn at either Jana Lane or Elizabeth Lane. Alternatively, the U-turns at Smith Ranch Road could be eliminated with exit-only access directly onto Smith Ranch Road. **Figure 8** shows the proposed and alternative access trip distribution patterns for the project.

Project Trip Assignment

The assignment of traffic from the project area to the adjoining roadway system is based upon the project trip generation, trip distribution, and the arterial highway and local street system improvements that are currently in place or that would be in place by the time of initial occupancy of the project. Project weekday average daily traffic and peak hour volumes are based on the identified project traffic generation and trip distribution patterns and are in **Appendix 10**.

Intersection Capacity Analysis

Peak hour intersection operations are based on the Highway Capacity Manual (HCM) 2010 analysis methodology. The HCM methodology expresses LOS at an intersection in terms of the average delay of the various intersection approaches for intersections with a traffic signal or all-way stop control. For intersections with cross-street stop control, the delay and LOS are shown for the worst individual movement (or movements sharing a single lane). All study area intersections have been analyzed using the Synchro software (Version 9). As shown in **Table 16-1**, the study area intersection currently operates at an acceptable LOS during the weekday peak hours.

**Table 16-1**
**Intersection Analysis for Existing (2017) Conditions**

| # | Intersection | Traffic Control[3] | Intersection Approach Lanes[1] | | | | | | | | | | | | Delay[2] (secs.) | | Level of Service | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | | | | |
| | | | L | T | R | L | T | R | L | T | R | L | T | R | AM | PM | AM | PM |
| 1 | Driveway 1 / Clinton Keith Rd. | TS | Future Intersection | | | | | | | | | | | | 13.0 | 11.4 | B | B |
| 2 | Smith Ranch Rd. / Bundy Canyon Rd. | | 1 | 1 | d | 1 | 1 | d | 1 | 2 | d | 1 | 2 | d | | | | |

*[1] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.*

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

*[3] TS = Traffic Signal; L = Left; T = Through; R = Right; d= De facto Right Turn Lane*

Cumulative Analysis

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

The General Plan buildout (post-2035) traffic conditions analyses can be used to determine whether improvements funded through regional transportation mitigation fee programs, such as the Transportation Uniform Mitigation Fee (TUMF), City Development Impact Fee (DIF) programs, or other approved funding mechanism can accommodate the long-range cumulative traffic. If the funded improvements can provide the target LOS, the project's payment into the TUMF and DIF will be considered cumulative mitigation through the conditions of approval. Additional improvements (such as localized improvements to non-TUMF or DIF facilities) are identified as such.

**DISCUSSION**

a) **Less Than Significant Impact.**

Trip Generation

Trip generation rates used to estimate project traffic and a summary of the project's trip generation are from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th edition (2012) and shown in **Table 16-2**. The project is estimated to generate a net total of 299 trip-ends per day on a typical weekday, with approximately 21 AM peak-hour trips and 34 PM peak-hour trips.

**Table 16-2**
**Project Trip Generation Summary**

| Land Use | ITE LU Code | Units | AM Peak Hour | | | PM Peak Hour | | | Daily |
|---|---|---|---|---|---|---|---|---|---|
| | | | In | Out | Total | In | Out | Total | |
| **Project Trip Generation Rates** | | | | | | | | | |
| Mini-Warehouse | 151 | TSF | 0.06 | 0.05 | 0.11 | 0.10 | 0.09 | 0.19 | 1.65 |
| Mini-Warehouse | 151 | Spaces | 0.01 | 0.01 | 0.02 | 0.01 | 0.01 | 0.02 | 0.25 |
| **Project** | **Quantity** | **Units** | **AM Peak Hour** | | | **PM Peak Hour** | | | **Daily** |
| | | | **In** | **Out** | **Total** | **In** | **Out** | **Total** | |
| **Phase 1 Trip Generation Summary** | | | | | | | | | |
| Smith Ranch Self-Storage | 79.556 | TSF | 5 | 4 | 9 | 8 | 7 | 15 | 131 |
| | 258 | Spaces | 3 | 3 | 6 | 3 | 3 | 6 | 65 |
| Phase 1 Total | | | 8 | 7 | 15 | 11 | 10 | 21 | 196 |
| **Phase 2 Trip Generation Summary** | | | | | | | | | |
| Smith Ranch Self-Storage | 125.306 | TSF | 8 | 6 | 14 | 13 | 11 | 24 | 207 |
| | 152 | Spaces | 2 | 2 | 4 | 2 | 2 | 4 | 38 |
| Phase 2 Total | | | 10 | 8 | 18 | 15 | 13 | 28 | 245 |
| **Project Buildout Trip Generation Summary** | | | | | | | | | |
| Smith Ranch Self-Storage | 171.056 | TSF | 10 | 9 | 19 | 17 | 15 | 32 | 282 |
| | 66 | Spaces | 1 | 1 | 2 | 1 | 1 | 2 | 17 |
| Project Buildout Total | | | 11 | 10 | 21 | 18 | 16 | 34 | **299** |

*Source: ITE 2012.*
*TSF = Thousand Square Feet*

**Existing plus Project (E+P)**

Traffic Volume Forecasts

Project buildout traffic was added to Existing (2017) traffic conditions to determine the E+P traffic volume forecasts (see **Appendix 10**). E+P traffic forecasts are shown for both the proposed access and alternative access. E+P traffic conditions have only been evaluated for project buildout conditions.

Intersection Operational Analysis

As shown in **Table 16-3**, the study area intersections are anticipated to operate at an acceptable LOS during the peak hours with the addition of project traffic utilizing the proposed access on Clinton Keith

Road. Therefore, the TIA did not recommend further improvements. E+P (Proposed Access) traffic conditions intersection operations analysis worksheets are in **Appendix 10.**

**Table 16-3**
**Intersection Analysis for E+P (Proposed Access) Conditions**

| # | Intersection | Traffic Control[2] | Existing (2017) | | | | E+P | | | | Change in Delay | | Significant Impact?[3] |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Delay[1] (Secs.) | | LOS | | Delay[1] (Secs.) | | LOS | | | | |
| | | | AM | PM | AM | PM | AM | PM | AM | PM | AM | PM | |
| 1 | Driveway 1 / Clinton Keith Rd. | **CSS** | Does Not Exist | | | | 10.3 | 11.8 | B | B | -- | -- | No |
| 2 | Smith Ranch Rd. / Bundy Canyon Rd. | TS | 13.0 | 11.4 | B | B | 13.2 | 11.8 | B | B | 0.2 | 0.4 | No |

Note: Analysis is based on 176,938 square feet of self-storage use plus 66 RV spaces.

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

[2] CSS = Cross-street Stop; TS = Traffic Signal; **CSS** = Improvement

[3] Significant impact has been identified if the change in delay is greater than the applicable thresholds.

As shown in **Table 16-4**, the study area intersections are anticipated to operate at acceptable LOS during the peak hours with the addition of project traffic utilizing the proposed access on Clinton Keith Road and exit-only access on Smith Ranch Road. E+P (Alternative Access) traffic conditions intersection operations analysis worksheets are in **Appendix 10**.

**Table 16-4**
**Intersection Analysis for E+P (Alternative Access) Conditions**

| # | Intersection | Traffic Control[2] | Existing (2017) | | | | E+P | | | | Change in Delay | | Significant Impact?[3] |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Delay[1] (Secs.) | | LOS | | Delay[1] (Secs.) | | LOS | | | | |
| | | | AM | PM | AM | PM | AM | PM | AM | PM | AM | PM | |
| 1 | Driveway 1 / Clinton Keith Rd. | **CSS** | Does Not Exist | | | | 10.3 | 11.6 | B | B | -- | -- | No |
| 2 | Smith Ranch Rd. / Bundy Canyon Rd. | TS | 13.0 | 11.4 | B | B | 13.3 | 11.9 | B | B | 0.3 | 0.5 | No |

Note: Analysis is based on 176,938 square feet of self-storage use plus 66 RV spaces.

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

[2] CSS = Cross-street Stop; TS = Traffic Signal; **CSS** = Improvement

[3] Significant impact has been identified if the change in delay is greater than the applicable thresholds.

According to the TIA, the addition of project traffic would not result in any peak hour operational impacts at the driveway or the site-adjacent intersection of Smith Ranch Road and Clinton Keith Road. Significant impacts are determined by comparing with- and without-project scenarios for each traffic condition, including for alternative access. All impacts under E+P and future cumulative scenarios are shown in **Tables 16-2**, **16-3** and **16-4**, and were found to be less than significant.

b) **Less Than Significant Impact**. Every county in California is required to develop a Congestion Management Program (CMP) that looks at the links between land use, transportation, and air quality. In its role as Riverside County's Congestion Management Agency, the Riverside County Transportation Commission (RCTC) prepares and periodically updates the county's CMP to meet federal Congestion Management System guidelines as well as state CMP legislation. 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 December 2011; of the roadways in Wildomar, I-15 is 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 LOS E, a deficiency plan is required.

Some of the vehicle trips generated by the expanded storage facility on the project site would 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 an additional 299 daily vehicle trips. If these vehicle trips were to travel on Interstate 15, this increase would represent an increase of 0.22 percent over the 2015 vehicle counts of 134,000 daily vehicle trips along I-15 at the Clinton Keith interchange (Caltrans 2016). Therefore, this increase would not affect the level of service on I-15 resulting in a less than significant impact to the congestion management plan.

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 tallest building, Building A, would be 32 feet 6 inches at its highest point, and would be similar to that of the height of the nearby 2-story residences and surrounding topography. Since the location and height of the project would not affect air traffic patterns or aircraft operations from any private or public airport, no impact would occur.

d, e) **Less Than Significant Impact.** The proposed project would be checked for compliance with City engineering standards as part of the City's review process. The project includes addition of a driveway onto an Clinton Keith Road, but would not alter either Clinton Keith or Smith Ranch Road. All improvements would be designed, constructed, and inspected to ensure compliance with local, regional, and federal standards. Therefore, they would not introduce any hazardous design features.

f) **Less Than Significant Impact.** Although the Riverside Transit Agency provides transit service in the City, it does not provide service to the site on Clinton Keith Road. The improvements include sidewalk and curb-and-gutter improvements along the site's frontage to provide pedestrian connectivity with the existing pedestrian facilities to Smith Ranch Road. There is no sidewalk to the west of the project. There are no existing or planned bicycle paths along Clinton Keith Road near the project site. There are no components of the project that could reasonably be expected to detract from or otherwise decrease the performance or safety of existing policies and facilities for transit, bicycles, and pedestrians.

**STANDARD CONDITIONS AND REQUIREMENTS**

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

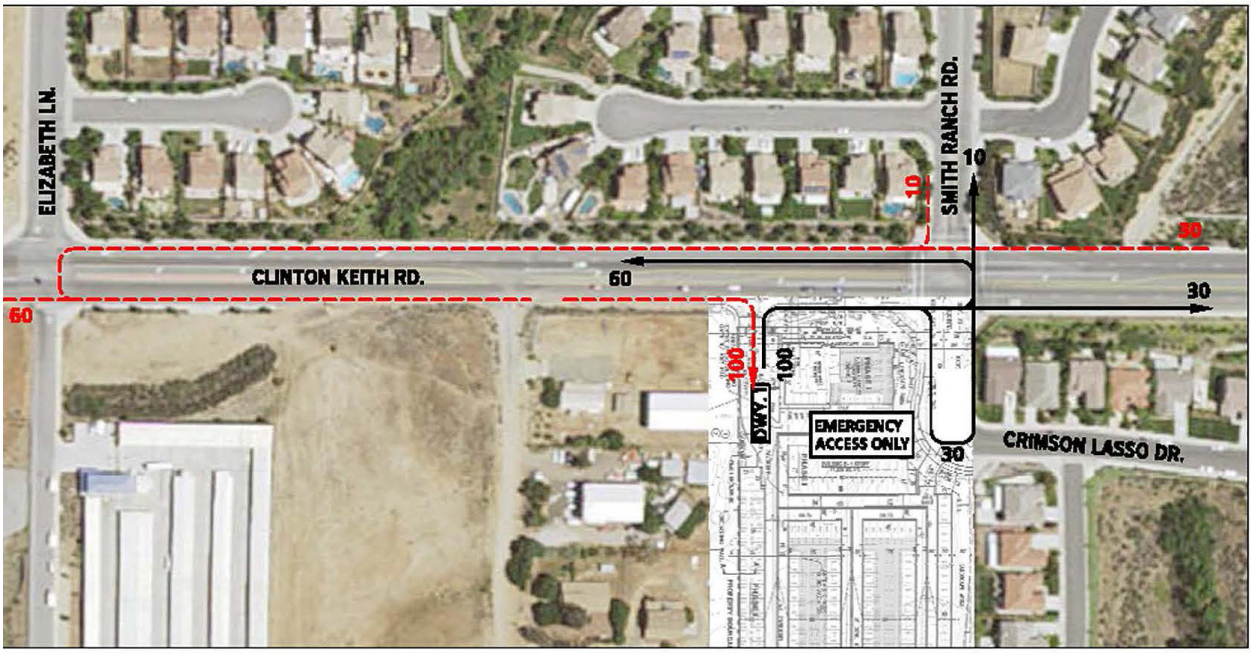
2. Prior to issuance of any building permit on the project site, the project applicant shall comply with Chapter 3.44, Development Impact Fees, of the Wildomar Municipal Code.

**MITIGATION MEASURES**

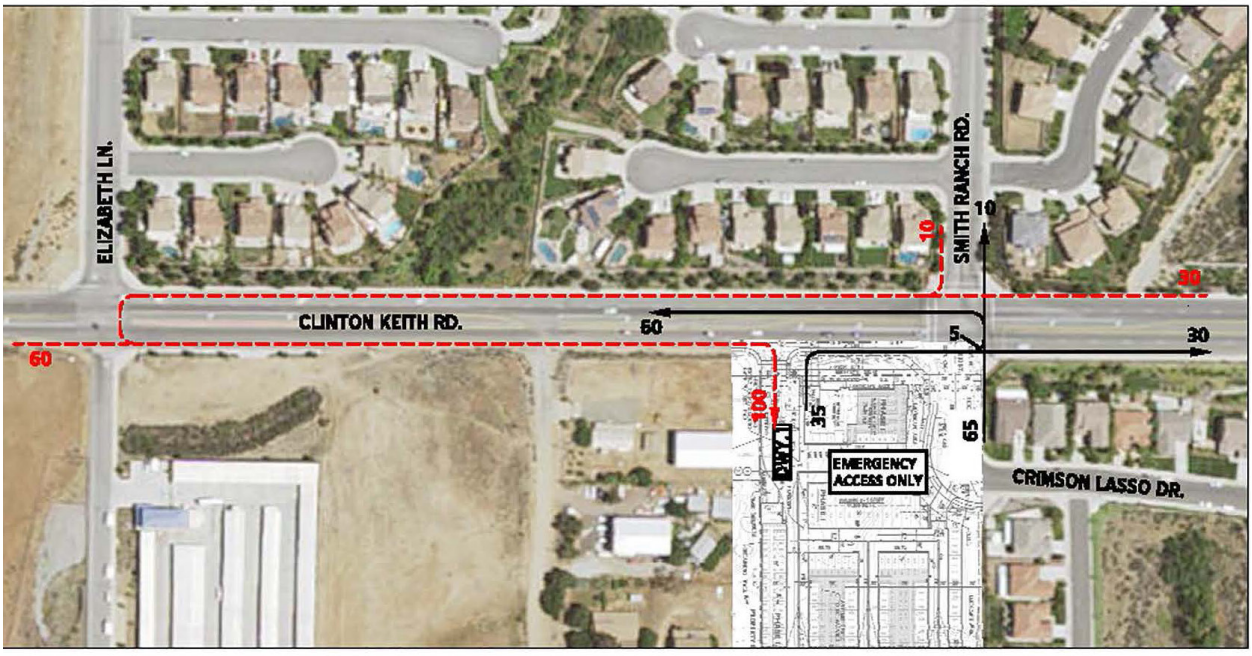
None required.

Figure 8 - Access and Alternative Access

**PROPOSED ACCESS:**




**ALTERNATIVE ACCESS:**




**LEGEND:**

10 = PERCENT TO/FROM PROJECT
← = OUTBOUND
<-- = INBOUND

*Source: Urban Crossroads, 2017*

This page intentionally left blank.

**17. Utilities and Service Systems**

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

**DISCUSSION**

**a, b, e) Less Than Significant Impact.** The project is in the San Diego Regional Water Quality Control Board (Region 9). The proposed project would not result in a use that would substantially increase pollutant loads or change the nature of pollutant loads of the area in a way that would conflict with San Diego RWQCB regulations or permitted treatment requirements.

Water treatment facilities filter and/or disinfect water before it is delivered to customers. The EVMWD supplies water to the project site and surrounding area. The project would include installation of new 8- and 6-inch underground water pipelines beneath the site that would generally follow the interior roadway circulation. The new water lines would be connected to existing 16-inch water lines at two locations on Clinton Keith Road and one location at Smith Ranch Road. Water line improvements would be constructed in accordance with Title 13, Public Services, of the Wildomar Municipal Code.

EVMWD purchases water from the Eastern Municipal Water District and Western Municipal Water District (WMWD). Purchased water from the Eastern District is treated at the Metropolitan Water District's Skinner Filtration Plant, which blends primarily Colorado River

water and a small amount of State Water Project water. Purchased water from the Western District is conveyed from the Temescal Valley Pipeline and treated at the Mills Filtration Plant (EVMWD 2016). Surface water from Canyon Lake (Railroad Canyon reservoir) is treated at Canyon Lake Water Treatment Plant. The water treatment facilities, their capacities, and remaining available treatment capacities are shown in **Table 18-2**.

**Table 18-1**
**EVMWD Water Treatment Facilities**

| Treatment Plant | Capacity (mgd) | Average Daily Intake[1] (mgd) | Remaining Treatment Capacity (mgd) |
|---|---|---|---|
| Canyon Lake Water Treatment Plant | 9 | 4.5 | 4.5 |
| Skinner Filtration Plant[1] | 630 | 220 | 410 |
| Mills Filtration Plant[1] | 220 | 90 | 130 |
| Total: | 859 | 314.5 | **544.5** |

*Source: MWD 2017.*

*[1] Estimates based on average of Skinner and Mills daily effluent graphs.*

As shown in **Table 18-1**, the EVMWD water treatment facilities have a remaining water treatment capacity of approximately 544.5 million gallons per day (mgd).

Wastewater Treatment

The EVMWD provides wastewater treatment to the project area. The project would include installation of new 4-inch underground sewer lines on the western portion of the site. Project development would also require construction of offsite sewer connections; the project includes construction of an 8-inch sewer line that would extend from the western portion of the site to Jana Lane, approximately 300 feet west. An additional sewer line would connect from Building A to an existing 18-inch line in Clinton Keith Road. Wastewater improvements would be constructed in accordance with Title 13, Public Services, of the Wildomar Municipal Code.

The EVMWD operates three wastewater treatment facilities: the Regional Water Reclamation Facility (WRF), the Horsethief Canyon WRF, and the Railroad Canyon WRF. In addition, flow in the southern part of EVMWD's service area is treated at the Santa Rosa Water Reclamation Facility operated by the Rancho California Water District. The wastewater reclamation facilities and their respective capacities are provided in **Table 18-2**.

**Table 18-2**
**EVMWD Wastewater Reclamation Facilities**

| Treatment Plant | Capacity (mgd) | Average Daily Intake[1] (mgd) | Remaining Treatment Capacity (mgd) |
|---|---|---|---|
| Regional WRF | 8 | 5.46 | 2.54 |
| Horsethief Canyon WRF | 0.5 | 0.36 | 0.14 |
| Railroad Canyon WRF | 1.12 | 0.62 | 0.5 |
| RCWD Santa Rosa WRF[2] | 5 | 2.55 | 2.45 |
| Total: | 14.62 | 8.99 | **5.63** |

*Source: MWH 2016a.*

*[1] Average daily flow was from 2011 to 2014.*

*[2] Total average amount of flow treated at the Santa Rosa WRT for fiscal year 2015, of which EVMWD's contribution comprises roughly 1.0 mgd.*

As shown in **Table 18-2**, the EVMWD has a remaining wastewater treatment capacity of 5.63 mgd.

Project Water Demand

To determine future demand for water and wastewater facilities, the EVMWD relies on recommended generation factors in the 2016 Water System Master Plan (MWH 2016b). The recommended generation factors are determined according to land use designation. The site land use designation is Business Park. According to the EVMWD Water System Master Plan, the water demand factor for Business Park is 1,200 gallons per day per acre (gpd/ac) (MWH 2016b). The proposed project would result in a total of 9.75 developed acres, and would therefore result in the need for 11,700 gallons of water per day (1,200 gpd x 9.75 developed acres). As provided above, the water treatment facilities for the project site have a remaining treatment capacity of 554.5 mgd. Therefore, the project would increase demand by 0.002 percent[1] of available water treatment capacity.

Project Wastewater Generation

According to the EVMWD Sewer System Master Plan, wastewater generation for business park uses would be 30 percent of water demand (MWH 2016a). Thus, wastewater generation would be approximately 360 gpd/ac (1,200 x 0.30) and would result in the generation of 7,020 gallons of wastewater per day (720 gpd x 9.75 acres). As discussed above, the EVMWD WRFs have a remaining treatment capacity of 5.63 mgd. Therefore, the project would generate an increase of 0.1 percent[2] of the remaining available treatment capacity. Impacts to water and wastewater treatment facilities would be less than significant.

c) **Less Than Significant Impact**. See Issue 9d in section 9, *Hydrology and Water Quality*, for further discussion of the project site's existing and proposed drainage. The project would improve drainage compared to existing conditions. The improvements would be served by new drainage facilities onsite, the environmental effects of which are discussed in section 9.

d) **Less Than Significant Impact**. The project site is within the service boundary for the EVMWD, which uses both groundwater and imported water supplies to ensure adequate water is available for consumers. Imported water is purchased to prevent significant overdraft of local groundwater supplies.

According to the 2016 EVMWD Water System Master Plan, the existing supply is approximately 35,486 acre-feet per year (afy), and the existing demand is 25,454 afy (MWH 2016b). The Master Plan projects a future water demand of 51,600 afy by 2040; there is a 16,114 afy deficit between the existing supply and projected future demand. The EVMWD analyzed 45 supply alternatives with different supply sources and determined the highest ranked supply projects would have a total average yield of 17,883 afy; by 2040 it is anticipated EVMWD would have a supply of 53,319 afy. Therefore, the proposed projects' water demand of 11,700 gallons per day (13.11 afy) would be approximately 0.01 percent of the existing remaining supply of 10,032 afy and 1.1 percent of the future 2040 remaining supply of 1,179 afy. Additionally, per the Metropolitan Water District's Regional Urban Water Management Plan, the MWD has supply

[1] 11,700 / 544,500,000 = 0.00002 = 0.002%

[2] 7,020 / 5,630,000 = 0.001 = 0.1%

capabilities that would be sufficient to meet expected demands from 2020 through 2040 under single dry-year and multiple dry-year hydrologic conditions (MWD 2016). Therefore, the project's impacts to water supplies would be less than significant .

f) **Less Than Significant Impact.** The main disposal site in the vicinity of the project site is the El Sobrante Landfill in Corona (CalRecycle Solid Waste Information System Number 33-AA-0217). The landfill is projected to reach full capacity of 184,930,000 tons in 2045 (CalRecycle 2017). The landfill covers approximately 1,322 acres and receives approximately 16,054 tons of solid waste per day.

The Riverside County Department of Waste Resources indicated that this type of project (self-storage/mini-warehouse facility) does not generate waste that would be of concern regarding the El Sobrante Landfill's capacity. The storage space would generate a negligible amount of waste, and the office space would be the largest contributor to solid waste generation onsite. According to CalRecycle waste generation rates, office space would generate 1.24 pounds (lbs) per employee per day. Therefore, the project would generate 16.12 lbs/per day (1.24 lbs x 13 employees). This increase would be negligible compared to the solid waste received daily and the remaining capacity of the El Sobrante Landfill. 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, Solid Waste Collection and Disposal, regulates solid waste handling and mandates that sufficient receptacles be in place on-site to accommodate refuse and recycling. Compliance with state law and the City's Municipal Code would ensure that the project results in a less than significant impact.

**STANDARD CONDITIONS AND REQUIREMENTS**

1. Project solid waste management shall comply with Wildomar Municipal Code Section 8.104.

**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**

These mandatory findings of significance are 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 would generally have a less than significant impact on the environment. Implementation of **AQ-1** and **AQ-2** would result in a less than significant impacts to air quality. With implementation of mitigation measure **BIO-1** and **BIO-2,** the proposed project would have a less than significant impact on biological resources and would not conflict with the MSHCP. Potential impacts to cultural resources would be mitigated by implementation of mitigation measures **CUL-1** to **CUL-6**. With implementation of mitigation measures **GEO-1,** the proposed project would have a less than significant impact on paleontological resources, and implementation of **HAZ-1** and **HAZ-2** would ensure that impacts from wildfire hazards would be less than significant. Therefore, the proposed project would not significantly affect the environment with implementation of the mitigation measures in this IS/MND.

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

Aesthetics

This project and other projects in the city are required to comply with the City's light pollution ordinance. Furthermore, the City's conditional use permit application process would ensure that 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 on 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

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 3a describes the SCAQMD criteria for determining consistency with the AQMP and further demonstrates that the proposed project would be consistent with the plan. Additionally, the potential for the project to result in impacts is addressed through mitigation measures **AQ-1** and **AQ-2**. Therefore, the project would have a less than cumulatively considerable impact on air quality.

Biological Resources

Cumulative biological impacts are defined as impacts resulting from development in the MSHCP area as a result of buildout of the cities in western Riverside County consistent with SCAG's regional growth projections. Regional growth projections are based on current land use designations that determine what the planned land use is for cities in the region. Since the proposed project would be consistent with the General Plan, cumulative impacts for the proposed project have been accounted for by SCAG and by the Riverside Conservation Authority, the agency that administers the MSHCP.

The potential for the proposed project to result in direct biological impacts is addressed through mitigation measure **BIO-1**. Therefore, the proposed project would have a less than cumulatively considerable impact on biological resources.

Cultural Resources

According to the Cultural Resources Assessment the project site was previously disturbed and there is a minimal likelihood for discovery of cultural resources. Additionally, the Sacred Lands File search yielded negative results. However, when excavating on an undeveloped site there is always the possibility of discovering buried artifacts and cultural resources. Compliance with mitigation measures **CUL-1** through **CUL-6** would mitigate possible impacts. Development of the site would therefore not contribute to a cumulative increase in potential impacts to cultural resources, and the project would have a less than cumulatively considerable impact.

Geology and Soils

Project-related impacts on geology and soils associated with development on the project site are site specific, and development on the site would not contribute to seismic hazards or soil erosion. Implementation of mitigation measure **GEO-1** would address any possible impacts on paleontological resources. Therefore, the proposed project is anticipated to have no impact on cumulative geophysical conditions in the region.

Greenhouse Gas Emissions

Section 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.

Hazards and Hazardous Materials

The proposed project is not expected to use 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 in the proposed project and the WQMP and Hydrology Report prepared for the project would protect the quality of water discharged from the site during both construction and operation. Additionally, the project and subsequent projects developed in the City would comply with the approved Riverside County MS4, which regulates discharges into the MS4. Therefore, the project would have a less than cumulatively considerable impact on water quality. The site is not in 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. With adoption of the proposed entitlements as part of the project, the improvements would be consistent with zoning and development standards for the site and, with implementation of mitigation measure **BIO-1,** would be consistent with the MSHCP. Additionally, in accordance with Municipal Code Chapter 3.44, the project applicant would pay the required development impact and MSHCP fees.

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 section 12, *Noise*, construction and operation of the project would comply with all applicable noise standards and would have less than significant impacts related to noise. Operation of the facility would not generate significant traffic or building noise that would affect the ambient noise level near the project site. The surrounding vicinity is generally developed; cumulative noise generated by ambient growth in the project vicinity and increase in vehicular noise would be assessed on a project-to-project basis.

Population and Housing

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

Public Services and Recreation

The proposed project, in combination with other existing, planned, proposed, approved, and reasonably foreseeable development in the immediate area, may increase the demand for public services such as fire and police protection. The city council establishes the level of police and fire services in the community. The proposed project is not anticipated to result in the need for additional services, either individually or cumulatively. The area can be served from existing police and fire stations, and no expansion of facilities is needed to serve the proposed project. However, as a standard condition of approval, the project applicant would be required to pay development impact fees to fund the expansion of stations or buildings should the council consider them necessary. Development of any future public facilities would be subject to CEQA review prior to approval. Therefore, the proposed project would have a less than cumulatively considerable impact on public services.

Transportation/Traffic

Cumulative traffic impacts are created as a result of a combination of the proposed project 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 would be required to contribute to funding off-site improvements, including traffic signals that are needed to serve cumulative traffic conditions, through the payment of the Western Riverside County Transportation Uniform Mitigation Fee, City of Wildomar development impact fees, and a fair-share contribution as directed by the City. These fees are collected as part of a funding mechanism aimed at ensuring that regional highways and arterial expansions keep pace with projected population increases. The project's impacts to cumulative traffic conditions would be less than cumulatively considerable.

Utilities and Service Systems

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

c) **Less Than Significant Impact with Mitigation Incorporated**. The proposed project does not have the potential to significantly adversely affect human beings, either directly or indirectly. A number of the impacts were identified as having potential to significantly impact human beings, but with implementation of the identified mitigation measures and standard conditions and requirements, these impacts would be less than significant. Mitigation measure **AQ-1** and **AQ-2** would reduce impacts associated with air quality, and mitigation measures **HAZ-1** and **HAZ-2** reduce impacts related to fire hazards. All significant impacts are avoidable, and the City of Wildomar will ensure that measures imposed to protect human beings are implemented.

## VI. REFERENCES


American Society for Testing Materials. 2017. ASTM D4829-11 Standard Test Method for Expansion Index of Soils. https://www.astm.org/Standards/D4829.htm.

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

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

———. 2016. Facility/Site Summary Details: El Sobrante Landfill (33-AA-0217). Accessed September 2017. http://www.calrecycle.ca.gov/SWFacilities/Directory/33-AA-0217/Detail/.

Caltrans (California Department of Transportation). 2002. *Transportation Related Earthborne Vibrations*.

———. 2004. *Transportation and Construction-Induced Vibration Guidance Manual.*

———.September 7. Scenic Highway Mapping System. http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm.

———. 2013. *Technical Noise Supplement to the Traffic Noise Analysis Protocol.*

———. 2016. Caltrans Traffic Census. http://traffic-counts.dot.ca.gov.

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

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

_____. 2017. Toxic Air Contaminant Identification List. https://www.arb.ca.gov/toxics/id/taclist.htm.

CGS (California Geological Survey). 2016. *Regional Geologic Hazards and Mapping Program: Alquist-Priolo*. http://www.conservation.ca.gov/cgs/rghm/ap/Pages/main.aspx.

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

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

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

———. 2016. Criminal Justice System Review. http://www.riversidesheriff.org/pdf/BOS_Item_16-03_KPMG-PublicSafetyReview.pdf.

DieselNet. 2016. Cars and Light-Duty Trucks—Tier 3. https://www.dieselnet.com/standards/us/ld_t3.php.

DTSC (California Department of Toxic Substances Control). 2017. EnviroStor. http://www.envirostor.dtsc.ca.gov/public/.

FHWA (Federal Highway Administration). ———. 2011. *Effective Noise Control During Nighttime Construction.*
http://ops.fhwa.dot.gov/wz/workshops/accessible/schexnayder_paper.htm.

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

Institute of Transportation Engineers. 2012. *Trip Generation Manual*, 9th ed.

JLC Engineering and Consulting. 2017, May 22. *Preliminary Hydrology Report for Smith Ranch Storage.*

———. 2017, August 14. *Project Specific Water Quality Management Plan*.

Keller, Jean A. 2017, April 29. *A Phase I Cultural Resources Assessment of PA NO. 16-0138 APN 380-290-037 thru 040.*

Metropolitan Water District of Southern California (MWD). 2017, February 13*. Review of Water Treatment Plant Operating Capacities.*
http://edmsidm.mwdh2o.com/idmweb/cache/MWD%20EDMS/003737313-1.pdf.

———. 2016. Urban Water Management Plan

MWH. 2016a, August. 2016, August. *2016 Sewer System Master Plan Final Report.*
http://www.evmwd.com/civicax/filebank/blobdload.aspx?blobid=32037.

———. 2016b, August. *2016 Water System Master Plan.*
http://www.evmwd.com/civicax/filebank/blobdload.aspx?BlobID=32038.

NIOSH (National Institute for Occupational Safety and Health). 1998, June. *Criteria for Recommended Standard: Occupational Noise Exposure*.

Noise and Air Quality Branch. 1995, June. Highway Traffic Noise Analysis and Abatement Policy and Guidance. US Department of Transportation, Federal Highway Administration, Office of Environment and Planning.

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

Principe and Associates. 2016, August 8. *Nesting Season Survey Burrowing Owl (Athene cunicularia hypugaea).*

———. 2017, May 1. *Western Riverside County Multiple Species Habitat Conservation Plan Consistency Analysis.*

RCFD (Riverside County Fire Department). 2015. Station Location Map.
http://www.rvcfire.org/stationsAndFunctions/FireStations/Pages/Fire-Stations-Map.aspx.

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

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

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

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

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

———. 2003. *Localized Significance Thresholds Methodology.* s.l. :South Coast Air Quality Management District, 2003.

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

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

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

South Shore Testing and Environmental. 2016, August 9. *Phase I Environmental Site Assessment of an Undeveloped Commercial Property Including Offsite Improvements for Clinton Keith and Smith Ranch Roads and Adjacent Properties.*

———. 2017, August 5. *Revised Geotechnical Update Investigation*.

SWRCB (California State Water Resources Control Board). 2017. GeoTracker. http://geotracker.waterboards.ca.gov/.

Transpacific Consultants. December 3, 2017. Site Plan for Smith Ranch Self Storage. City of Wildomar, County of Riverside, State of California.

Urban Crossroads. 2017a, August 10. *Smith Ranch Self-Storage Air Quality Impact Analysis City of Wildomar.*

———. 2017b, August 10. Smith Ranch Self-Storage Greenhouse Gas Analysis.

———. 2017c, August 9. Smith Ranch Self-Storage Noise Impact Analysis City of Wildomar.

———. 2017d, August 9. Smith Ranch Self-Storage Trip Generation Evaluation.

US Census Bureau. 2016. State and County QuickFacts. https://www.census.gov/quickfacts/fact/table/wildomarcitycalifornia/PST045216.

US Environmental Protection Agency (EPA). 2017. Enviromapper. https://www.epa.gov/emefdata/em4ef.home

US Fish and Wildlife. 2017, August 22. National Wetlands Mapper. Accessed September 22, 2017. https://www.fws.gov/wetlands/data/mapper.html

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

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

———. 2008. *Wildomar General Plan.*

———. 2013. *Impact Fee Study Report*.

--------. 2013, August. Housing Element Update 2013-2021.

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

———. 2016. Geographic Information System (GIS). Accessed September 2017.

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