INITIAL STUDY / NEGATIVE DECLARATION FOR THE

Life Storage Mini-Warehouse Project
(Planning Application 17-0010)

Lead Agency:

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

Prepared by:

Michael Baker International
9755 Clairemont Mesa Boulevard, #100
San Diego, CA 92124

May 2017

This page intentionally left blank

TABLE OF CONTENTS

TABLES

FIGURES

APPENDICES INCLUDED ON ENCLOSED CD-ROM

1. **Appendix 1 – Project Development Plans**
    a. Development Plans
2. **Appendix 2 – Air Quality**
    a. Air Quality – Summer
    b. Air Quality – Winter
3. **Appendix 3 – Greenhouse Gases**
    a. Annual Emissions
4. **Appendix 4 – Cultural Resources**
    a. AB 52 Letters
5. **Appendix 5 – Hydrology and Water Quality**
    a. Elsinore Valley Municipal Valley Water District Will-Serve Letter

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

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

This page intentionally left blank.

I. INTRODUCTION AND PROJECT DESCRIPTION

Purpose and Project Overview

This Initial Study evaluates the following development application: Conditional Use Permit No. 17-0010 to expand an existing self-storage facility by developing a new 60,800-square-foot, 2-story self-storage building. The building will include new mechanical, plumbing, and electrical systems. The project will also include new parking stalls and restripe existing RV storage spaces.

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

Project Location

The project site is located at 24781 Clinton Keith Road in Wildomar, California. The project site's regional and local vicinity are shown in **Figures 1 and 2.** The Assessor's Parcel Number (APN) for the project site is 380-290-030.

Project Description

The project site is 9.56 acres. The proposed expansion of the existing storage facility will include the development of a two-story self-storage building in the Manufacturing–Service Commercial (M-SC) zone. The building will be 60,800 square feet, with 30,400 square feet on both the first and second floors. At 30 feet tall, the building will not exceed the 50-foot allowable building height requirement, defined by the Wildomar Municipal Code (WMC) Chapter 17.92.040 (C) (2) Height Requirement for the M-SC zone.

The proposed new building will incorporate a mixture of self-storage unit sizes on each floor. An elevator will serve the second floor and will include a staging lobby for cart storage. The proposed floor plan layout will not include any new toilets. Site work will consist of new parking directly in front of the main entry and minimal grading/removal of the existing concrete paving (**Figure 3 and 4**). No new landscaping is proposed, as the entire site is currently paved.

Roadway Access

Site access would be provided via existing access on Elizabeth Lane from Clinton Keith Road.

Water

The proposed project would receive potable water from the Elsinore Valley Municipal Water District (EVMWD).

Sewer

The proposed project would receive wastewater service from the EVMWD.

II. EXISTING CONDITIONS

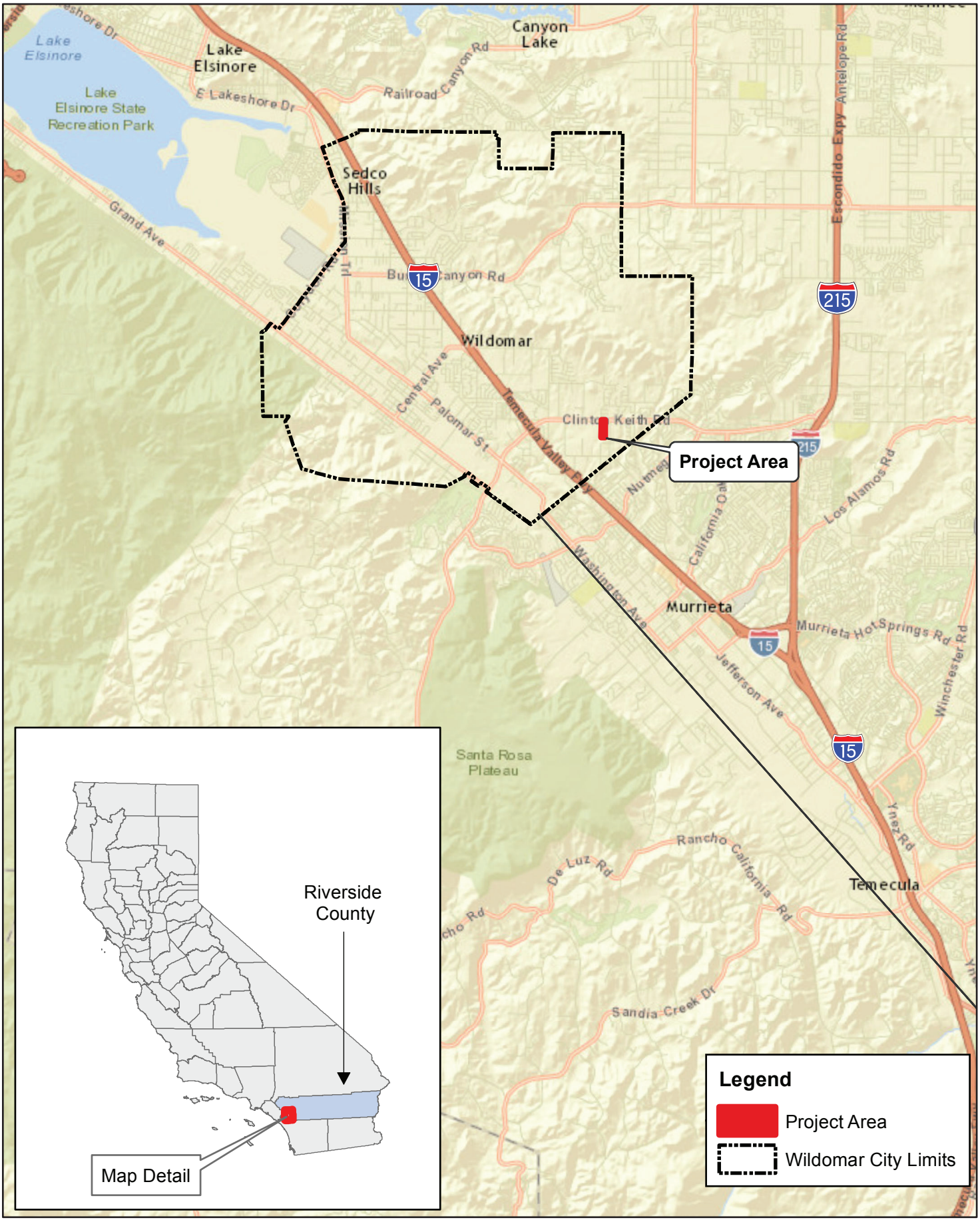
Physical Setting

The parcel currently contains an existing self-storage facility consisting of six drive-up-style buildings totaling approximately 163,337 square feet.

The project site is characterized as urban built-up land. The land uses of the adjacent parcels to the south, and east are residential and vacant land lies to the west. A residential neighborhood occupies the land to the north of the project site, on the north side of Clinton Keith Road.

Regulatory Setting

The City of Wildomar General Plan land use designation for the project site is Business Park (BP), which allows 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 Medium Density Residential (MDR) to the north, Business Park (BP) to the east and west, and Medium High Density Residential (MHDR) to the south (**Figure 5**). Implementation of the proposed project will not change the current use of the site and will therefore not require a General Plan Amendment. The project site is zoned M-SC (Manufacturing–Service Commercial) (**Figure 6**). The M-SC zone permits self-storage facilities provided a Conditional Use Permit has been granted pursuant to Municipal Code Chapters 17.200 and 17.240. The City requires the approval of a Conditional Use Permit to expand the existing mini-warehouse self-storage facility by developing a new 60,800-square-foot, 2-story self-storage building.



Michael Baker INTERNATIONAL

Source: City of Wildomar GIS, County of Riverside GIS
150385EIRFigures.indd

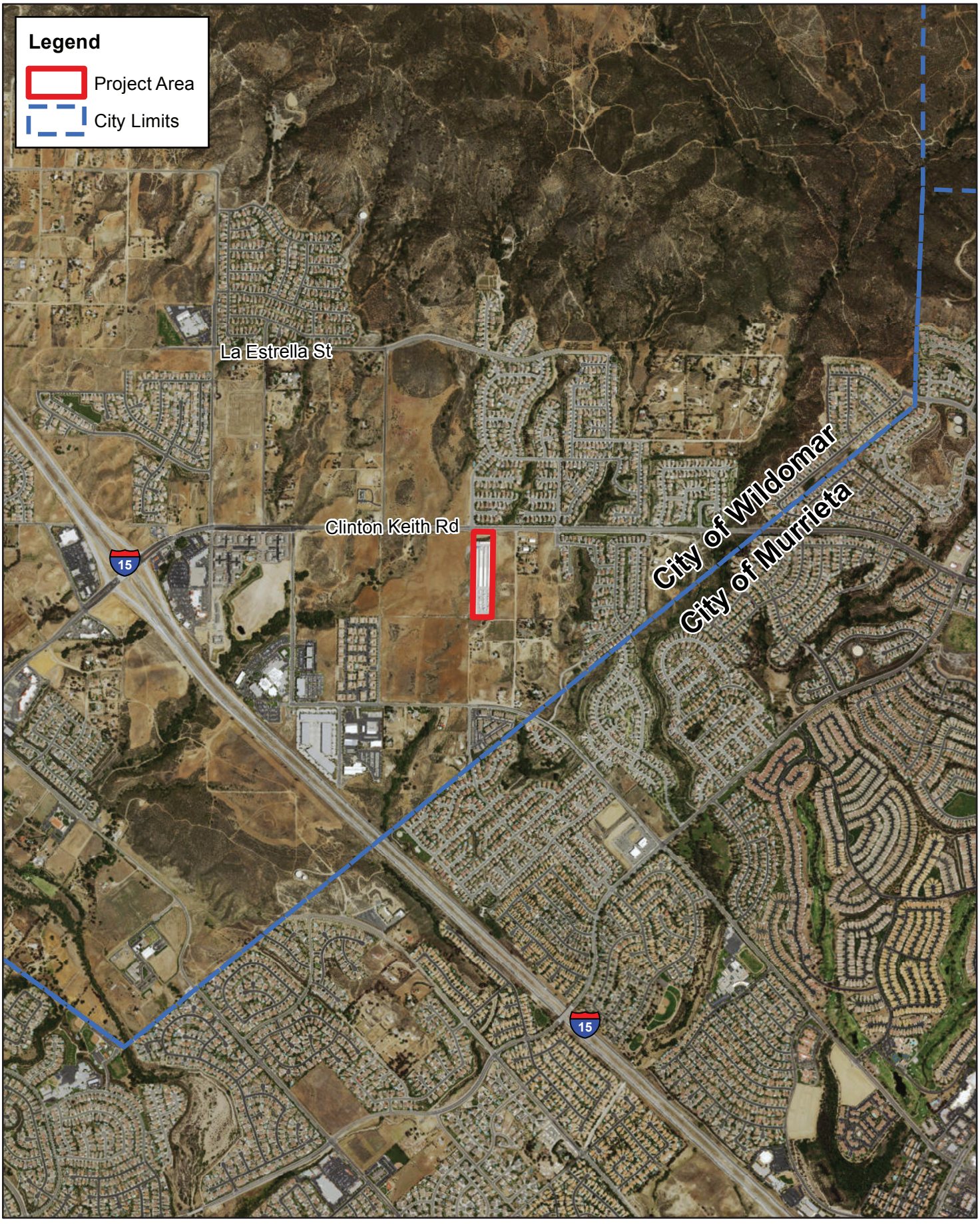
0 1 2 4 Miles

Life Storage

REGIONAL VICINITY

Figure 1

This page intentionally left blank



Michael Baker INTERNATIONAL

Source: City of Wildomar GIS, County of Riverside GIS

150385EIRFigures.indd

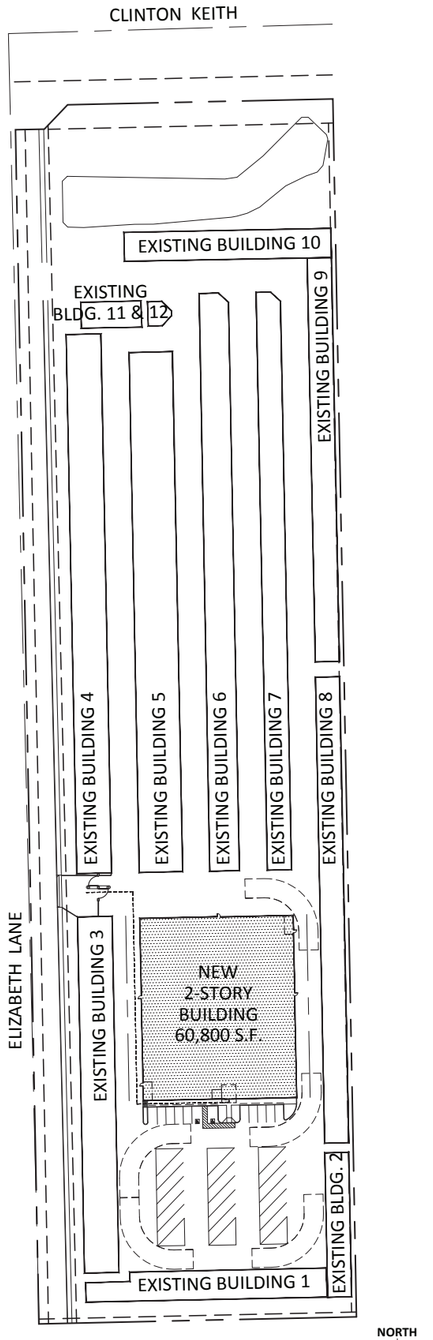
0 0.5 1 Miles

Life Storage

LOCAL VICINITY

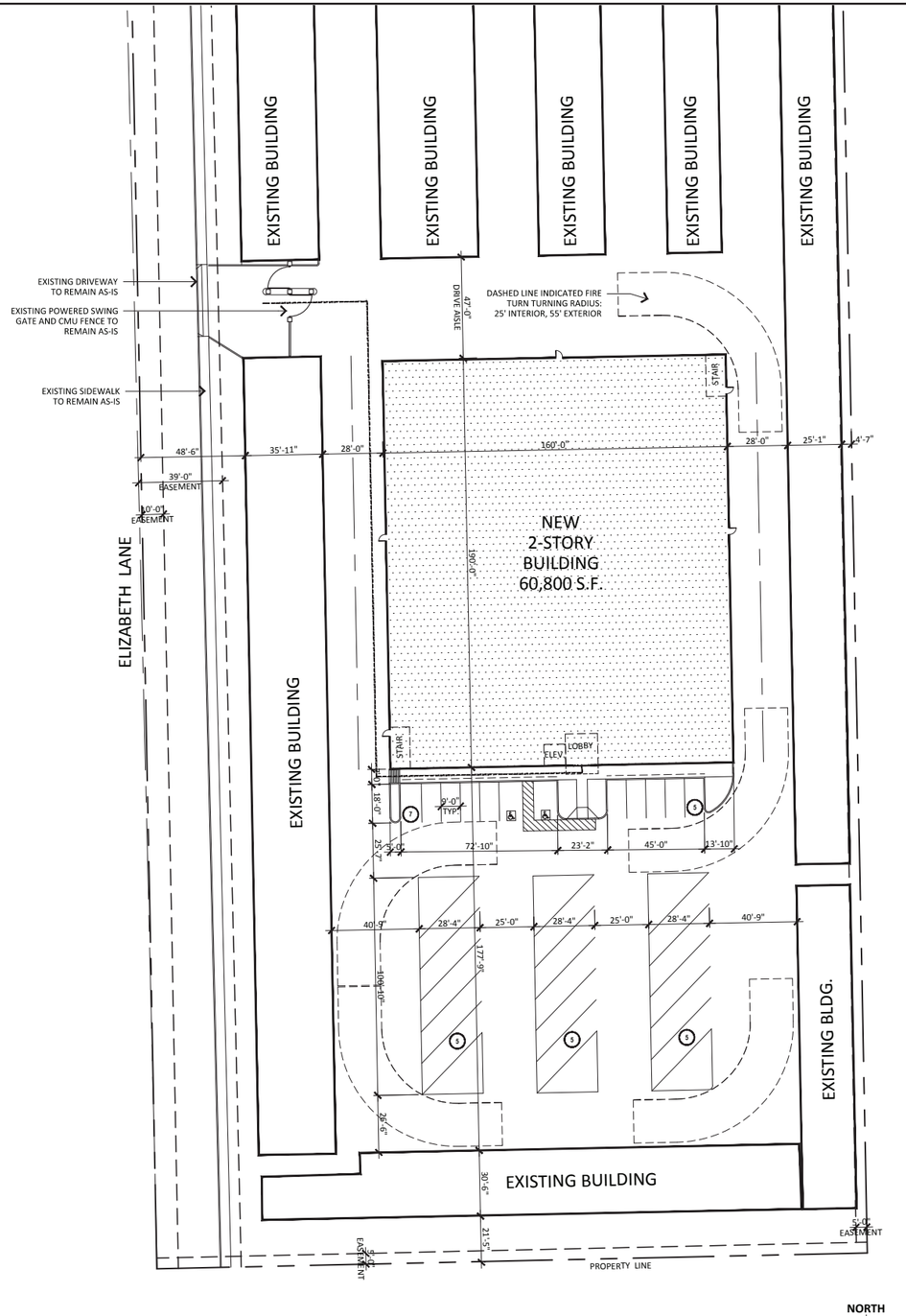
Figure 2

This page intentionally left blank



OVERALL SITE PLAN

SCALE: 1" = 70'



ENLARGED SITE PLAN

SCALE: 1" = 30'

PROJECT DIRECTORY

OWNER: LIFE STORAGE | FORMERLY UNCLE BOB'S STORAGE
6467 MAIN STREET
WILLIAMSVILLE, NY 14221
PHONE: (832) 286-8071
FAX: (716) 568-8222
CONTACT: ROBERT McGREGOR
EMAIL: rmcgregor@lifestorage.com

ARCHITECT: RKAA ARCHITECTS.
2233 EAST THOMAS ROAD
PHOENIX, ARIZONA 85016
PHONE: (602) 955-3900
FAX: (602) 955-0496
CONTACT: CAIN GARCIA
EMAIL: cgarcia@rkaa.com

PROJECT DESCRIPTION

NEW GROUND-UP, 2-STORY 60,800 S QUARE FOOT SELF STORAGE BUILDING TO INCLUDE NEW MECHANICAL, PLUMBING, AND ELECTRICAL SYSTEMS. SITE WORK INCLUDES NEW PARKING AREA, RESTRIPING RV/BOAT SURFACE STORAGE.

LEGAL DESCRIPTION

LOT 1 OF RECORD OF SURVEY OF GOVERNMENT LOTS 1, 8 AND 9 OF FRACTIONAL SECTION 6, TOWNSHIP 7 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF WILDOMAR, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP FILED IN BOOK 25, PAGE 62 OF RECORDS OF SURVEY, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PROJECT DATA

EXISTING ZONING:	M-SC
USE/OCCUPANCY:	S-1: STORAGE
CONSTRUCTION TYPE:	VB
NET SITE AREA:	9.56 ACRES (416,434 S.F.)
LOT NUMBER:	LOT 1 RS 025/062
APN:	380-290-030-1

PROPOSED AREAS:

1ST FLOOR	30,400 S.F. (FOOTPRINT)
2ND FLOOR	30,400 S.F.
60800 S.F.	

PROPOSED USE:	SELF-STORAGE
ALLOWABLEBUILDING HEIGHT:	MAX HEIGHT 55'
PROPOSED BUILDING HEIGHT:	MAX HEIGHT 30'-0"

BUILDING AREAS:

BUILDING #1:	7,101 S.F.	BUILDING #7:	15,011 S.F.
BUILDING #2:	3,338 S.F.	BUILDING #8:	12,133 S.F.
BUILDING #3:	13,268 S.F	BUILDING #9:	10,541 S.F.
BUILDING #4:	20,206 S.F.	BUILDING #10:	6,485 S.F.
BUILDING #5:	24,348 S.F.	BUILDING #11:	1,698 S.F.
BUILDING #6:	18,287 S.F.	BUILDING #12:	521 S.F.
		NEW BUILDING:	30,400 S.F.

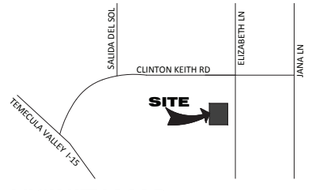
TOTAL BUILDING AREA:	163,337 S.F.
SITE COVERAGE:	0.39%

PARKING CALCULATIONS:

STALLS REQUIRED:	2 SPACES/3 EMPLOYEES
STALLS PROVIDED:	17 SPACES (INCLUDES 3 ADA STALLS)
RV STORAGE PROVIDED:	15 RV STORAGE STALLS

UTILITY COMPANIES

SCHOOL DISTRICT:	LAKE ELSINORE UNIFIED SCHOOL DISTRICT 1-951-253-7000
WATER & SEWER:	ELSINORE VALLEY MUNICIPAL WATER DISTRICT 1-951-674-3175
GAS:	THE GAS COMPANY 1-800-427-2000
ELECTRICITY	SOUTHERN CALIFORNIA (EDISON) 1-800-655-4555
TELEPHONE:	VERIZON 1-800-483-5000
CABLE TV:	TIME WARNER 1-888-255-5789 VERIZON 1-951-672-4583 VERIZON FIOS



VICINITY MAP

SCALE: N.T.S.

Michael Baker INTERNATIONAL

Source: RKAA Architects, January 2017.
150385EIRFigures.indd

Life Storage

SITE PLAN

Figure 3

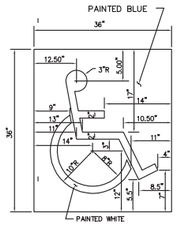
This page intentionally left blank

GENERAL GRADING NOTES:

1. ALL GRADING SHALL CONFORM TO THE CURRENTLY ADOPTED CALIFORNIA BUILDING CODE AND CITY ORDINANCES.
2. ALL PROPERTY CORNERS SHALL BE CLEARLY DELINEATED IN THE FIELD PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION/GRADING.
3. ALL WALLS (RETAINING AND NON-RETAINING) ARE APPROVED PER SEPARATE PLAN AND PERMIT.
4. ALL WORK UNDER THIS GRADING PERMIT SHALL BE LIMITED TO WORK WITHIN THE PROPERTY LINES. ALL WORK WITHIN THE CITY RIGHT-OF-WAY WILL REQUIRE SEPARATE PLANS AND AN ENCROACHMENT PERMIT.
5. GRADING SHALL BE DONE UNDER THE SUPERVISION OF A SOILS ENGINEER IN CONFORMANCE WITH RECOMMENDATIONS OF THE PRELIMINARY SOILS INVESTIGATION BY DATED
6. COMPACTED FILL TO SUPPORT ANY STRUCTURES SHALL COMPLY WITH SECTION 1803.5 PROJECTS WITHOUT PRELIMINARY SOILS REPORT SHALL HAVE DETAILED SPECIFICATIONS SATISFYING THE REQUIREMENTS IN SECTION 1803.5 PREPARED BY THE EOR.
7. THE CONTRACTOR SHALL NOTIFY THE BUILDING AND SAFETY DEPARTMENT AT LEAST 24 HOURS IN ADVANCE TO REQUEST FINISH LOT GRADE AND DRAINAGE INSPECTION. THIS INSPECTION MUST BE APPROVED PRIOR TO BUILDING PERMIT FINAL INSPECTION FOR EACH LOT.
8. THE CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT, TWO DAYS BEFORE DIGGING AT 1-800-227-2600.
9. MAXIMUM CUT AND FILL SLOPE = 2:1.
10. NO FILL SHALL BE PLACED ON EXISTING GROUND UNTIL THE GROUND HAS BEEN CLEARED OF WEEDS, DEBRIS, TOPSOIL AND OTHER DELETERIOUS MATERIAL. FILLS SHOULD BE PLACED IN THIN LIFTS (8-INCH MAX OR AS RECOMMENDED IN SOILS REPORT), COMPACTED AND TESTED AS GRADING PROCESS UNTIL FINAL GRADES ARE ATTAINED. ALL FILLS ON SLOPES STEEPER THAN 5 TO 1 (H/V) AND A HEIGHT GREATER THAN 5 FEET SHALL BE KEYED AND BENCHED INTO FIRM NATURAL SOIL FOR FULL SUPPORT. THE BENCH UNDER THE TOE MUST BE 10 FEET WIDE MIN.
11. THE SLOPE STABILITY FOR CUT AND FILL SLOPES OVER 30' IN VERTICAL HEIGHT, OR SLOPES STEEPER THAN 2:1 MUST BE VERIFIED WITH A FACTOR OF SAFETY OF AT LEAST 1.5.
12. NO ROCK OR SIMILAR IRREDUCIBLE MATERIAL WITH A MAXIMUM DIMENSION GREATER THAN 12 INCHES SHALL BE BURIED OR PLACED IN FILLS CLOSER THAN 10 FEET TO THE FINISHED GRADE.
13. DRAINAGE ACROSS THE PROPERTY LINE SHALL NOT EXCEED THAT WHICH EXISTED PRIOR TO GRADING. EXCESS OR CONCENTRATED DRAINAGE SHALL BE CONTAINED ON SITE OR DIRECTED TO AN APPROVED DRAINAGE FACILITY.
14. PROVIDE A SLOPE INTERCEPTOR DRAIN ALONG THE TOP OF CUT SLOPES WHERE THE DRAINAGE PATH IS GREATER THAN 40 FEET TOWARDS THE CUT SLOPE.
15. PROVIDE 5 ' WIDE BY 1' HIGH BERM ALONG THE TOP OF ALL FILL SLOPES STEEPER THAN 3:1.
16. THE GROUND IMMEDIATELY ADJACENT TO THE BUILDING FOUNDATION SHALL BE SLOPED AWAY WITH 5% MIN FOR A MIN DISTANCE OF 10 HORIZONTAL FEET. SWALES WITHIN 10 FEET FROM BUILDING SHALL HAVE 2% MINIMUM SLOPE.
17. NO OBSTRUCTION OF NATURAL WATER COURSES SHALL BE PERMITTED.
18. DURING ROUGH GRADING OPERATIONS AND PRIOR TO CONSTRUCTION OF PERMANENT DRAINAGE STRUCTURES, TEMPORARY DRAINAGE CONTROL (BEST MANAGEMENT PRACTICES, BMPS) SHALL BE PROVIDED TO PREVENT PONDING WATER AND DAMAGE TO ADJACENT PROPERTIES.
19. DUST SHALL BE CONTROLLED BY WATERING OR OTHER APPROVED METHODS.
20. ALL EXISTING DRAINAGE COURSES ON THE PROJECT SITE MUST CONTINUE TO FUNCTION. PROTECTIVE MEASURES AND TEMPORARY DRAINAGE PROVISIONS MUST BE USED TO PROTECT ADJOINING PROPERTIES DURING GRADING OPERATIONS.
21. FOR SLOPES 3 TO 1 (H/V) OR STEEPER:
    ALL SLOPES EQUAL TO OR GREATER THAN 3 ' IN VERTICAL HEIGHT, ARE REQUIRED TO BE PLANTED WITH GRASS OR ROSEA ICE PLANT (OR EQUAL) GROUND COVER AT A MAXIMUM SPACING OF 12" ON CENTER. SLOPES EXCEEDING 15 ' IN VERTICAL HEIGHT SHALL BE PLANTED WITH APPROVED SHRUBS NOT TO EXCEED 10' ON CENTER, OR TREES SPACED NOT TO EXCEED 20 ' ON CENTER OR SHRUBS NOT TO EXCEED 10 ', OR A COMBINATION OF SHRUBS AND TREES NOT TO EXCEED 15 ' IN ADDITION TO THE GRASS OR GROUND COVER. SLOPES THAT REQUIRE PLANTING SHALL BE PROVIDED WITH AN IN-GROUND IRRIGATION SYSTEM EQUIPPED WITH AN APPROPRIATE BACKFLOW DEVICE PER U.P.C., CHAPTER 10. THE SLOPE PLANTING AND IRRIGATION SYSTEM SHALL BE INSTALLED PRIOR TO PRECISE GRADING FINAL.

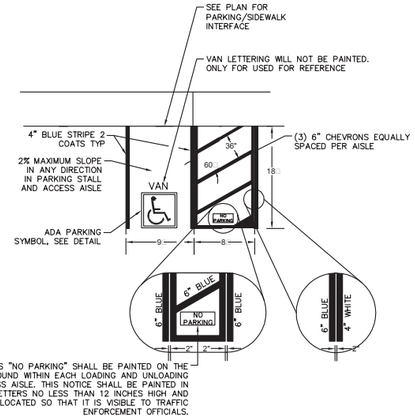
NPDES:

1. CONSTRUCTION SITE BEST MANAGEMENT PRACTICES (BMPS) FOR THE MANAGEMENT OF STORM WATER AND NON-STORMWATER DISCHARGES SHALL BE DOCUMENTED ON THE GRADING PLAN. ARRANGEMENTS SHALL BE MADE BY THE DEVELOPER TO RETAIN THE SWPPP AND/OR THE EROSION/SEDIMENT CONTROL PLAN ON THE JOBSITE THROUGHOUT THE TIME OF CONSTRUCTION. THE IMPLEMENTATION AND MAINTENANCE OF SITE BMPS IS REQUIRED TO MINIMIZE JOBSITE EROSION AND SEDIMENTATION. ARRANGEMENTS SHALL BE MADE BY THE DEVELOPER TO MAINTAIN THOSE BMPS THROUGHOUT THE TIME OF CONSTRUCTION.
2. EROSION CONTROL BMPS SHALL BE IMPLEMENTED AND MAINTAINED TO MINIMIZE THE ENTRAINMENT OF SOIL IN RUNOFF FROM DISTURBED SOIL AREAS ON CONSTRUCTION SITES.
3. SEDIMENT CONTROL BMPS SHALL BE IMPLEMENTED AND MAINTAINED TO MINIMIZE THE TRANSPORT OF SOIL FROM THE CONSTRUCTION SITE.
4. GRADING SHALL BE PHASED TO LIMIT THE AMOUNT OF DISTURBED AREAS EXPOSED TO THE EXTENT FEASIBLE.
5. AREAS THAT ARE CLEARED AND GRADED SHALL BE LIMITED TO ONLY THE PORTION OF THE SITE THAT IS NECESSARY FOR CONSTRUCTION. THE CONSTRUCTION SITE SHALL BE MANAGED TO MINIMIZE THE EXPOSURE TIME OF DISTURBED SOIL AREAS THROUGH PHASING AND SCHEDULING OF GRADING AND THE USE OF TEMPORARY AND PERMANENT SOIL STABILIZATION.
6. ONCE DISTURBED, SLOPES (TEMPORARY OR PERMANENT) SHALL BE STABILIZED IF THEY WILL NOT BE WORKED WITHIN 14 DAYS. ALL SLOPES SHALL BE STABILIZED PRIOR TO A PREDICTED STORM EVENT. CONSTRUCTION SITES SHALL BE REVEGETATED AS EARLY AS FEASIBLE AFTER SOIL DISTURBANCE.
7. STOCKPILES OF SOIL SHALL BE PROPERLY CONTAINED TO ELIMINATE OR REDUCE SEDIMENT TRANSPORT FROM THE SITE TO STREETS, DRAINAGE FACILITIES OR ADJACENT PROPERTIES VIA RUNOFF, VEHICLE TRACKING, OR WIND.
8. CONSTRUCTION SITES SHALL BE MAINTAINED IN SUCH A CONDITION THAT A STORM DOES NOT CARRY WASTES OR POLLUTANTS OFF THE SITE. DISCHARGES OTHER THAN STORMWATER (NON-STORMWATER DISCHARGES) ARE PROHIBITED, EXCEPT AS AUTHORIZED BY AN INDIVIDUAL NPDES PERMIT, THE STATEWIDE GENERAL PERMIT-CONSTRUCTION ACTIVITY. POTENTIAL POLLUTANTS INCLUDE BUT ARE NOT LIMITED TO: SOLID OR LIQUID CHEMICAL SPILLS; WASTES FROM PAINTS, STAINS, SEALANTS, SOLVENTS, DETERGENTS, GLUES, LIME, PESTICIDES, HERBICIDES, FERTILIZERS, WOOD PRESERVATIVES, AND ASBESTOS FIBERS, PAINT FLAKES OR STUCCO FRAGMENTS; FUELS, OILS LUBRICANTS, AND HYDRAULIC, RADIATOR OR BATTERY FLUIDS; CONCRETE AND RELATED CUTTING OR CURING RESIDUES; FLOATABLE WASTES; WASTES FROM ENGINE/EQUIPMENT STEAM CLEANING OR CHEMICAL DEGREASING; WASTES FROM STREET CLEANING; AND SUPER-CHLORINATED POTABLE WATER FROM LINE FLUSHING AND TESTING. DURING CONSTRUCTION, DISPOSAL OF SUCH MATERIALS SHOULD OCCUR IN A SPECIFIED AND CONTROLLED TEMPORARY AREA ON-SITE PHYSICALLY SEPARATED FROM POTENTIAL STORMWATER RUNOFF, WITH ULTIMATE DISPOSAL IN ACCORDANCE WITH LOCAL, STATE AND FEDERAL REQUIREMENTS.
9. RUNOFF FROM EQUIPMENT AND VEHICLE WASHING SHALL BE CONTAINED AT THE CONSTRUCTION SITE AND MUST NOT BE DISCHARGED TO RECEIVING WATERS OR THE LOCAL STORM DRAIN SYSTEM.
10. APPROPRIATE BMPS FOR CONSTRUCTION-RELATED MATERIALS, WASTES, SPILLS OR RESIDUES SHALL BE IMPLEMENTED TO ELIMINATE OR REDUCE TRANSPORT FROM THE SITE TO STREETS, DRAINAGE FACILITIES, OR ADJOINING PROPERTIES BY WIND OR RUNOFF.
11. ALL CONSTRUCTION CONTRACTORS AND SUBCONTRACTOR PERSONNEL ARE TO BE MADE AWARE OF THE REQUIRED BMPS AND GOOD HOUSEKEEPING MEASURES FOR THE PROJECT SITE AND ANY ASSOCIATED CONSTRUCTION STAGING AREAS.
12. DISCHARGING CONTAMINATED GROUNDWATER PRODUCED BY DEWATERING GROUNDWATER THAT HAS INFILTRATED INTO THE CONSTRUCTION SITE IS PROHIBITED. DISCHARGING OF CONTAMINATED SOILS VIA SURFACE EROSION IS ALSO PROHIBITED. DISCHARGING NON-CONTAMINATED GROUNDWATER PRODUCED BY DEWATERING ACTIVITIES MAY REQUIRE A NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT FROM THE REGIONAL WATER QUALITY CONTROL BOARD.
13. BMPS SHALL BE MAINTAINED AT ALL TIMES. IN ADDITION, BMPS SHALL BE INSPECTED PRIOR TO PREDICTED STORM EVENTS AND FOLLOWING STORM EVENTS.
14. AT THE END OF EACH DAY OF CONSTRUCTION ACTIVITY, ALL CONSTRUCTION DEBRIS AND WASTE MATERIALS SHALL BE COLLECTED AND PROPERLY DISPOSED OF IN TRASH OR RECYCLE BINS.



ADA LOGO STRIPING DETAIL

LOCATED AT EDGE OF PARKING SPACE (PER CBC SECTION 1129B.4)



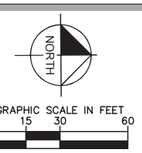
THE WORDS "NO PARKING" SHALL BE PAINTED ON THE GROUND WITHIN EACH LOADING AND UNLOADING ACCESS AISLE. THIS NOTICE SHALL BE PAINTED IN WHITE LETTERS NO LESS THAN 12 INCHES HIGH AND LOCATED SO THAT IT IS VISIBLE TO TRAFFIC ENFORCEMENT OFFICIALS.

GRADING NOTES:

1. AN EXISTING GEOTECHNICAL REPORT WAS NOT AVAILABLE AT THE TIME OF PRELIMINARY DESIGN.
2. REMOVE EXISTING CONCRETE PAVING OVER EXCAVATION PER SOILS REPORT.
3. ALL GRADING SHOWN IS PRELIMINARY AND SUBJECT ON FINAL DESIGN.
4. NO ADDITIONAL IMPERVIOUS AREA ADDED.

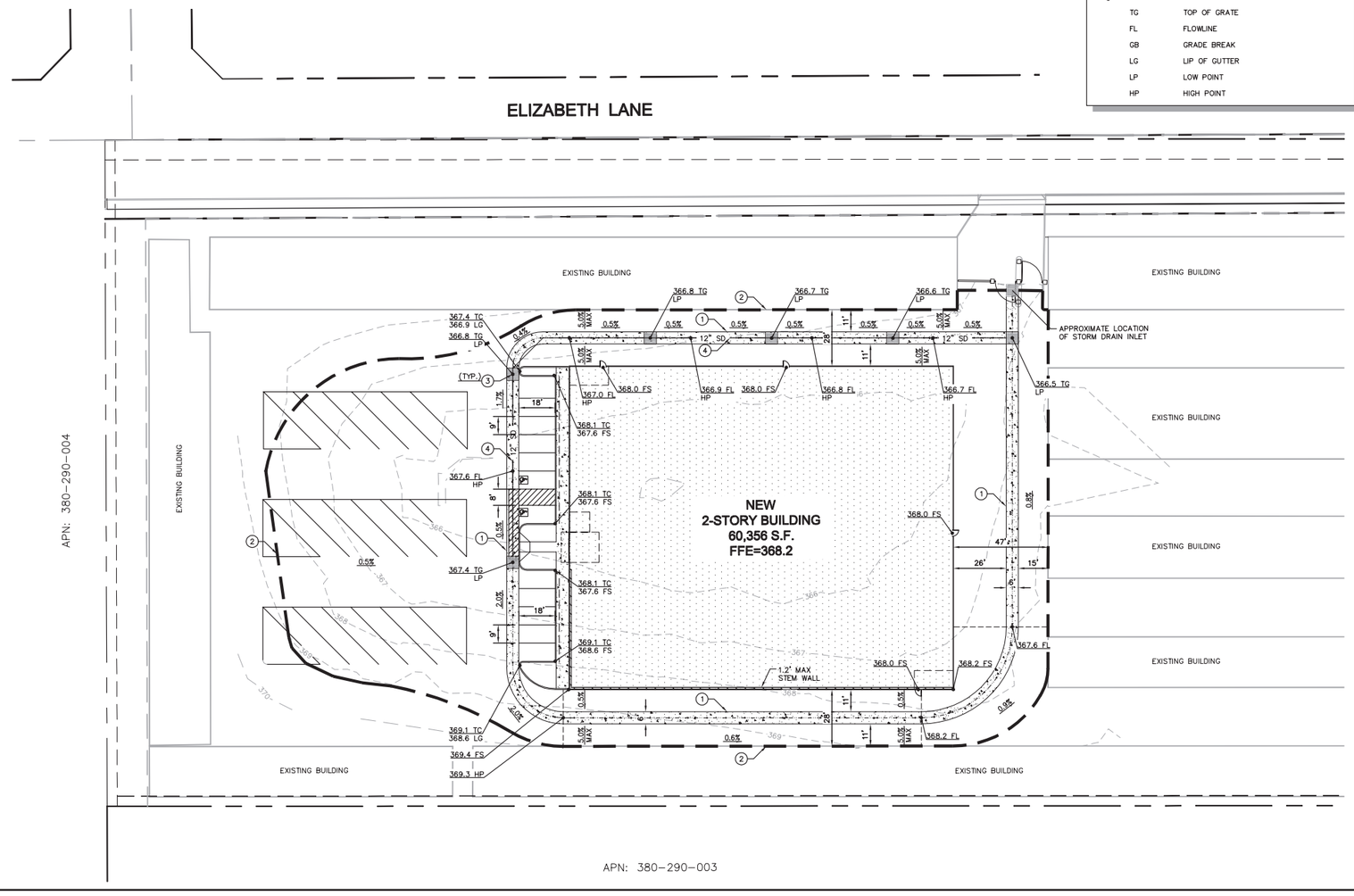
PRELIMINARY CONSTRUCTION NOTES:

1. 6" CONCRETE CROSS-GUTTER
2. LIMITS OF REMOVAL OF EXISTING CONCRETE PAVING
3. DRAINAGE INLET
4. 12" STORM DRAIN PIPE



LEGEND:

- GRADE BREAK
- LIMITS OF DISTURBANCE
- PROPERTY LINE
- PROPOSED 6" CURB
- PROPOSED CONCRETE GUTTER
- PROPOSED PAVEMENT MARKINGS
- 12" SD — PROPOSED STORM DRAIN
- STEM WALL
- 0.5% — PROPOSED SLOPE
- PROPOSED INLET
- EXISTING INLET
- PROPOSED CONCRETE
- XXX.X TC / XXX.X FL — PROPOSED ELEVATION
- (XXX.X FS) — EXISTING ELEVATION
- TG — TOP OF GRATE
- FL — FLOWLINE
- GB — GRADE BREAK
- LG — LIP OF GUTTER
- LP — LOW POINT
- HP — HIGH POINT



Michael Baker INTERNATIONAL

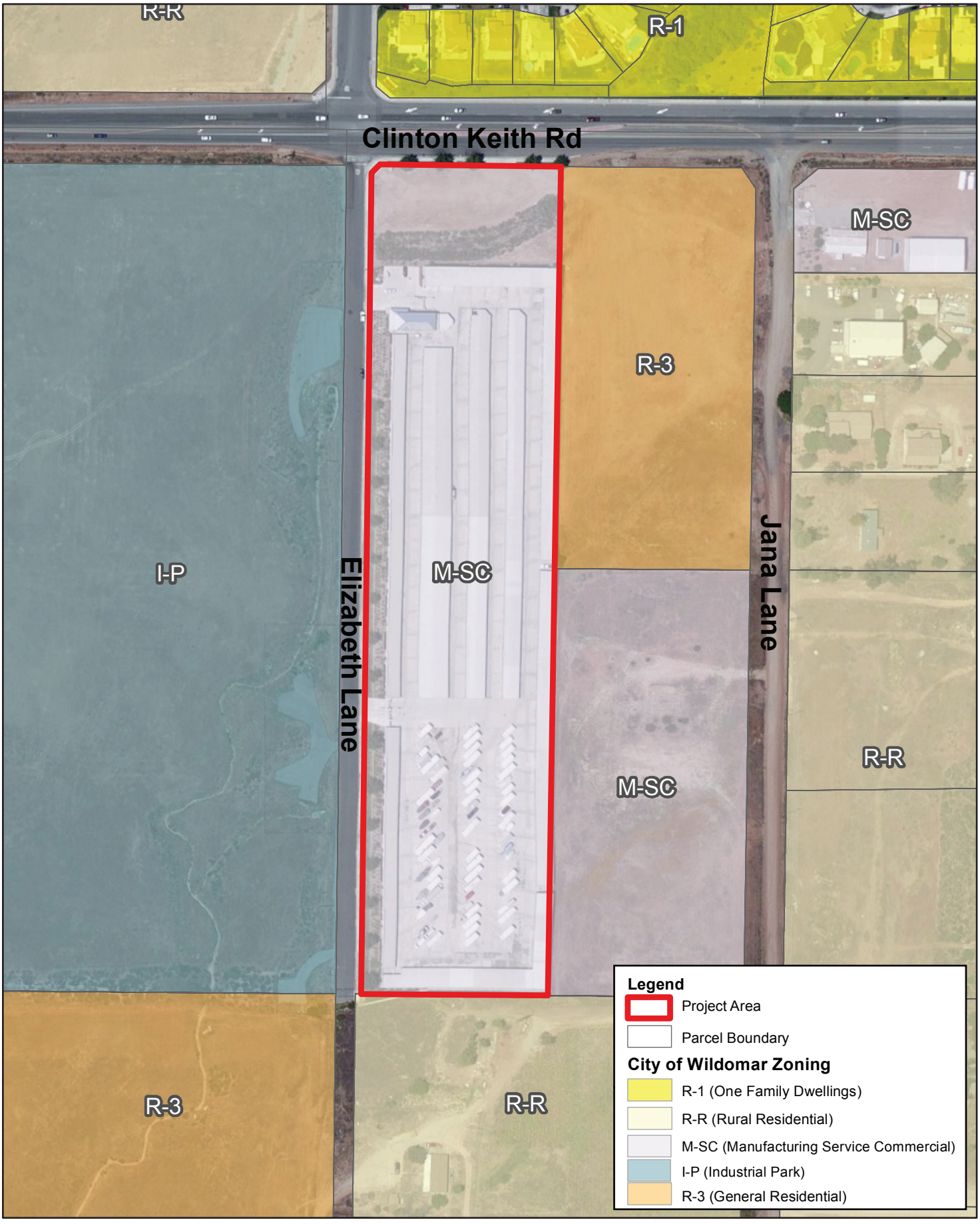
Source: Kimley Horn, December 2016.
150385EIRFigures.indd

Life Storage

PRELIMINARY GRADING/DRAINAGE PLAN

Figure 4

This page intentionally left blank



Michael Baker INTERNATIONAL

Source: City of Wildomar GIS, County of Riverside GIS
150385EIRFigures.indd

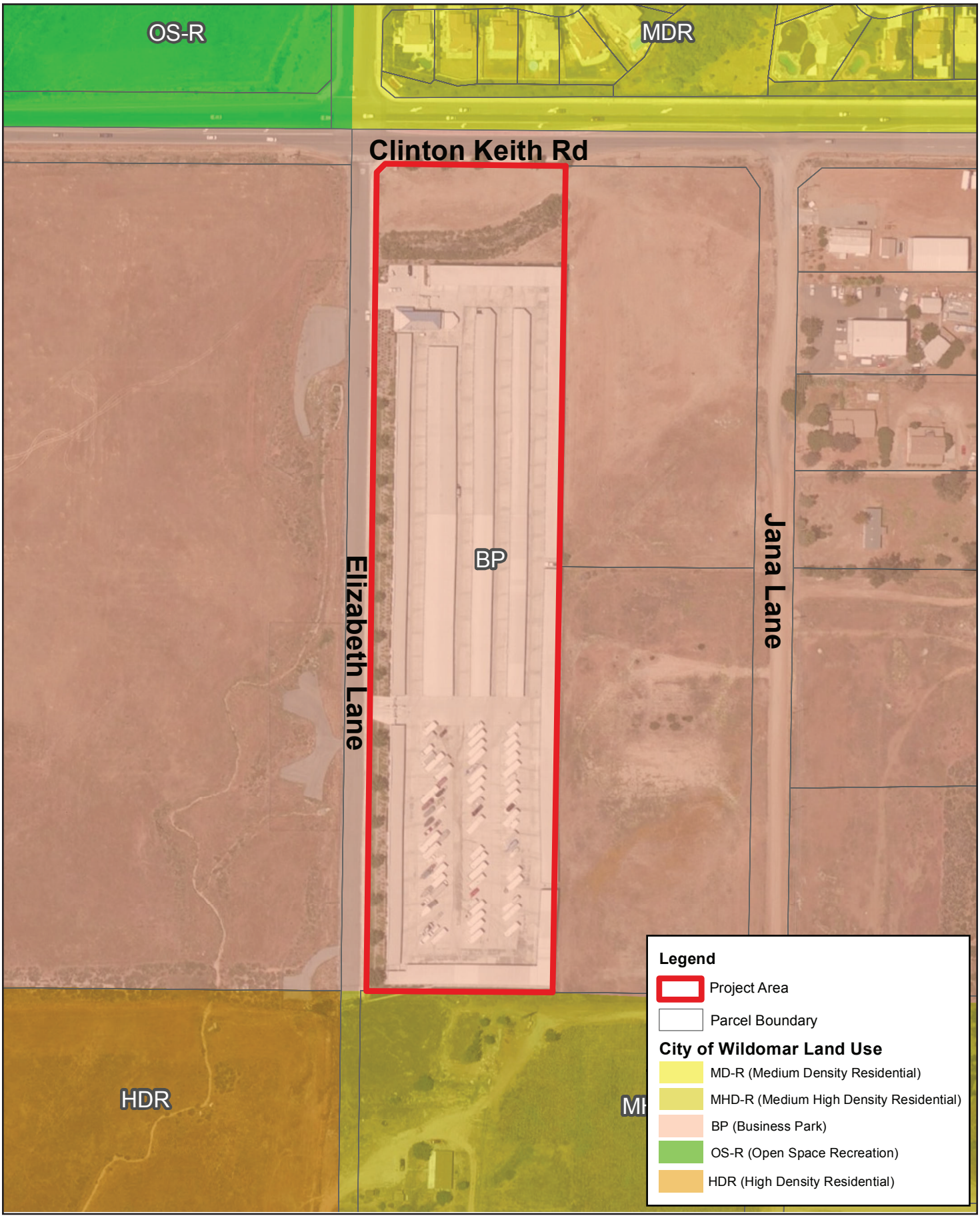
0 100 200 400 Feet

Life Storage

ZONING

Figure 5

This page intentionally left blank



Michael Baker INTERNATIONAL

Source: City of Wildomar GIS, County of Riverside GIS
150385EIRFigures.indd

0 100 200 400 Feet

Life Storage

GENERAL PLAN LAND USE

Figure 6

This page intentionally left blank

III. ENVIRONMENTAL CHECKLIST FORM

A. BACKGROUND

1. **Project Title:** Life Storage Project (Planning Application No. 17-0010)
2. **Lead Agency Name and Address:**

   City of Wildomar, 23873 Clinton Keith Road, Suite 201, Wildomar, CA 92595
3. **Contact Person and Phone Number:**

   Matthew Bassi, Planning Director; (951) 677-7751, ext. 213
4. **Project Location:**

   The project site is located on the southeast corner of Clinton Keith Road and Elizabeth Lane (APN 380-290-030) on a total of 9.56 acres
5. **Project Sponsor's Name and Address:**

   Robert McGregor, 6467 Main Street, Williamsville, NY 14221
6. **General Plan Designation:** Business Park (BP)
7. **Zoning:** Manufacturing–Service Commercial (M-SC)
8. **Description of Project:**

   The project site is located on the southeast corner of Clinton Keith Road and Elizabeth Lane (APN 380-290-030) on a total of 9.56 acres. The parcel currently contains an existing self-storage facility consisting of six drive-up-style buildings totaling approximately 163,337 square feet. The applicant is requesting approval of a new building expansion, which consists of a two-story, air conditioned storage building of approximately 60,800 square feet to be located on existing RV surface parking, currently used as storage. The project site's General Plan land use designation is Business Park (BP) and the site is zoned Manufacturing–Service Commercial (M-SC). The City will require the approval of a Conditional Use Permit to expand the existing self-storage facility by developing a new 60,800-square-foot self-storage building.

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

ADJACENT LAND USE, LAND USE, AND ZONING			
Location	**Current Land Use**	**General Plan Land Use Designation**	**Zoning**
North	Residential	Medium Density Residential (MDR)	One-Family Dwelling (R-1)
South	Residence	Medium High Density Residential (MHDR)	Rural Residential (R-R)
East	Residence	Business Park (BP)	Manufacturing–Service Commercial (M-SC) and General Residential Zone (R-3)
West	Vacant	Business Park (BP)	Industrial Park (I-P)

10. **Other Public Agencies Whose Approval Is Required:**

    None.

B. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

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 Bassi

Matthew C. Bassi, Planning Director

5/3/2017

Date

Applicant

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

R.S. M

Robert McGregor, Senior Project Manager

5/1/2017

Date

IV. ENVIRONMENTAL ANALYSIS

1. Aesthetics

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

DISCUSSION

a) **Less Than Significant Impact**. Scenic vistas in the project vicinity include distant views of mountain ridgelines to the north, west, and south from the project site. The project site is located in a relatively flat urbanized area that doesn't offer scenic vistas. The proposed development would be consistent with the existing use of the property. The proposed building will not block views of the surrounding mountains from residential properties to the north, nor would it impede scenic vistas from surrounding land uses in general. Therefore, implementation of the proposed project would not have a substantial adverse effect on a scenic vista, and impact would be less than significant.

b) **Less Than Significant Impact**. The proposed project would expand an existing self-storage facility. Construction of the proposed project will not damage any scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. The project isn't located within close proximity to a state scenic highway, and the new building will not be visible from Clinton Keith Road. Additionally, the proposed site plan, including the proposed building, is subject to conformance with the City's Municipal Code Section 17.92.040 Development standards for M-SC zoned uses. Therefore, implementation of the proposed project would not have a substantial adverse effect on a scenic resource, and impacts to scenic resources would be less than significant as a result of the project.

c) **Less Than Significant Impact**. The proposed development would be consistent with the existing use on the project site. Furthermore, the proposed development is subject to the City's Municipal Code Section 17.92.040 Development standards for M-SC zoned uses. As discussed in Issue b) above, the proposed site plan, including the proposed building, has been reviewed by the City of Wildomar for conformance with the City's standards and found acceptable. Therefore, implementation of the proposed project would not substantially degrade the existing visual character or quality of the site and its surroundings, and this impact would be less than significant.

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

STANDARD CONDITIONS AND REQUIREMENTS

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

2. The project is required to comply with development standards established in Wildomar Municipal Code Section 17.92.040 Development standards.

MITIGATION MEASURES

None required.

2. Agricultural Resources

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

DISCUSSION

a–e) **No Impact.** The project site is not located on or adjacent to land designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, and the site is not subject to a Williamson Act contract (DOC 2017). According to the Farmland Mapping and Monitoring Program, the project site is designated as Urban and Built-Up land. Therefore, project implementation would not result in the conversion of Important Farmland to nonagricultural use, would not conflict with existing agricultural zoning or a Williamson Act contract, and would not otherwise adversely impact agriculture in the area. Additionally, the project site is located in an urbanized area of Wildomar and does not contain forestland. Therefore, project implementation would not result in the loss or conversion of forestland to non-forest use and would not otherwise adversely impact forestland in the area. There would be no impact.

STANDARD CONDITIONS AND REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

3. Air Quality

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

DISCUSSION

a) **No Impact.** According to the South Coast Air Quality Management District's (1993) CEQA Air Quality Handbook, in order to determine consistency with the South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan (AQMP), two main criteria must be addressed.

Criterion 1

With respect to the first criterion, 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?

Since the consistency criteria identified under the first criterion pertain to pollutant concentrations, rather than to total regional emissions, an analysis of the project's pollutant emissions relative to localized pollutant concentrations is used as the basis for evaluating project consistency. As discussed in Issue d), below, localized concentrations of carbon monoxide (CO), nitrogen oxides (NO_X), and particulate matter (PM_{10} and $PM_{2.5}$) would be less than significant. Therefore, the proposed project would not result in an increase in the frequency or severity of existing air quality violations. Because reactive organic gases (ROG) are not a criteria pollutant, there is no ambient standard or localized threshold for ROGs. Due to the role ROG plays in ozone formation, it is classified as a precursor pollutant, and only a regional emissions threshold has been established.

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

As discussed in Issue b), 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 ambient air quality standards.

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. As such, 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 presented in the AQMP. Determining whether or not a project exceeds the assumptions reflected in the AQMP involves the evaluation of the three criteria outlined below. The following discussion analyzes each of these criteria.

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 Air Quality Management Plan 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. 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 are used by SCAG in all phases of implementation and review. Additionally, because the SCAQMD has incorporated these same projections into the 2016 AQMP, it can be concluded that the proposed project would be consistent with the projections.

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

The proposed project would result in less than significant air quality impacts. Compliance with emissions reduction measures identified by the SCAQMD would be required as identified in Issue b). As such, the proposed project meets this AQMP consistency criterion.

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

The proposed project would be considered an infill development and would thus serve to implement various City and SCAG policies. The proposed project would occur on the site of an existing self-storage facility. Therefore, the project would not represent a new type of land use on the site or a wholly new land use or air emissions generation source.

In conclusion, 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 Air Quality Management Plan.

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

Construction Emissions

The 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 activities, and mobile (tailpipe) emissions from construction worker vehicles and haul/delivery truck trips. Emissions would vary from day to day, depending on the level of activity, the specific type of construction activity occurring, and, for fugitive dust, prevailing weather conditions.

Dust (PM_{10}) is typically a major concern during rough grading activities. Because such emissions are not amenable to collection and discharge through a controlled source, they are called "fugitive emissions." Fugitive dust emission rates vary as a function of many parameters (soil silt, soil moisture, wind speed, area disturbed, number of vehicles, depth of disturbance or excavation, etc.). All development projects in Wildomar, including the proposed project, are subject to SCAQMD rules and regulations to reduce fugitive dust emissions and 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. 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.

However, the proposed project would be located on an existing RV surface parking lot, currently used as storage. Therefore, major construction-related dust-generating activities such as earth movement and grading are not required as part of project construction.

The estimated maximum daily construction emissions are summarized in **Table 3-1**. Detailed construction model outputs are presented in **Appendix 2a and 2b**.

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

Construction	Reactive Organic Gas	Nitrogen Oxide	Carbon Monoxide	Sulfur Oxide	Coarse Particulate Matter	Fine Particulate Matter
Maximum Daily Emissions	**7.06**	**31.40**	**27.30**	**0.04**	**2.42**	**1.90**
SCAQMD Threshold	75.00	100.00	550.00	150.00	150.00	55
Exceed Threshold?	No	No	No	No	No	No

*Source: CalEEMod version 2016.3.1. Refer to **Appendix 2a and 2b** for model data outputs.*

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

Operational Emissions

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

Operational-source emissions are summarized in **Table 3-2**. As shown, project operational-source emissions would not exceed applicable SCAQMD regional thresholds of significance. Therefore, the impact would be less than significant.

Table 3-2
Long-Term Unmitigated Operational Emissions (Pounds per Day)

Emissions Source	Reactive Organic Gas	Nitrogen Oxide	Carbon Monoxide	Sulfur Oxide	Coarse Particulate Matter	Fine Particulate Matter
Summer						
Area Source Emissions	1.36	0.00	0.00	0.00	0.00	0.00
Energy Use Emissions	0.09	0.84	0.71	0.00	0.06	0.06
Vehicle Emissions	0.38	2.84	5.19	0.02	1.49	0.41
Total	**1.83**	**3.69**	**5.91**	**0.02**	**1.56**	**0.47**
Winter						
Area Source Emissions	1.36	0.00	0.00	0.00	0.00	0.00
Energy Use Emissions	0.09	0.84	0.71	0.00	0.06	0.06
Vehicle Emissions	0.32	2.87	4.43	0.02	1.49	0.41
Total	**1.78**	**3.71**	**5.15**	**0.02**	**1.56**	**0.47**
SCAQMD Threshold	55.00	55.00	550.00	150.00	150.00	NA
Significant?	No	No	No	No	No	NA

*Source: CalEEMod version 2016.3.1. See **Appendix 2a and 2b** for modeling details.*

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

c) **Less Than Significant Impact**. Projects could contribute to an existing or projected air quality exceedance because the South Coast Air 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 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 which do not generate operational or construction emissions that exceed the SCAQMD's daily thresholds for project-specific impacts would also not cause a cumulatively considerable

increase in emissions for those pollutants for which the air basin is in nonattainment and therefore would not be considered to have a significant, adverse air quality impact. Alternatively, individual project-related construction and operational emissions that exceed SCAQMD thresholds for project-specific impacts would be considered cumulatively considerable. As previously noted, the project will not exceed the applicable SCAQMD regional thresholds for construction and operational-source emissions. As such, the project will result in a cumulatively less than significant impact.

d) **Less Than Significant Impact.** The potential impact of toxic air pollutant emissions resulting from development on the project site and exposing sensitive receptors has also been considered. Sensitive receptors are defined as facilities or land uses that include members of the population who are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. The California Air Resources Board (CARB) has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis.

Sensitive receptors near the project site include residences to the north, east, and south. In order to identify impacts to sensitive receptors, the SCAQMD recommends addressing localized significance thresholds for construction and operations impacts (stationary sources only). The project itself is not considered a sensitive receptor.

Construction-Related Localized Air Quality Impacts

Localized significance thresholds (LSTs) 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 (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized air quality impacts. The SCAQMD provides the 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 should perform air quality dispersion modeling to assess impacts to nearby sensitive receptors. The project is located in Source Receptor Area (SRA) 25, Lake Elsinore area.

The SCAQMD guidance on applying the California Emissions Estimator Model (CalEEMod) to LSTs specifies the number of acres a particular piece of equipment would likely disturb per day. While the project site is approximately 9.56 acres, most of the site is already developed with buildings; therefore, the actual construction footprint would be less than 2 acres. Thus, the project would disturb no more than 2 acres of land per day. The LST thresholds for 2 acres were utilized for the construction LST analysis. The closest sensitive receptors to the project site are residential uses to the east. These sensitive land uses may be potentially affected by air pollutant emissions generated during on-site construction activities. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. Since the nearest sensitive uses adjoin the project site, the lowest available LST values for 25 meters were used. **Table 3-3** shows the localized unmitigated and mitigated construction-related emissions for NO_X, CO, PM_{10}, and $PM_{2.5}$ compared to the localized significance thresholds for SRA 25, Lake Elsinore area. It is noted that the localized emissions presented in **Table 3-3** are less than those in **Table 3-2** because localized emissions include only on-site emissions (i.e., from construction equipment and fugitive dust) and do not include off-site emissions (i.e., from hauling activities). As shown in **Table 3-3**, mitigated construction emissions would not exceed the LSTs for SRA 25.

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

Activity	NO_x	CO	PM_{10}	$PM_{2.5}$
Maximum Daily Emissions (on-site)	**29.87**	**24.71**	**1.80**	**1.73**
SCAQMD Localized Threshold	234	970	7	4
Significant?	No	No	No	No

*Source: CalEEMod version 2016.3.1. See **Appendix 2a and 2b** for modeling details*

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

Operations Localized Significance Analysis

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

For project operations, the 1-acre threshold was utilized. Because the nearest sensitive uses adjoin the project site, the 25-meter threshold was used. For a worst-case scenario assessment, the emissions shown in **Table 3-4** include all on-site project-related stationary (area) sources and 10 percent of the project-related mobile sources. Considering that the weighted trip length used in CalEEMod for the project is approximately 10.6 miles, 10 percent of this total would represent an on-site travel distance for each car and truck of approximately 1 mile or 5,280 feet; thus, the 10 percent assumption is conservative and would tend to overstate the actual impact. As seen in **Table 3-4**, operational emissions are below the LSTs for SRA 25, and a less than significant impact would occur in this regard.

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

Emissions Source	Nitrogen Oxide	Carbon Monoxide	PM_{10}	$PM_{2.5}$
On-Site Emissions	**0.14**	**0.29**	**0.07**	**0.02**
LST Threshold	162	661	1	1
Significant Emissions?	No	No	No	No

*Source: CalEEMod version 2016.3.1. See **Appendix 2a and 2b** for modeling details.*

Carbon Monoxide Hot-Spots Impacts

Carbon monoxide (CO) emissions are a function of vehicle idling time, meteorological conditions, and traffic flow. Under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthful levels (i.e., adversely affecting residents, schoolchildren, hospital patients, the elderly, etc.). The SCAQMD requires a quantified assessment of CO hot spots when a project increases the volume-to-capacity ratio (also called the intersection capacity utilization) by 0.02 (2 percent) for any intersection with an existing level of service (LOS) D or worse. Because traffic congestion is highest at intersections where vehicles queue and are subject to reduced speeds, these hot spots are typically produced at intersections.

The South Coast Air Basin is designated as an attainment/maintenance area for the federal CO standards and an attainment area for state standards. There has been a decline in CO emissions

even though vehicle miles traveled on urban and rural roads in the United States have increased. On-road mobile source CO emissions declined 24 percent between 1989 and 1998, despite a 23 percent rise in motor vehicle miles traveled over the same 10 years. California trends are consistent with national trends; CO emissions declined 20 percent in California from 1985 through 1997 while vehicle miles traveled increased 18 percent in the 1990s. CO emissions have continued to decline since this time. The Basin was re-designated as attainment in 2007 and is no longer addressed in the SCAQMD's Air Quality Management Plan. Three major control programs have contributed to the reduced per-vehicle CO emissions: exhaust standards, cleaner burning fuels, and motor vehicle inspection/maintenance programs.

A detailed CO analysis was conducted in the Federal Attainment Plan for Carbon Monoxide (CO Plan) for the SCAQMD's 2003 Air Quality Management Plan. The 2003 Air Quality Management Plan is the most recent AQMP that addresses CO concentrations. The locations selected for microscale modeling in the CO Plan are worst-case intersections in the Basin and would likely experience the highest CO concentrations. Thus, carbon monoxide analysis in the CO Plan is used in a comparison to the proposed project, since it represents a worst-case scenario with heavy traffic volumes in the Basin.

Of these locations, the Wilshire Boulevard/Veteran Avenue intersection in Los Angeles experienced the highest CO concentration (4.6 parts per million [ppm]), which is well below the 35-ppm 1-hour CO federal standard. The Wilshire Boulevard/Veteran Avenue intersection is one of the most congested intersections in Southern California with an average daily traffic (ADT) volume of approximately 100,000 vehicles per day. As the CO hot spots were not experienced at the Wilshire Boulevard/Veteran Avenue intersection (one of the busiest intersections in the Basin), it can be reasonably inferred that CO hot spots would not be experienced at any intersections in Wildomar near the project site. Therefore, impacts would be less than significant in this regard.

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

STANDARD CONDITIONS AND REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

4. Biological Resources

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

DISCUSSION

a) **No Impact.** The entire site on which the proposed project would be located is paved. No native vegetation currently exists on the project site. Therefore, the project would have no impact regarding habitat modifications.

b) **Less Than Significant Impact.** Sensitive habitats include (a) areas of special concern to resource agencies; (b) areas protected under California Environmental Quality Act (CEQA); (c) areas designated as sensitive natural communities by the California Department of Fish and Wildlife (CDFW); (d) areas outlined in Section 1600 of the California Fish and Game Code; (e) areas regulated under Section 404 of the federal Clean Water Act; and (f) areas protected under local regulations and policies.

The project site is located in the Elsinore Area Plan of the Western Riverside County Multiple Species Conservation Plan (MSHCP) (County of Riverside 2003b). The site is located south of Criteria Cell

Number 5558 containing disturbed grassland with coastal sage scrub. As required by Section 3.42.070 of the Wildomar Municipal Code, the project applicant is required to submit fees to the City in accordance with the requirements of the Western Riverside County Multiple Species Habitat Conservation Plan Mitigation Fee. With submittal of the required fees, impacts would be less than significant.

c) **No Impact.** The site does not contain any drainage features and would therefore not affect federally protected wetlands as defined by Section 404 of the Clean Water Act.

d) **No Impact.** Wildlife corridors refer to established migration routes commonly used by resident and migratory species for passage from one geographic location to another. Movement corridors may provide favorable locations for wildlife to travel between different habitat areas, such as foraging sites, breeding sites, cover areas, and preferred summer and winter range locations. They may also function as dispersal corridors allowing animals to move between various locations within their range. The proposed development would be constructed on built-up land. As a result, no impact to the movements of any native resident or migratory fish or wildlife species, or established native resident or migratory wildlife corridors, or the use of native wildlife nursery sites would occur as a result of the proposed project.

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

f) **No Impact.** The MSHCP is a habitat conservation plan and natural community conservation plan to which the City of Wildomar is a permittee (i.e., signatory). The proposed development would be constructed on built-up land. Therefore, the project would not conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan. No impacts would occur.

STANDARD CONDITIONS AND REQUIREMENTS

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

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

MITIGATION MEASURES

None required.

5. Cultural Resources

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

DISCUSSION

a) **Less Than Significant Impact**. The project site comprises an existing self-storage facility consisting of six drive-up-style buildings. The proposed project is the expansion of the existing facility. No historical resources as defined in Section 15064.5 are found on the project site. Therefore, impacts regarding historical resources are less than significant.

b) **Less Than Significant Impact**. The potential for archaeological resources to be discovered is less than significant because the project site is currently developed, requiring only minimal site preparation for the new facilities. Therefore, impacts regarding archaeological resources would be less than significant.

c) **Less Than Significant Impact**. While it is unlikely that human remains would be disturbed during project implementation, should human remains be encountered during ground-disturbing activities, required compliance with California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98 would ensure that any human remains discovered on the project site would be properly managed, thereby reducing this impact to a less than significant level.

d) **Less Than Significant Impact.** Pursuant to Assembly Bill (AB) 52 and CEQA Section 21080.3.1, the City of Wildomar notified the tribes that may be impacted by the proposed project. A letter, which included a description of the proposed project and its location and a City contact person to start the consultation process, was mailed on March 8, 2017 (See **Appendix 4**). No tribes responded to request consultation on the project within the 30 day response period, nor have any responses been received as of the date of this publication. As previously mentioned, the project site is paved and the project will involve only minor site preparation work to accommodate the new facilities. Impacts to tribal cultural resources are thus considered less than significant.

STANDARD CONDITIONS AND REQUIREMENTS

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

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

MITIGATION MEASURES

None required.

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)

i) **Less Than Significant Impact**. The proposed project site is not located within 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. However, due to its proximity to several active faults, there is a potential for strong ground shaking.

All development in the city is required to comply with California Building Code (CBC) requirements that address structural seismic safety and include design criteria for seismic loading and other geologic hazards, including design criteria for geologically induced loading that govern sizing of structural members and provide calculation methods to assist in the design process. Thus, while shaking impacts would be potentially damaging, they would also tend to be reduced in their structural effects due to CBC criteria that recognize this potential. The CBC includes provisions for buildings to structurally survive an earthquake without collapsing and includes measures such as anchoring to the foundation and structural frame design. Additionally, the City of Wildomar codifies the Alquist-Priolo Earthquake Fault Zoning Act (Public Resources Code Section 2621 et seq.) in Wildomar Municipal Code Section 15.76.010. All new development and redevelopment would be required to comply with the requirements of the Alquist-Priolo Fault Zoning Act. As such, impacts are considered less than significant.

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

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

Additionally, the City of Wildomar codifies the Alquist-Priolo Earthquake Fault Zoning Act (Public Resources Code Section 2621 et seq.) in Wildomar Municipal Code Section 15.76.010. All new development and redevelopment would be required to comply with the requirements of the Alquist-Priolo Fault Zoning Act. As such, impacts are considered less than significant.

iii) **Less Than Significant Impact.**

Liquefaction (Above Groundwater). Liquefaction of cohesionless soils can be caused by strong vibratory motion due to earthquakes. Liquefaction is characterized by a loss of shear strength in the affected soil layers, thereby causing the soils to behave as a viscous liquid. Susceptibility to liquefaction is based on geologic data. River channels and floodplains are considered most susceptible to liquefaction, while alluvial fans have a lower susceptibility. Depth to groundwater is another important element in an area's susceptibility to liquefaction. Based on the City of Wildomar GIS system, the project site is located in a moderate liquefaction zone. Furthermore, the USDA-NRCS (2017) Web Soil Survey indicated that soil on the project site consists of eroded sandy loam soils (AtD2, MmB, MmD2, MnD2, MnE3, and PID), which are all well drained and have

no flooding or ponding. Therefore, impacts regarding ground failure, including liquefaction, would be less than significant.

Seismically Induced Settlement (Below Groundwater). Settlement occurs primarily in loose to moderately dense, dry or saturated granular soil. Settlement caused by ground shaking is often non-uniformly distributed, which can result in differential settlement. Due to the potential earthquake magnitude and the project site's proximity to the Elsinore Fault Zone, there may be a potential for some seismically induced settlement. However, the proposed development is required to comply with CBC requirements (see Issue a. ii.) reducing impacts to less than significant.

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

b) **Less Than Significant Impact**. All construction activities related to the proposed project would be subject to compliance with the California Building Code. Additionally, all allowed development associated with the proposed project would be subject to compliance with the requirements set forth in the National Pollutant Discharge Elimination System (NPDES) Storm Water General Construction Permit for construction activities (discussed in further detail in subsection 9, Hydrology and Water Quality, of this Initial Study). Compliance with the CBC and the NPDES would minimize effects from erosion and ensure consistency with San Diego Regional Water Quality Control Board's requirements, which establish water quality standards for the groundwater and surface water of the region.

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

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

c) **Less Than Significant Impact**. See Issues a.iii) and a.iv). As discussed in Issue a.iv), the project site is not at risk for landslide, collapse, or rockfall because of the level terrain on the site and surrounding

developed properties. As discussed in Issue a.ii), all development in Wildomar is required to comply with CBC requirements. Therefore, impacts associated with ground failure such as lateral spreading, subsidence, liquefaction, and collapse would be less than significant.

d) **Less Than Significant Impact**. Expansive soils contain significant amounts of clay particles that swell considerably when wetted and shrink when dried. Foundations constructed on these soils are subjected to large uplifting forces caused by the swelling. Since the project will result in minimal earth disturbance, impacts regarding 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**. 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 Public Resources Code Section 5097.5 and Section 30244 for proper management and preservation of paleontological resources. The project will cause minimal earth disturbance; therefore, impacts to paleontological resources would be less than significant.

STANDARD CONDITIONS AND REQUIREMENTS

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

2. The project shall comply with California Public Resources Code Section 5097.5 and Section 30244 which prohibits damaging paleontological resources.

MITIGATION MEASURES

None required.

7. Greenhouse Gas Emissions

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

DISCUSSION

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

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

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

GHG emissions would also result from mobile sources associated with the project. These mobile source emissions 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; this amount of electricity depends on the volume of water as well as the sources of the water.

Addressing GHG generation impacts requires an agency to make a determination as to what constitutes a significant impact. The CEQA Guidelines specifically allow lead agencies to determine thresholds of significance that illustrate the extent of an impact and are a basis from which to apply mitigation measures. This means that each agency is left to determine whether a project's GHG emissions will have a "significant" impact on the environment. The guidelines direct that agencies are to use "careful judgment" and "make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate" the project's GHG emissions (14 California Code of Regulations Section 15064.4(a)).

A number of expert agencies throughout the state have drafted or adopted varying threshold approaches and guidelines for analyzing operational greenhouse gas emissions in CEQA documents. The different thresholds include (1) compliance with a qualified GHG reduction strategy, (2) performance-based reductions, (3) numeric "bright-line" thresholds, and (4) efficiency-based thresholds. The California Supreme Court decision in the *Centers for Biological Diversity et al. v. California Department of Fish and Wildlife, the Newhall Land and Farming Company* (Newhall Ranch) (November 30, 2015, Case No. S217763) confirmed that when an "agency chooses to rely completely on a single quantitative method to justify a no-significance finding, CEQA demands the agency research and document the quantitative parameters essential to that method."

As noted earlier, AB 32 is a legal mandate requiring that statewide GHG emissions be reduced to 1990 levels by 2020. Efficiency-based thresholds represent the rate of emissions reductions needed to achieve a fair share of California's GHG emissions reduction target established under AB 32. In adopting AB 32, the legislature determined the necessary GHG reductions for the state to make in order to sufficiently offset its contribution to the cumulative climate change problem. AB 32 is the only legally mandated requirement for the reduction of GHGs. As such, compliance with AB 32 is the current adopted basis upon which an agency can base its significance threshold for evaluating a project's GHG impacts. However, it is acknowledged that Executive Orders S-03-05 and B-30-15, Senate Bill (SB) 375, and the recently signed legislation of Senate Bill (SB) 32 will ultimately result in GHG emissions reduction targets for years beyond 2020.

The SCAQMD has not announced when staff is expecting to present a finalized version of its GHG thresholds to the governing board. On September 28, 2010, the SCAQMD recommended an interim screening level numeric bright-line threshold of 3,000 metric tons per year of carbon dioxide equivalent (CO_2e) and an efficiency-based threshold of 4.8 metric tons of CO_2e per service population (project patrons plus employees) per year in 2020 and 3.0 metric tons of CO_2e per service population per year in 2035. These thresholds were developed as part of the SCAQMD GHG CEQA Significance Threshold Working Group. This working group was formed to assist the SCAQMD's efforts to develop a GHG significance threshold and is composed of a wide variety of stakeholders including the California Governor's Office of Planning and Research (OPR), CARB, the Attorney General's Office, a variety of city and county planning departments in the South Coast Air Basin,

various utilities such as sanitation and power companies throughout the air basin, industry groups, and environmental and professional organizations. The screening-level numeric bright-line thresholds and efficiency-based thresholds were developed to be consistent with CEQA requirements for developing significance thresholds, are supported by substantial evidence, and provide guidance to CEQA practitioners with regard to determining whether GHG emissions from a proposed project are significant.

For the purposes of this evaluation, the proposed project is to be compared to the SCAQMD interim screening level numeric bright-line threshold of 3,000 metric tons of CO_2e annually. In the case that the proposed project is estimated to exceed this screening threshold, it is then to be compared to the SCAQMD-recommended efficiency-based thresholds of 4.8 metric tons of CO_2e per service population per year in 2020 and 3.0 metric tons of CO_2e per service population per year in 2035.

Emissions resulting from implementation of the proposed project have been quantified using CalEEMod, and the quantified emissions are compared with the SCAQMD greenhouse gas screening 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
Annual construction-related emissions amortized over 30 years	14
Area	0
Energy	950
Mobile	324
Waste	29
Water Usage	78
Total	**1,395**
SCAQMD Threshold	3,000
Significant?	**No**

*Source: CalEEMod version 2016.3.1. See **Appendix 2a and 2b** for modeling details.*

As shown in **Table 7-1**, GHG emissions resulting from both construction and operation of the proposed project would result in approximately 1,395 metric tons CO_2e annually, which is below the interim screening level numeric bright-line threshold of 3,000 metric tons of CO_2e annually. Therefore, the project's contribution of GHG emissions would be less than significant.

b) **Less Than Significant Impact**. As previously stated, AB 32 is the legal mandate requiring that statewide GHG emissions be reduced to 1990 levels by 2020. In addition, SB 32 was signed into law on September 2016. SB 32 codifies the 2030 target in Executive Order B-30-15 (40 percent below 1990 levels by 2030). The bill authorizes the state board to adopt an interim GHG emissions level target to be achieved by 2030. SB 32 states that the intent is for the legislature and appropriate agencies to adopt complementary policies which ensure that the long-term emissions reductions advance specified criteria. At the time of writing this analysis, however, no specific policies or emissions reduction mechanisms have been established.

Given recent legislative attention and judicial action regarding post-2020 goals and the scientific evidence that additional GHG reductions are needed beyond the year 2020 to stabilize CO_2

concentrations,[1] the Association of Environmental Professionals' (AEP) Climate Change Committee (2016) recommended in its white paper entitled Beyond 2020 and Newhall: A Field Guide to New CEQA Greenhouse Gas Thresholds and Climate Action Plan Targets for California (Beyond 2020) that CEQA analyses for most land use development projects can continue to rely on current thresholds for the immediate future,[2] but that long-term projects should consider "post-2020 emissions consistent with 'substantial progress' along a post-2020 reduction trajectory..." The Beyond 2020 white paper further recommends that the "significance determination…should be based on consistency with 'substantial progress' along a post-2020 trajectory." Accordingly, project-related impacts in 2030 are considered in this analysis.

SCAG's 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), adopted April 7, 2016, which establishes GHG emissions goals for automobiles and light-duty trucks for 2020 and 2035, establishes an overall GHG target for the project region consistent with both the target date of AB 32 (2020) and the post-2020 GHG reduction goals of SB 32. As identified in **Table 7-1**, mobile-source emissions are a potent contributor of GHG emissions with the proposed project. The California Air Resources Board tasked SCAG with achieving a 9 percent per capita reduction compared to 2012 vehicle emissions by 2020 and a 16 percent per capita reduction by 2035, which CARB confirmed the project region would achieve by implementing the 2016–2040 RTP/SCS (CARB 2013). The RTP/SCS contains GHG-reducing programs, including multimodal transportation investments such as bus rapid transit, light rail transit, heavy rail transit, commuter rail, high-speed rail, active transportation strategies (e.g., bikeways and sidewalks), transportation demand management strategies, transportation systems management, highway improvements (interchange improvements, high-occupancy vehicle lanes, high-occupancy toll lanes), arterial improvements, goods movement strategies, aviation and airport ground access improvements, and operations and maintenance to the existing multimodal transportation system. SCAG's RTP/SCS identifies that land use strategies which focus new housing and job growth in areas served by high quality transit and other opportunity areas would be consistent with a land use development pattern that supports and complements the proposed transportation network, which emphasizes system preservation, active transportation, and transportation demand management measures. The 2016–2040 RTP/SCS incorporates local land use projections and circulation networks from the cities' and counties' general plans. The projected regional development pattern, including the location of land uses and residential densities in local general plans, when integrated with the proposed regional transportation network identified in the 2016–2040 RTP/SCS, would reduce per capita vehicular travel-related GHG emissions and achieve the greenhouse gas reduction per capita targets for the SCAG region. The RTP/SCS is an important planning document for the region, allowing project sponsors to qualify for federal funding. In addition, the RTP/SCS is supported by a combination of transportation and land use strategies that help the region achieve state GHG emission reduction goals and federal Clean Air Act requirements, preserve open space areas, improve public health and roadway safety, support the vital goods movement industry, and use resources more efficiently.

[1] See the California Appellate Court, 4th District ruling in *Sierra Club vs. County of San Diego* (2014) 231 Cal.App.4th 1152.

[2] With the notable exception of the "percent below business as usual" approach with the recent Supreme Court Newhall Ranch ruling as described above.

Specifically, the RTP/SCS distributes growth forecast data to transportation analysis zones for the purpose of modeling performance. The growth and land use assumptions are to be adopted at the jurisdiction level. For Wildomar, the RTP/SCS growth forecast assumes 10,000 households and 3,400 jobs in 2008, anticipates 13,000 households and 5,900 jobs in 2020, and projects 16,800 households and 9,300 jobs in 2035. Accordingly, the potential jobs that would be generated as a result of the project is within this anticipated growth. Furthermore, the proposed project is not regionally significant per CEQA Guidelines Section 15206. As such, it would not conflict with the RTP/SCS targets, since those targets were established and are applicable on a regional level.

As noted, the 2016–2040 RTP/SCS includes a strong commitment to reduce emissions from transportation sources, improve public health, and meet the national ambient air quality standards as set forth by the federal Clean Air Act. The RTP/SCS outlines a blueprint for improving residents' quality of life by providing more choices for where they will live, work, and play, and how they will move around. The proposed project's consistency with the applicable RTP/SCS goals is analyzed in detail in **Table 7-2**.

The proposed project is not regionally significant per CEQA Guidelines Section 15206. As such, it would not conflict with the SCAG RTP/SCS and associated greenhouse gas reduction targets for the year 2020 or year 2035, since those targets were established and are applicable on a regional level. In addition, as shown in **Table 7-2**, the project does not conflict with the stated goals of the RTP/SCS. For these reasons, the proposed project would not interfere with SCAG's ability to implement the regional strategies outlined in the 2016–2040 RTP/SCS to achieve the greenhouse gas reduction goals and strategies for passenger vehicles.

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

STANDARD CONDITIONS AND REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

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

SCAG Goals	Compliance with Goal
Goal 1: Align the plan investments and policies with improving regional economic development and competitiveness.	Not Applicable: This is not a project-specific policy and is therefore not applicable.
Goal 2: Maximize mobility and accessibility for all people and goods in the region.	Consistent: Improvements to the transportation network in Wildomar are developed and maintained to meet the needs of local and regional transportation and to ensure efficient mobility. A number of regional and local plans and programs are used to guide development and maintenance of transportation networks, including but not limited to: • Riverside County Congestion Management Program • Caltrans Traffic Impact Studies Guidelines • Caltrans Highway Capacity Manual • SCAG RTP/SCS
Goal 3: Ensure travel safety and reliability for all people and goods in the region.	Consistent: All modes of transit in Wildomar are required to follow safety standards set by corresponding regulatory documents. Pedestrian walkways and bicycle routes must follow safety precautions and standards established by local (e.g., City of Wildomar, County of Riverside) and regional (e.g., SCAG, Caltrans) agencies. Roadways for motorists must follow safety standards established for the local and regional plans.
Goal 4: Preserve and ensure a sustainable regional transportation system.	Consistent: All new roadway developments and improvements to the existing transportation network must be assessed with some level of traffic analysis (e.g., traffic assessments, traffic impact studies) to determine how the developments would impact existing traffic capacities and to determine the needs for improving future traffic capacities.
Goal 5: Maximize the productivity of our transportation system.	Consistent: The local and regional transportation system would be improved and maintained to encourage efficiency and productivity. The City's Public Works Department oversees the improvement and maintenance of all aspects of the public right-of-way on an as-needed basis. The City also strives to maximize productivity of the region's public transportation system (i.e., bus, bicycle) for residents, visitors, and workers coming into and out of Wildomar.
Goal 6: Protect the environment and health of our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking).	Consistent: The reduction of energy use, improvement of air quality, and promotion of more environmentally sustainable development are encouraged through the development of alternative transportation methods, green design techniques for buildings, and other energy-reducing techniques. For example, development projects are required to comply with the provisions of the California Building and Energy Efficiency Standards and the Green Building Standards Code (CALGreen). The City also strives to maximize the protection of the environment and improvement of air quality by encouraging and improving the use of the region's public transportation system (i.e., bus, bicycle) for residents, visitors, and workers coming into and out of Wildomar.
Goal 7: Actively encourage and create incentives for energy efficiency, where possible.	Not Applicable: This is not a project-specific policy and is therefore not applicable
Goal 8: Encourage land use and growth patterns that facilitate transit and non-motorized transportation.	Consistent: See response to RTP/SCS Goal 6.
Goal 9: Maximize the security of our transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.	Consistent: The City of Wildomar monitors existing and newly constructed roadways and transit routes to determine the adequacy and safety of these systems. Other local and regional agencies (i.e., Riverside County Transportation Department, Caltrans, SCAG) work with the City to manage these systems. Security situations involving roadways and evacuations would be addressed in the County of Riverside's emergency management plans (e.g., Riverside County Operational Area Emergency Operations Plan) developed in accordance with the state and federal mandated emergency management regulations.

8. Hazards and Hazardous Materials

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

DISCUSSION

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

The project proposes development of a self-storage building. 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 (CUPA) for Riverside County and is responsible for consolidating, coordinating, and making consistent the administrative requirements, permits, inspections, and enforcement activities of state standards regarding the transportation, use, and disposal of hazardous materials in Riverside County, including Wildomar.

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

c) **Less Than Significant Impact**. Ronald Reagan Elementary School is located approximately 1.3 miles northwest of the proposed project site. The project proposes to develop a self-storage structure and is not anticipated to emit hazardous emissions or handle hazardous or acutely hazardous material within one-quarter mile of a school. Impacts are anticipated to be less than significant.

d) **Less Than Significant Impact**. The project site is not included on a list of hazardous materials sites compiled by the California Department of Toxic Substances Control (DTSC) or the State Water Resources Control Board (SWRCB) pursuant to Government Code Section 65962.5 as of April 2017 (DTSC 2017; SWRCB 2017). The site is not a land use associated with hazardous materials. The project site is not known or anticipated to have been contaminated with hazardous materials, and no hazardous material storage facilities are known to exist on-site. Therefore, impacts are considered less than significant.

e) **No Impact**. The project site is not located within any airport land use plan. The closest public airport is French Valley Airport, which is located approximately 9.8 miles southeast of the project site. Given the distance and because the project is not in the airport land use plan area for French Valley Airport, there would be no impact.

f) **No Impact**. The project site is located in proximity to Skylark Field, which is a private airstrip located at the south end of Lake Elsinore, approximately 5.4 miles northwest of the project site. Skylark Field is used primarily by skydiving aircraft, which commonly drop parachutists into the nearby back-bay area south of the lake. The airport is also used for gliding and other recreational uses. The proposed project is outside of the airstrip's area of influence. There would be no impact.

g) **Less Than Significant Impact**. Access to the project site is available via Clinton Keith Road and Elizabeth Lane. The construction and operation of the proposed project would not place any permanent physical barriers on either of these public streets. To ensure compliance with zoning, building, and fire codes, the project applicant is required to submit appropriate plans for review prior to the issuance of a building permit. Adherence to these requirements would ensure that the project would not have a significant impact on emergency response and evacuation plans. A less than significant impact would occur as a result of the proposed project.

h) **Less Than Significant Impact**. Government Code Section 51175-89 directs the California Department of Forestry and Fire Protection (Cal Fire) to identify areas of very high fire hazard severity zones within Local Responsibility Areas (LRA). Mapping of the areas, referred to as very high fire hazard severity zones (VHFHSZ), is based on data and models of potential fuels over a 30- to 50-year time horizon and their associated expected fire behavior and expected burn probabilities, which quantifies the likelihood and nature of vegetation fire exposure (including firebrands) to buildings. Local Responsibility Area VHFHSZ maps were initially developed in the mid-1990s and are now being updated based on improved science, mapping techniques, and data.

In 2008, the California Building Standards Commission adopted California Building Code Chapter 7A requiring new buildings in very high fire hazard severity zones to use ignition-resistant construction methods and materials. The code chapter includes provisions to improve the ignition resistance of buildings, especially from firebrands.

The eastern and western portions of Wildomar, including the project site, have been designated as very high fire hazard severity zones. Development on the project site would be subject to compliance with the 2016 California Building Code and the 2013 edition of the California Fire Code (Part 9 of Title 24 of the California Code of Regulations, which includes Section 4905.2, Construction Methods and Requirements within Established Limits). Fire Code Chapter 49 cites specific requirements for wildfire-urban interface areas that include, but are not limited to, providing defensible space and hazardous vegetation and fuel management. Wildomar is covered under the Riverside County Operational Area Emergency Operations Plan (2006) and the Riverside County Operation Area Multi-Jurisdictional Local Hazard Mitigation Plan (2012). These plans include guidance to effectively respond to any emergency, including wildfires. In addition, all construction would be required to meet minimum standards for fire safety. Implementation of these plans and policies in conjunction with compliance with the Fire Code would minimize the risk of loss due to wildfires.

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

STANDARD CONDITIONS AND REQUIREMENTS

1. Compliance with the 2016 California Building Code and the 2013 edition of the California Fire Code (Part 9 of Title 24 of the California Code of Regulations).

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

MITIGATION MEASURES

None required.

9. Hydrology and Water Quality

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

DISCUSSION

a,e,f) **Less Than Significant Impact.** Wildomar Municipal Code Section 13.12.050 requires development to comply with a Municipal Separate Storm Sewer System (MS4) Permit from the San Diego Regional Water Quality Control Board. Section F.1 of the MS4 permit specifies requirements for new developments, and Section F.1.D details the requirements for standard stormwater mitigation plans (also known as water quality management plans). Compliance with City requirements will ensure any water quality impacts will be less than significant.

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

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

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

The project site will be covered by impervious surfaces. Development on the project site will not lead to an increased demand for potable water supply because the proposed development will not include any bathrooms and no new landscaping is proposed. Impacts to groundwater supplies would be less than significant.

c, d) **Less Than Significant Impact**. The reader is referred to Issue b) in subsection 6, Geology and Soils, for further discussion of erosion. The drainage of surface water would be controlled by building regulations and directed toward existing streets, flood control channels, storm drains, and catch basins. The proposed drainage of the site would not channel runoff on exposed soils, would not direct flows over unvegetated soils, and would not otherwise increase the erosion or siltation potential of the site or any downstream areas. As discussed above, the proposed project is subject to NPDES requirements, including the countywide MS4 permit and compliance with the water quality management plan.

The project site currently drains ultimately to Murrieta Creek to the south. While the stormwater runoff is channeled into the stormwater system, the proposed project would not alter this general drainage pattern. Therefore, the proposed project would not result in substantial erosion or siltation on- or off-site, and impacts would be less than significant.

g, h) **No Impact.** The City GIS shows that the project site is designated by the Federal Emergency Management Agency (FEMA) as Zone X, indicating the area is outside of a flood zone. Therefore,

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

i) **No Impact.** The County of Riverside identifies dam inundation hazard areas throughout the county. A review of records maintained at the California Office of Emergency Services provided potential failure inundation maps for 23 dams affecting Riverside County; these maps were compiled into 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 that figure, the project site is not in any dam inundation hazard zones. In addition, the project site is not in the vicinity of any levees. Therefore, no impacts are identified.

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

STANDARD CONDITIONS AND REQUIREMENTS

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

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 land uses. The surrounding area includes both vacant land and residential uses. Currently, the project site is developed land zoned Manufacturing–Service Commercial (M-SC). Development of the proposed project would be consistent with existing and planned development on surrounding properties and would not impede movement through the area. No impact would occur.

b) **Less Than Significant Impact.** The proposed project will not include a General Plan Amendment. The Project is consistent with the existing and proposed General Plan land use designations, zoning and developed uses. The City of Wildomar General Plan land use designation for the Project site is Business Park (BP), which allows development of industrial, Business Park, and some commercial uses. Zoning for the Project is Manufacturing Service Commercial (M-SC). The General Plan land use designations of the properties surrounding and immediately adjacent to the Project site are Medium Density Residential (MDR) to the north; Business Park (BP) to the east and to the west; and Medium High Density Residential (MHDR) to the south. Furthermore, the project is consistent with the City of Wildomar General Plan Policy LU 24.1, to "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 land use maps."

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

c) **Less Than Significant Impact.** The City of Wildomar participates in the MSHCP. The plan establishes areas of sensitivity considered Criteria Areas or Cells. Projects outside of these areas can proceed consistent with the provisions of CEQA and are subject to payment of an MSHCP Mitigation Fee. The MSHCP establishes procedures for the determination of sensitivity. The proposed project is subject to the MSHCP but is outside of any Criteria Area or Cell and will be required to pay the

standard impact mitigation fee. The proposed project will not conflict with any habitat conservation plan or natural community conservation plan, and any impacts would be less than significant.

STANDARD CONDITIONS AND REQUIREMENTS

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

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

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

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

MITIGATION MEASURES

None required.

11. Mineral Resources

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

DISCUSSION

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

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

STANDARD CONDITIONS AND REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

12. Noise

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

SETTING

Sound is mechanical energy transmitted by pressure waves in a compressible medium such as air, and is characterized by both its amplitude and frequency (or pitch). The human ear does not hear all frequencies equally. In particular, the ear deemphasizes low and very high frequencies. To better approximate the sensitivity of human hearing, the A-weighted decibel scale (dBA) has been developed. On this scale, the human range of hearing extends from approximately 3 dBA to around 140 dBA. Regarding increases in A-weighted noise levels (dBA), the following relationships should be noted for understanding this analysis:

- Except in carefully controlled laboratory experiments, a change of 1 dBA cannot be perceived by humans.
- Outside of the laboratory, a 3 dBA change is considered a just-perceivable difference.
- A change in level of at least 5 dBA is required before any noticeable change in community response would be expected. An increase of 5 dBA is typically considered substantial.
- A 10 dBA change is subjectively heard as an approximate doubling in loudness and would almost certainly cause an adverse change in community response

Noise is generally defined as unwanted or excessive sound, which can vary in intensity 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 a number of sources, including mobile sources such as automobiles, trucks, and airplanes, and stationary sources such as construction sites, machinery, and industrial operations. Noise generated by mobile sources typically attenuates (is reduced) at a rate between 3 dBA and 4.5 dBA per doubling of distance (FHWA 2011). The rate depends on the ground surface and the number or type of 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 over time. One such metric, the equivalent sound level (L_{eq}), represents a constant sound that, over the specified period, has the same 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" added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime, respectively. The penalty is intended to reflect the increased human sensitivity to noises occurring during nighttime hours, 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 that reduce levels of environmental sounds are increasing the distance between the sound source to the receiver and having intervening obstacles such as walls, buildings, or terrain features between the sound source and the receiver. Factors that act to 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 proposed expansion of the existing storage facility will include the development of a two-story self-storage building in the Manufacturing–Service Commercial (M-SC) zone. The building will be 60,800 square feet, with 30,400 square feet on both the first and second floors. At 30 feet tall, the building will not exceed the 50-foot allowable building height. The proposed project is not considered a sensitive noise receptor. Sensitive noise receptors near the project site include residences to the north, east, and south. The closest residence is to the east of the project site, with a front-yard living area approximately 50 feet from the edge of the project site. However, the actual footprint of the proposed building would be located at the center of the project site, approximately 105 feet from the front yard of the nearest residence.

As previously described, typical CNEL noise levels for low- and medium-density residential areas, such as those in the project vicinity, range from 55 to 65 dBA. The City of Wildomar General Plan Noise Element includes standards for land use compatibility for community noise exposure in Policy N 1.3 and Policy N 4.1, and characterizes residential uses as noise-sensitive. For noise-sensitive land uses, the exterior noise levels should not exceed 65 dBA CNEL.

The project would not construct any major stationary sources of noise (such as industrial generators). Potential stationary noise sources related to long-term operation of the proposed storage facility expansion would include mechanical equipment. The proposed building would be air conditioned and equipped with heating, ventilation, and air conditioning (HVAC) equipment.

Mechanical equipment (e.g., HVAC equipment) typically generates noise levels of approximately 50–60 dBA at 50 feet and 44–54 dBA at 100 feet. The operation of mechanical equipment would not increase ambient noise levels beyond the acceptable compatible land use noise levels. The proposed project would result in a less than significant impact related to stationary noise levels.

Another source of noise associated with the proposed expansion of the existing storage facility 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 located outside of major traffic arterial corridors typically generate a maximum noise level of approximately 58.1 dBA at a distance of 50 feet. The automobile movements associated with self-storage facilities are similar to a single-family residential neighborhood with the exception that such movements are slower and thus quieter. Accordingly, project-generated vehicle noise within 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 result in additional traffic on adjacent roadways, thereby increasing vehicular noise in the project vicinity (152 daily trips, see subsection 16, Transportation and Traffic). It is expected that most, if not all, of the trips generated by the proposed project would use Clinton Keith Road to access the project site. Clinton Keith Road accommodates an average of 13,000 vehicles daily (Urban Crossroads 2013). According to the 2013 California Department of Transportation (Caltrans) Technical Noise Supplement to the Traffic Noise Analysis Protocol, doubling of traffic on a roadway would result in an increase of 3 dB (a barely perceptible increase). The project's 152 daily trips would be nominal compared to the vehicle capacity of Clinton Keith Road and thus would not result in a perceptible increase in traffic noise levels. The project's impact would be less than significant in terms of operational noise.

b) **Less Than Significant Impact.** Increases in groundborne vibration levels attributable to the proposed project would be primarily associated with short-term construction-related activities. Construction on the project site would have the potential to result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used and the operations involved. The Wildomar General Plan does not set decibel standards for temporary construction noise impacts. This impact discussion uses Caltrans's (2002) recommended standard of 0.2 inches per second peak particle velocity with respect to the prevention of structural damage for normal buildings.

The nearest structures to any of the construction areas include residences that are approximately 200 feet distant from proposed construction. **Table 12-1** lists vibration levels within 25 feet and 200 feet for typical construction equipment (the proposed project would not require pile driving).

Table 12-1
Typical Construction Equipment Vibration Levels

Equipment	Peak Particle Velocity at 25 Feet (inches/second)	Peak Particle Velocity at 200 Feet (inches/second)
Large Bulldozer	0.089	0.004
Caisson Drilling	0.089	0.004
Loaded Trucks	0.076	0.003
Rock Breaker	0.059	0.002
Jackhammer	0.035	0.001
Small Bulldozer/Tractors	0.003	0.000

Source: FTA 2006, Table 12-2

As indicated in **Table 12-1**, based on the Federal Transit Administration data, vibration velocities from typical heavy construction equipment operations that would be used during project construction range from 0.089 to 0.003 inches per second peak particle velocity (PPV) at 25 feet from the source of activity, and 0.004 to 0.000 at 200 feet. It is also acknowledged that construction activities would occur throughout the project site and would not be concentrated at the point closest to the nearest residence. Therefore, vibration from construction activities experienced at the nearest adjacent residence would be expected to be below the 0.20 inches per second PPV significance threshold. Thus, a less than significant impact would occur in this regard.

d) **Less Than Significant Impact.** Temporary, periodic increases in ambient noise levels in the project vicinity attributable to the proposed project would be associated with construction-related activities. Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., land clearing, grading, excavation, paving). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. During construction, exterior noise levels could affect the residential neighborhoods in the vicinity of the construction site. At the nearest, project construction would occur approximately 100 feet from a front-yard living area of a residence to the east. However, it is acknowledged that construction activities would occur throughout the project site and would not be concentrated at the point closest to the sensitive receptors.

Primary construction activities would include building construction and architectural coating. Such activities would require forklifts, generators, tractors, welders, cement and mortar mixers, pavers, rollers, and paving equipment during building construction, and air compressors during architectural coating. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full power operation followed by 3 to 4 minutes at lower power settings. Other primary sources of acoustical disturbance would be random incidents, which would last less than 1 minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts). During these activities, exterior noise levels could affect sensitive receptors in the project vicinity. **Table 12-2** lists the anticipated noise levels of construction equipment. The average noise levels presented in the table are based on the quantity, type, and acoustical use factor for each type of equipment that is anticipated to be used.

Table 12-2
Typical Construction Equipment Noise Levels

Type of Equipment/Activity	Acoustical Use Factor[1] (percent)	Maximum Noise (L_{max})[2] at 50 Feet (dBA)	Maximum 8-Hour Noise (L_{eq})[3] at 50 Feet (dBA)
Blasting	1	94	74.0
Crane	16	81	72.6
Dozer	40	82	77.7
Excavator	40	81	76.7
Generator	50	81	77.6
Grader	40	85	81.0
Other Equipment (greater than 5 horsepower)	50	85	82.0
Paver	50	77	74.2
Roller	20	80	73.0
Tractor	40	84	80.0
Truck	40	75	71.0
Concrete Pump Truck	40	81	74.4
Welder	40	74	70.0

Table 12-2, continued

Source: FHWA 2006

Notes:

1. Acoustical use factor (percent): Estimates the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation.

2. L_{max} = the maximum instantaneous noise level experienced during a given period of time.

3. L_{eq} = the equivalent energy noise level, is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.

As depicted in **Table 12-2**, noise levels generated by individual pieces of construction equipment typically range from approximately 70 to 82 dBA L_{eq} at 50 feet. Noise levels associated with construction projects can vary, depending on the activities performed. Short-term increases in vehicle traffic, including worker commute trips and haul truck trips, may also result in temporary increases in ambient noise levels. During project construction, exterior noise levels could affect the nearest existing sensitive receptors in the vicinity, located 100 feet from the project site. Based on the construction equipment noise levels depicted in **Table 12-2** and assuming an average noise attenuation rate of 6 dB per doubling of distance from the source center, predicted maximum 8-hour noise levels would range from approximately 64 to 76 dBA L_{eq}.

Additionally, it is noted that worker noise safety standards of other agencies such as Caltrans, the American National Standards Institute, the American Conference of Governmental Industrial Hygienists, the Federal Railroad Administration, and the California Department of Industrial Relations suggest 85 dBA is a reasonable threshold of noise exposure for construction workers. If a maximum construction noise level is generally safe for construction workers who are exposed to the noise all day, the noise level should be also be safe for adjacent residents who are typically farther from the noise source and exposed only briefly during the day. As shown in **Table 12-2**, the construction noise levels are expected to range below the threshold of 85 dBA.

Neither the City of Wildomar General Plan nor the City Municipal Code sets decibel standards for temporary construction noise impacts. However, Wildomar Municipal Code Section 9.48.020(I) states that sound emanating from private construction projects located within one-quarter mile of an inhabited dwelling is exempt from noise limits, provided that:

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

Therefore, limiting the hours of construction to these hours would minimize the disturbance of sensitive receptors in the project vicinity, and construction noise impacts would be considered less than significant.

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

1. All construction and general maintenance activities shall be limited to the hours described in Wildomar Municipal Code Chapter 9.48.

MITIGATION MEASURES

None required.

13. Population and Housing

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

DISCUSSION

a) **No Impact.** The proposed project will not result in new jobs or a substantial increase in population in Wildomar. The project would have no impact.

b, c) **No Impact.** Since the project proposes an additional building on the currently developed site, no housing units or people would be displaced and the construction of replacement housing is not required. No impact would occur.

STANDARD CONDITIONS AND REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

14. Public Services

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

DISCUSSION

a) **Less Than Significant Impact.** The Riverside County Fire Department (RCFD) provides fire protection and safety services to the City of Wildomar. RCFD Fire Station 75 (Bear Creek) is located at 38900 Clinton Keith Road, approximately 3.8 miles southwest of the project site, and would respond to calls for service from the project site. In addition to Fire Station 75, several other Riverside County and Murrieta Fire Department fire stations in the surrounding area would be able to provide fire protection services if needed. The proposed project is not expected to result in activities that create unusual fire protection needs or significant impacts.

b) **Less Than Significant Impact.** Police protection services are provided in Wildomar by the Riverside County Sheriff's Department (RCSD). The nearest sheriff's station is located at 333 Limited Street in Lake Elsinore, approximately 9.6 miles northwest of the project site. Traffic enforcement is provided for Riverside County in this area by the California Highway Patrol, with additional support from local Riverside County Sheriff's Department personnel.

As discussed in Issue a) in subsection 13, Population and Housing, the project will not induce substantial population growth and therefore would not be expected to substantially increase the demand for police protection services. Furthermore, the project is not expected to result in activities that create unusual police protection needs. Therefore, this impact would be less than significant.

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

d) **No Impact.** The proposed project does not include recreational facilities. Secondly, due to the nature of the proposed project, it will not generate impacts on recreational resources. No impacts are anticipated.

e) **Less Than Significant Impact.** Development associated with the proposed project may result in a slight increase in the demand for other governmental services, economic development, and the other community support services commonly provided by the City of Wildomar, including but not limited to City Hall, the Mission Trail Library, and the Animal Friends of the Valleys animal shelter. As stated in Issue a) in subsection 13, Population and Housing, the proposed project will not result in new jobs or an increase in population in Wildomar.

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

STANDARD CONDITIONS AND REQUIREMENTS

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

MITIGATION MEASURES

None required.

15. Recreation

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

DISCUSSION

a) **No Impact.** Due to the nature of the proposed project, it will not generate impacts on parks or recreational resources. Implementation of the project will not include the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. No impacts are anticipated.

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

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?				✓

SIGNIFICANCE THRESHOLD

Based on the City's guidelines, 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 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). The following criterion was 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.

DISCUSSION

a) **Less Than Significant Impact.**

Table 16-1 summarizes the resulting trip generation estimates based on the proposed land use (mini storage). According to the Institute of Transportation Engineers (2012) Trip Generation Manual, 9th edition, the proposed development will generate approximately 152 trips per day with 9 trip ends during the AM peak hour and 16 trip ends during the PM peak hour. Based on the analysis, this level of trip generation will fall below the 50 peak-hour trip threshold requiring a traffic study. Furthermore, it is expected that most, if not all, of the trips generated by the proposed project would use Clinton Keith Road to access the project site. The roadway currently accommodates an average of 13,000 vehicles daily and has an existing capacity of 18,000 vehicles daily (Urban Crossroads 2013). Additionally, the Wildomar General Plan projects that Clinton Keith Road has a year 2035 General Plan buildout capacity of 53,900 vehicle trips daily.

Table 16-1
Project Trip Generation Summary

Land Use	ITE Land Use Code	Units	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Project Trip Generation Rates									
Mini Storage	151	KSF	4.68 (52%)	4.32 (48%)	9	3.36 (21%)	12.64 (79%)	16	152

Source: Institute of Transportation Engineers 2012

The proposed project would increase the daily trips on the fronting segment of Clinton Keith Road by 1.1 percent compared with the number of daily trips currently accommodated. Compared with the existing capacity associated with the roadway's fronting segment, the project would increase daily trips by 0.8 percent. And compared with the year 2035 General Plan buildout capacity of the fronting segment of Clinton Keith Road, the project would increase daily trips by 0.3 percent.

The Inland Valley Drive/Clinton Keith Road intersection, located 0.5 mile west of the project site, currently operates at LOS B during the AM peak hour and at LOS C during the PM peak hour. The George Avenue/Clinton Keith Road intersection, located 0.8 mile west of the project site, currently operates at LOS B during both the AM peak hour and the PM peak hour. The increase in daily trips traveling through these two project intersections would not be enough to reduce their level of service to LOS E or F. As a result, this impact is less than significant.

b) **Less Than Significant Impact**. Every county in California is required to develop a Congestion Management Program (CMP) that looks at the links between land use, transportation, and air quality. In its role as Riverside County's Congestion Management Agency, the Riverside County Transportation Commission (RCTC) prepares and periodically updates the county's CMP to meet federal Congestion Management System guidelines as well as state CMP legislation. The Southern California Association of Governments (SCAG) is required under federal planning regulations to determine that CMPs within its region are consistent with the Regional Transportation Plan. The RCTC's current Congestion Management Program was adopted in March 2010; of the roadways in Wildomar, Interstate 15 (I-15) is included in the CMP.

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

Some of the vehicle trips generated by the expanded storage facility on the project site will connect to the CMP network at Interstate 15, and development associated with the proposed project may add an additional increment of traffic to the designated CMP network.

The proposed project is estimated to result in 152 daily vehicle trips. If these vehicle trips were to travel on Interstate 15, this increase would represent an increase of 0.11 percent over the 2015 vehicle counts of 134,000 along I-15 at the Clinton Keith interchange (Caltrans 2016). Any impacts would be less than significant.

c) **No Impact.** The proposed project would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks. The maximum building height of the proposed building would be 30 feet, which is significantly lower than the height of the terrain in the vicinity. Since the location and height of the project would not affect air traffic patterns or aircraft operations from any private or public airport, no impacts are foreseen.

d, e) **No Impact.** The City of Wildomar implements development standards designed to ensure standard engineering practices are used for all improvements. The proposed expansion of the existing facility would occur on the site of an existing self-storage facility. Traffic facilities, constructed to standard engineering practices, already exist in the vicinity. As such, the proposed expansion would not introduce any hazardous design features. No impacts would occur.

f) **No Impact.** Sidewalk, curb, and gutter improvements at the project site already exist and were constructed in compliance with design criteria contained in Title 12 of the Wildomar Municipal Code. The proposed expansion of the existing facility would occur on the site of an existing self-storage facility. As such, no adverse impacts would occur.

STANDARD CONDITIONS AND REQUIREMENTS

1. Prior to issuance of any building permit on the project site, the project applicant shall 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.

17. Utilities and Service Systems

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

DISCUSSION

a, b) **Less Than Significant Impact.** The EVMWD currently operates three wastewater treatment facilities: the Regional Wastewater Treatment Plant (WWTP), the Horsethief Canyon WWTP, and the Railroad Canyon WWTP. In addition, flow in the southern part of the EVMWD's service area is treated at the Santa Rosa Water Reclamation Facility operated by the Rancho California Water District. The proposed project will be within the Regional WWTP service area, which has its wastewater conveyed by 24 lift stations and treated by the Regional Water Reclamation Facility (EVMWD 2008). The project will have minimal water requirements and usage, as the proposed floor plan layout does not include any new toilets. Any impacts are considered less than significant.

c) **No Impact**. According to City of Wildomar GIS information, the proposed project is located outside of a flood zone. Furthermore, the project site is already served by storm drainage facilities and the proposed project would not increase storm water runoff. Therefore, the project would not require or result in the construction of new stormwater drainage facilities.

d) **Less Than Significant Impact**. The project site is within the service boundary for the EVMWD, and development on the project site would connect to existing infrastructure. The EVMWD uses both

groundwater and imported water supplies to ensure adequate water is available for consumers. Imported water is used to ensure that significant overdraft of local groundwater supplies does not occur. EVMWD purchases water from Western Municipal Water District (WMWP) from two different sources. One source of the water purchased from WMWD is treated at the Metropolitan Water District's Skinner Filtration Plant, which blends primarily Colorado River water and a small amount of State Project Water. The other source of water EVMWD recieves from WMWD is imported from the Temescal Valley Pipeline (TVP) (EVMWD 2016). Per the Metropolitan Water District's (2016) Regional Urban Water Management Plan (RUWMP), the District has supply capabilities that would be sufficient to meet expected demands from 2020 through 2040 under single dry-year and multiple dry-year hydrologic conditions. The impact would be less than significant.

e) **Less Than Significant Impact**. Development on the project site would connect to existing water infrastructure. Since no toilets are proposed, no new sewer connection is proposed. This impact would be less than significant.

f) **Less Than Significant Impact.** The main solid waste disposal site in the vicinity of the project site is the El Sobrante Landfill in Corona. The El Sobrante Landfill (CalRecycle Solid Waste Information System Number 33-AA-0217) is projected to reach full capacity of 184,930,000 tons in 2045 (CalRecycle 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 (a self-storage facility) does not generate waste that would be of concern regarding the El Sobrante Landfill's capacity.[3] Impacts would be less than significant.

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

STANDARD CONDITIONS AND REQUIREMENTS

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

MITIGATION MEASURES

None required.

[3] Phone and email communication with Hans Kernkamp, General Manager–Chief Engineer of the Riverside County Department of Waste Resources, December 12 and 13, 2016.

V. MANDATORY FINDINGS OF SIGNIFICANCE

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

DISCUSSION

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

a) **Less Than Significant Impact.** Based on evaluations and discussion contained in this Initial Study, the proposed project has a very limited potential to incrementally degrade the quality of the environment because the site is currently developed and minimal earth disturbance would occur. Therefore, any impacts regarding degradation to the quality of the environment would be less than significant.

b) **Less Than Significant Impact.**

Aesthetics

Implementation of the proposed project would not contribute to cumulative visual resource or aesthetic impacts. 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 the proposed development is in compliance with the City's zoning and design standards and guidelines, which regulate building design, mass, bulk, height, color, and compatibility with surrounding uses. Thus, the proposed project would have a less than cumulatively considerable impact with regard to aesthetics.

Agricultural Resources

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

Air Quality

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

Biological Resources

The proposed project site is paved and developed; therefore, the project is not expected to result in direct biological impacts. As such, the proposed project would have a less than cumulatively considerable impact on biological resources.

Cultural Resources

Development of the project site would involve negligible earth disturbance and therefore would not impact cultural resources.

Geology and Soils

Development of the project site would involve negligible earth disturbance. Compliance with California Building Code (CBC) standards would ensure impacts would be less than cumulatively considerable.

Greenhouse Gas Emissions

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

Hazards and Hazardous Materials

The proposed project is not expected to 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

The project proposes minimal earth disturbance and would not alter the existing drainage pattern. Therefore, the project would have a less than cumulatively considerable impact on water quality. The site is not located 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 General Plan land use designation the existing zoning for the site. Therefore, the project would have a less than cumulatively considerable impact related to land use and planning.

Mineral Resources

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

Noise

As discussed in subsection 12, Noise, operation of the proposed project would comply with all applicable noise standards and would have less than significant impacts related to noise.

Population and Housing

Since the project site comprises an existing self-storage facility, 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, nor would it require the construction of new housing elsewhere. Therefore, the project would have a less than cumulatively considerable impact related to population and housing.

Public Services and Recreation

Implementation of the proposed project, in combination with other existing, planned, proposed, approved, and reasonably foreseeable development in the immediate area, would not increase the demand for public services such as fire and police protection. Therefore, the proposed project would have a less than cumulatively considerable impact on public services.

Transportation/Traffic

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

Utilities and Service Systems

Implementation of the proposed project would not increase demand for public utilities. Any impacts would be less than cumulatively considerable.

c) **Less Than Significant Impact**. The proposed project does not have the potential to significantly adversely affect humans, either directly or indirectly.

VI. REFERENCES

AEP (Association of Environmental Professionals). 2016. Beyond 2020 and Newhall: A Field Guide to New CEQA Greenhouse Gas Thresholds and Climate Action Plan Targets for California.

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

———. 2017. Facility/Site Summary Details: El Sobrante Landfill (33-AA-0217). Accessed March 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.*

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

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

———. 2017. California Scenic Highway Program. Accessed March 2017. http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/scenic_hwy.hm.

CARB (California Air Resources Board). 2013. *Facts About California's Sustainable Communities Plans*. http://www.arb.ca.gov/cc/sb375/scag_fact_sheet.pdf.

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

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

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

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

———. 2008. *Wildomar General Plan.*

———. 2013. *Impact Fee Study Report*.

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

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

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

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

———. 2017. Riverside County Map My County. Accessed March 2017. http://mmc.rivcoit.org/MMC_Public/Viewer.html?Viewer=MMC_Public.

DOC (California Department of Conservation). 2017. California Important Farmland Finder. Accessed March 2017. http://maps.conservation.ca.gov/ciff/ciff.html.

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

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

———. 2008. *Wastewater Master Plan.*

———. 2016. *Urban Water Management Plan.*

FHWA (Federal Highway Administration). 2006. Roadway Construction Noise Model.

———. 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 and Vibration Impact Assessment*.

Google Earth. 2017.

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

IPCC (Intergovernmental Panel on Climate Change). 2014. *Climate Change 2014 Synthesis Report: Approved Summary for Policymakers.*

MWD (Metropolitan Water District). 2016. Urban Water Management Plan

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

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

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

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

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

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

———. 2013a. California Emissions Estimator Model (CalEEMod).

———. 2013b. *California Emissions Estimator Model User's Guide*, Appendix A.

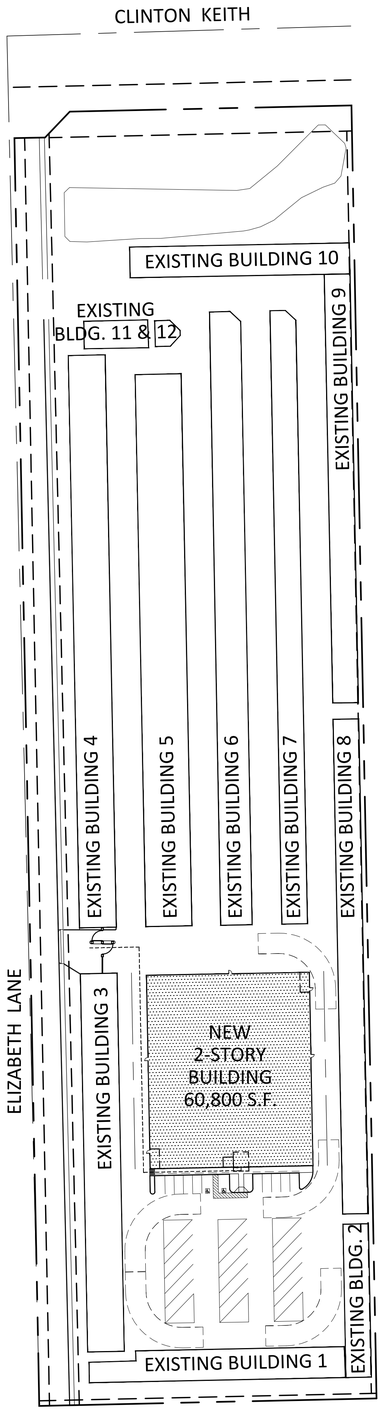
———. 2017. *Final 2016 Air Quality Management Plan.*

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

Urban Crossroads. 2013. *Wildomar Housing Element Update Traffic Impact Analysis.*

USDA-NRCS (US Department of Agriculture, Natural Resources Conservation Service). 2017. Web Soil Survey. https://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm.

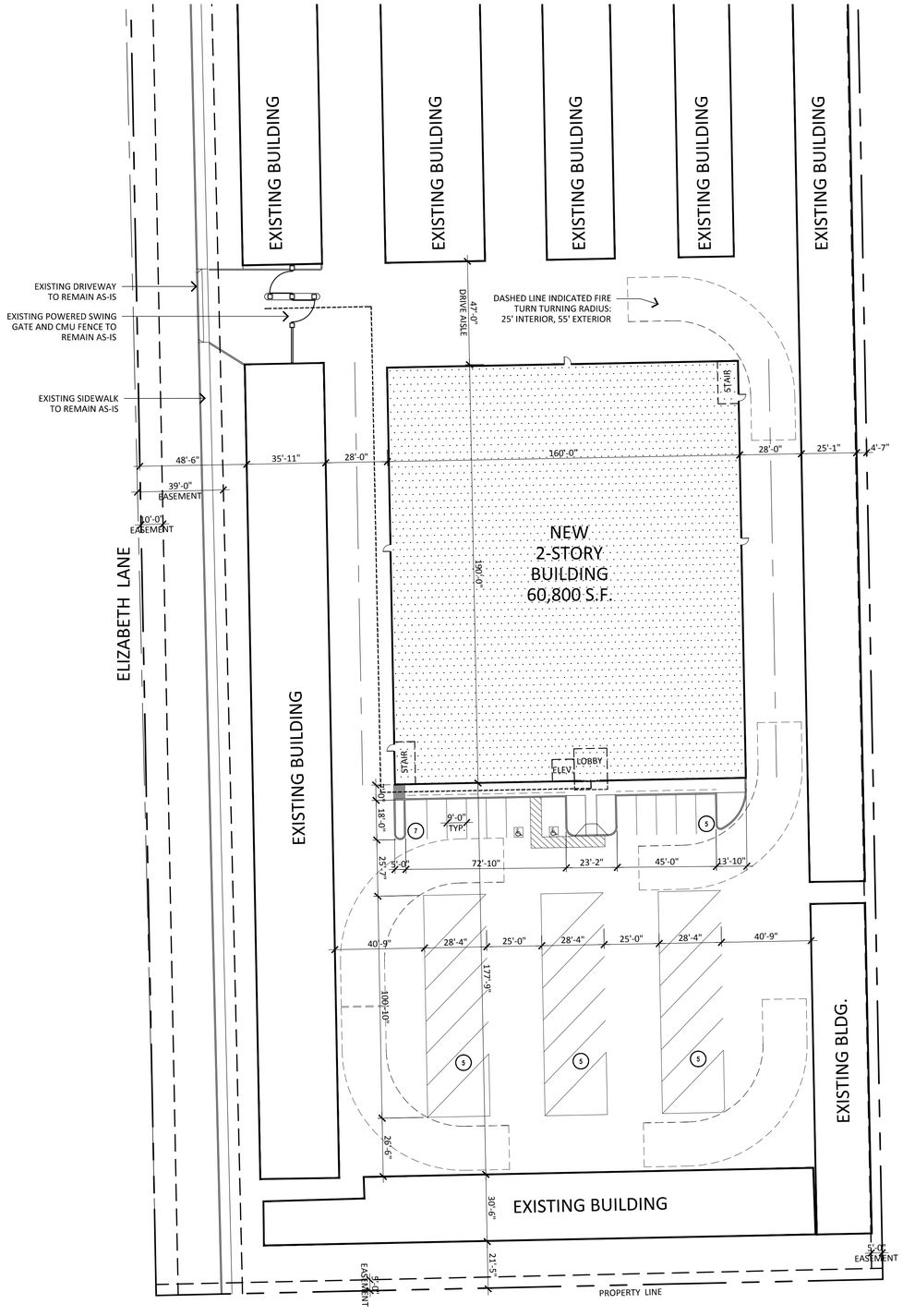
Appendix 1 - Development Plans



OVERALL SITE PLAN

SCALE: 1" = 70'

NORTH



ENLARGED SITE PLAN

SCALE: 1" = 30'

NORTH

PROJECT DIRECTORY

OWNER: LIFE STORAGE | FORMERLY UNCLE BOB'S STORAGE
6467 MAIN STREET
WILLIAMSVILLE, NY 14221
PHONE: (832) 286-8071
FAX: (716) 568-8222
CONTACT: ROBERT McGREGOR
EMAIL: rmcgregor@lifestorage.com

ARCHITECT: RKAA ARCHITECTS.
2233 EAST THOMAS ROAD
PHOENIX, ARIZONA 85016
PHONE: (602) 955-3900
FAX: (602) 955-0496
CONTACT: CAIN GARCIA
EMAIL: cgarcia@rkaa.com

PROJECT DESCRIPTION

NEW GROUND-UP, 2-STORY 60,800 SQUARE FOOT SELF STORAGE BUILDING TO INCLUDE NEW MECHANICAL, PLUMBING, AND ELECTRICAL SYSTEMS. SITE WORK INCLUDES NEW PARKING AREA, RESTRIPING RV/BOAT SURFACE STORAGE.

LEGAL DESCRIPTION

LOT 1 OF RECORD OF SURVEY OF GOVERNMENT LOTS 1, 8 AND 9 OF FRACTIONAL SECTION 6, TOWNSHIP 7 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF WILDOMAR, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP FILED IN BOOK 25, PAGE 62 OF RECORDS OF SURVEY, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PROJECT DATA

EXISTING ZONING:		M-SC
USE/OCCUPANCY:		S-1: STORAGE
CONSTRUCTION TYPE:		VB
NET SITE AREA:		9.56 ACRES (416,434 S.F.)
LOT NUMBER:		LOT 1 RS 025/062
APN:		380-290-030-1
PROPOSED AREAS:	1ST FLOOR	30,400 S.F. (FOOTPRINT)
	2ND FLOOR	30,400 S.F.
	60800 S.F.	
PROPOSED USE:		SELF-STORAGE
ALLOWABLEBUILDING HEIGHT:		MAX HEIGHT 55'
PROPOSED BUILDING HEIGHT:		MAX HEIGHT 30'-0"

BUILDING AREAS:			
BUILDING #1:	7,101 S.F.	BUILDING #7:	15,011 S.F.
BUILDING #2:	3,338 S.F.	BUILDING #8:	12,133 S.F.
BUILDING #3:	13,268 S.F	BUILDING #9:	10,541 S.F.
BUILDING #4:	20,206 S.F.	BUILDING #10:	6,485 S.F.
BUILDING #5:	24,348 S.F.	BUILDING #11:	1,698 S.F.
BUILDING #6:	18,287 S.F.	BUILDING #12:	521 S.F.
		NEW BUILDING:	30,400 S.F.

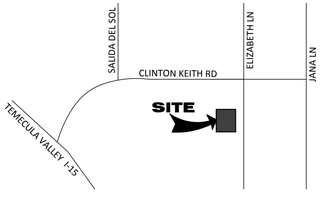
TOTAL BUILDING AREA:	163,337 S.F.
SITE COVERAGE:	0.39%

PARKING CALCULATIONS:

STALLS REQUIRED:	2 SPACES/3 EMPLOYEES
STALLS PROVIDED:	17 SPACES (INCLUDES 3 ADA STALLS)
RV STORAGE PROVIDED:	15 RV STORAGE STALLS

UTILITY COMPANIES

SCHOOL DISTRICT:	LAKE ELSINORE UNIFIED SCHOOL DISTRICT 1-951-253-7000
WATER & SEWER:	ELSINORE VALLEY MUNICIPAL WATER DISTRICT 1-951-674-3175
GAS:	THE GAS COMPANY 1-800-427-2000
ELECTRICITY	SOUTHERN CALIFORNIA (EDISON) 1-800-655-4555
TELEPHONE:	VERIZON 1-800-483-5000
CABLE TV:	TIME WARNER 1-888-255-5789 VERIZON 1-951-672-4583 VERIZON FIOS



VICINITY MAP

SCALE: N.T.S.

NORTH

LIFE STORAGE - WILDOMAR

24781 CLINTON KEITH ROAD
WILDOMAR, CA 92595
DATE: 1-25-2017 (PRELIMINARY)

SP-1

RKAA# 16211.00

RKAA ARCHITECTS, INC

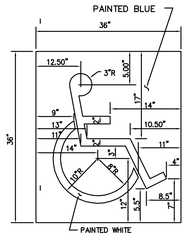
PRELIMINARY GRADING/DRAINAGE PLAN

GENERAL GRADING NOTES:

1. ALL GRADING SHALL CONFORM TO THE CURRENTLY ADOPTED CALIFORNIA BUILDING CODE AND CITY ORDINANCES.
2. ALL PROPERTY CORNERS SHALL BE CLEARLY DELINEATED IN THE FIELD PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION/GRADING.
3. ALL WALLS (RETAINING AND NON-RETAINING) ARE APPROVED PER SEPARATE PLAN AND PERMIT.
4. ALL WORK UNDER THIS GRADING PERMIT SHALL BE LIMITED TO WORK WITHIN THE PROPERTY LINES. ALL WORK WITHIN THE CITY RIGHT-OF-WAY WILL REQUIRE SEPARATE PLANS AND AN ENCROACHMENT PERMIT.
5. GRADING SHALL BE DONE UNDER THE SUPERVISION OF A SOILS ENGINEER IN CONFORMANCE WITH RECOMMENDATIONS OF THE PRELIMINARY SOILS INVESTIGATION BY DATED
6. COMPACTED FILL TO SUPPORT ANY STRUCTURES SHALL COMPLY WITH SECTION 1803.5. PROJECTS WITHOUT PRELIMINARY SOILS REPORT SHALL HAVE DETAILED SPECIFICATIONS SATISFYING THE REQUIREMENTS IN SECTION 1803.5 PREPARED BY THE EOR.
7. THE CONTRACTOR SHALL NOTIFY THE BUILDING AND SAFETY DEPARTMENT AT LEAST 24 HOURS IN ADVANCE TO REQUEST FINISH LOT GRADE AND DRAINAGE INSPECTION. THIS INSPECTION MUST BE APPROVED PRIOR TO BUILDING PERMIT FINAL INSPECTION FOR EACH LOT.
8. THE CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT, TWO DAYS BEFORE DIGGING AT 1-800-227-2600.
9. MAXIMUM CUT AND FILL SLOPE = 2:1.
10. NO FILL SHALL BE PLACED ON EXISTING GROUND UNTIL THE GROUND HAS BEEN CLEARED OF WEEDS, DEBRIS, TOPSOIL AND OTHER DELETERIOUS MATERIAL. FILLS SHOULD BE PLACED IN THIN LIFTS (8-INCH MAX OR AS RECOMMENDED IN SOILS REPORT), COMPACTED AND TESTED AS GRADING PROCESS UNTIL FINAL GRADES ARE ATTAINED. ALL FILLS ON SLOPES STEEPER THAN 5 TO 1 (H/V) AND A HEIGHT GREATER THAN 5 FEET SHALL BE KEYED AND BENCHED INTO FIRM NATURAL SOIL FOR FULL SUPPORT. THE BENCH UNDER THE TOE MUST BE 10 FEET WIDE MIN.
11. THE SLOPE STABILITY FOR CUT AND FILL SLOPES OVER 30' IN VERTICAL HEIGHT, OR SLOPES STEEPER THAN 2:1 MUST BE VERIFIED WITH A FACTOR OF SAFETY OF AT LEAST 1.5.
12. NO ROCK OR SIMILAR IRREDUCIBLE MATERIAL WITH A MAXIMUM DIMENSION GREATER THAN 12 INCHES SHALL BE BURIED OR PLACED IN FILLS CLOSER THAN 10 FEET TO THE FINISHED GRADE.
13. DRAINAGE ACROSS THE PROPERTY LINE SHALL NOT EXCEED THAT WHICH EXISTED PRIOR TO GRADING. EXCESS OR CONCENTRATED DRAINAGE SHALL BE CONTAINED ON SITE OR DIRECTED TO AN APPROVED DRAINAGE FACILITY.
14. PROVIDE A SLOPE INTERCEPTOR DRAIN ALONG THE TOP OF CUT SLOPES WHERE THE DRAINAGE PATH IS GREATER THAN 40 FEET TOWARDS THE CUT SLOPE.
15. PROVIDE 5 ' WIDE BY 1' HIGH BERM ALONG THE TOP OF ALL FILL SLOPES STEEPER THAN 3:1.
16. THE GROUND IMMEDIATELY ADJACENT TO THE BUILDING FOUNDATION SHALL BE SLOPED AWAY WITH 5% MIN FOR A MIN DISTANCE OF 10 HORIZONTAL FEET. SWALES WITHIN 10 FEET FROM BUILDING SHALL HAVE 2% MINIMUM SLOPE.
17. NO OBSTRUCTION OF NATURAL WATER COURSES SHALL BE PERMITTED.
18. DURING ROUGH GRADING OPERATIONS AND PRIOR TO CONSTRUCTION OF PERMANENT DRAINAGE STRUCTURES, TEMPORARY DRAINAGE CONTROL (BEST MANAGEMENT PRACTICES, BMPS) SHALL BE PROVIDED TO PREVENT PONDING WATER AND DAMAGE TO ADJACENT PROPERTIES.
19. DUST SHALL BE CONTROLLED BY WATERING OR OTHER APPROVED METHODS.
20. ALL EXISTING DRAINAGE COURSES ON THE PROJECT SITE MUST CONTINUE TO FUNCTION. PROTECTIVE MEASURES AND TEMPORARY DRAINAGE PROVISIONS MUST BE USED TO PROTECT ADJOINING PROPERTIES DURING GRADING OPERATIONS.
21. FOR SLOPES 3 TO 1 (H/V) OR STEEPER:
    ALL SLOPES EQUAL TO OR GREATER THAN 3 ' IN VERTICAL HEIGHT, ARE REQUIRED TO BE PLANTED WITH GRASS OR ROSEA ICE PLANT (OR EQUAL) GROUND COVER AT A MAXIMUM SPACING OF 12" ON CENTER. SLOPES EXCEEDING 15 ' IN VERTICAL HEIGHT SHALL BE PLANTED WITH APPROVED SHRUBS NOT TO EXCEED 10' ON CENTER, OR TREES SPACED NOT TO EXCEED 20 ' ON CENTER OR SHRUBS NOT TO EXCEED 10 ', OR A COMBINATION OF SHRUBS AND TREES NOT TO EXCEED 15 ' IN ADDITION TO THE GRASS OR GROUND COVER. SLOPES THAT REQUIRE PLANTING SHALL BE PROVIDED WITH AN IN-GROUND IRRIGATION SYSTEM EQUIPPED WITH AN APPROPRIATE BACKFLOW DEVICE PER U.P.C., CHAPTER 10. THE SLOPE PLANTING AND IRRIGATION SYSTEM SHALL BE INSTALLED PRIOR TO PRECISE GRADING FINAL.

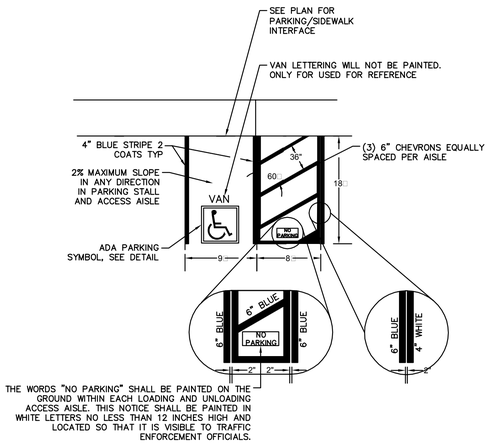
NPDES:

1. CONSTRUCTION SITE BEST MANAGEMENT PRACTICES (BMPS) FOR THE MANAGEMENT OF STORM WATER AND NON-STORMWATER DISCHARGES SHALL BE DOCUMENTED ON THE GRADING PLAN. ARRANGEMENTS SHALL BE MADE BY THE DEVELOPER TO RETAIN THE SWPPP AND/OR THE EROSION/SEDIMENT CONTROL PLAN ON THE JOBSITE THROUGHOUT THE TIME OF CONSTRUCTION. THE IMPLEMENTATION AND MAINTENANCE OF SITE BMPS IS REQUIRED TO MINIMIZE JOBSITE EROSION AND SEDIMENTATION. ARRANGEMENTS SHALL BE MADE BY THE DEVELOPER TO MAINTAIN THOSE BMPS THROUGHOUT THE TIME OF CONSTRUCTION.
2. EROSION CONTROL BMPS SHALL BE IMPLEMENTED AND MAINTAINED TO MINIMIZE THE ENTRAINMENT OF SOIL IN RUNOFF FROM DISTURBED SOIL AREAS ON CONSTRUCTION SITES.
3. SEDIMENT CONTROL BMPS SHALL BE IMPLEMENTED AND MAINTAINED TO MINIMIZE THE TRANSPORT OF SOIL FROM THE CONSTRUCTION SITE.
4. GRADING SHALL BE PHASED TO LIMIT THE AMOUNT OF DISTURBED AREAS EXPOSED TO THE EXTENT FEASIBLE.
5. AREAS THAT ARE CLEARED AND GRADED SHALL BE LIMITED TO ONLY THE PORTION OF THE SITE THAT IS NECESSARY FOR CONSTRUCTION. THE CONSTRUCTION SITE SHALL BE MANAGED TO MINIMIZE THE EXPOSURE TIME OF DISTURBED SOIL AREAS THROUGH PHASING AND SCHEDULING OF GRADING AND THE USE OF TEMPORARY AND PERMANENT SOIL STABILIZATION.
6. ONCE DISTURBED, SLOPES (TEMPORARY OR PERMANENT) SHALL BE STABILIZED IF THEY WILL NOT BE WORKED WITHIN 14 DAYS. ALL SLOPES SHALL BE STABILIZED PRIOR TO A PREDICTED STORM EVENT. CONSTRUCTION SITES SHALL BE REVEGETATED AS EARLY AS FEASIBLE AFTER SOIL DISTURBANCE.
7. STOCKPILES OF SOIL SHALL BE PROPERLY CONTAINED TO ELIMINATE OR REDUCE SEDIMENT TRANSPORT FROM THE SITE TO STREETS, DRAINAGE FACILITIES OR ADJACENT PROPERTIES VIA RUNOFF, VEHICLE TRACKING, OR WIND.
8. CONSTRUCTION SITES SHALL BE MAINTAINED IN SUCH A CONDITION THAT A STORM DOES NOT CARRY WASTES OR POLLUTANTS OFF THE SITE. DISCHARGES OTHER THAN STORMWATER (NON-STORMWATER DISCHARGES) ARE PROHIBITED, EXCEPT AS AUTHORIZED BY AN INDIVIDUAL NPDES PERMIT, THE STATEWIDE GENERAL PERMIT-CONSTRUCTION ACTIVITY. POTENTIAL POLLUTANTS INCLUDE BUT ARE NOT LIMITED TO: SOLID OR LIQUID CHEMICAL SPILLS; WASTES FROM PAINTS, STAINS, SEALANTS, SOLVENTS, DETERGENTS, GLUES, LIME, PESTICIDES, HERBICIDES, FERTILIZERS, WOOD PRESERVATIVES, AND ASBESTOS FIBERS, PAINT FLAKES OR STUCCO FRAGMENTS; FUELS, OILS LUBRICANTS, AND HYDRAULIC, RADIATOR OR BATTERY FLUIDS; CONCRETE AND RELATED CUTTING OR CURING RESIDUES; FLOATABLE WASTES; WASTES FROM ENGINE/EQUIPMENT STEAM CLEANING OR CHEMICAL DEGREASING; WASTES FROM STREET CLEANING; AND SUPER-CHLORINATED POTABLE WATER FROM LINE FLUSHING AND TESTING. DURING CONSTRUCTION, DISPOSAL OF SUCH MATERIALS SHOULD OCCUR IN A SPECIFIED AND CONTROLLED TEMPORARY AREA ON-SITE PHYSICALLY SEPARATED FROM POTENTIAL STORMWATER RUNOFF, WITH ULTIMATE DISPOSAL IN ACCORDANCE WITH LOCAL, STATE AND FEDERAL REQUIREMENTS.
9. RUNOFF FROM EQUIPMENT AND VEHICLE WASHING SHALL BE CONTAINED AT THE CONSTRUCTION SITE AND MUST NOT BE DISCHARGED TO RECEIVING WATERS OR THE LOCAL STORM DRAIN SYSTEM.
10. APPROPRIATE BMPS FOR CONSTRUCTION-RELATED MATERIALS, WASTES, SPILLS OR RESIDUES SHALL BE IMPLEMENTED TO ELIMINATE OR REDUCE TRANSPORT FROM THE SITE TO STREETS, DRAINAGE FACILITIES, OR ADJOINING PROPERTIES BY WIND OR RUNOFF.
11. ALL CONSTRUCTION CONTRACTORS AND SUBCONTRACTOR PERSONNEL ARE TO BE MADE AWARE OF THE REQUIRED BMPS AND GOOD HOUSEKEEPING MEASURES FOR THE PROJECT SITE AND ANY ASSOCIATED CONSTRUCTION STAGING AREAS.
12. DISCHARGING CONTAMINATED GROUNDWATER PRODUCED BY DEWATERING GROUNDWATER THAT HAS INFILTRATED INTO THE CONSTRUCTION SITE IS PROHIBITED. DISCHARGING OF CONTAMINATED SOILS VIA SURFACE EROSION IS ALSO PROHIBITED. DISCHARGING NON-CONTAMINATED GROUNDWATER PRODUCED BY DEWATERING ACTIVITIES MAY REQUIRE A NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT FROM THE REGIONAL WATER QUALITY CONTROL BOARD.
13. BMPS SHALL BE MAINTAINED AT ALL TIMES. IN ADDITION, BMPS SHALL BE INSPECTED PRIOR TO PREDICTED STORM EVENTS AND FOLLOWNG STORM EVENTS.
14. AT THE END OF EACH DAY OF CONSTRUCTION ACTIVITY, ALL CONSTRUCTION DEBRIS AND WASTE MATERIALS SHALL BE COLLECTED AND PROPERLY DISPOSED OF IN TRASH OR RECYCLE BINS.



ADA LOGO STRIPING DETAIL

LOCATED AT EDGE OF PARKING SPACE (PER CBC SECTION 1129B.4)



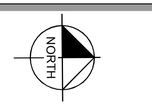
THE WORDS "NO PARKING" SHALL BE PAINTED ON THE GROUND WITHIN EACH LOADING AND UNLOADING ACCESS AISLE. THIS NOTICE SHALL BE PAINTED IN WHITE LETTERS NO LESS THAN 12 INCHES HIGH AND LOCATED SO THAT IT IS VISIBLE TO TRAFFIC ENFORCEMENT OFFICIALS.

GRADING NOTES:

1. AN EXISTING GEOTECHNICAL REPORT WAS NOT AVAILABLE AT THE TIME OF PRELIMINARY DESIGN.
2. REMOVE EXISTING CONCRETE PAVING OVER EXCAVATION PER SOILS REPORT.
3. ALL GRADING SHOWN IS PRELIMINARY AND SUBJECT ON FINAL DESIGN.
4. NO ADDITIONAL IMPERVIOUS AREA ADDED.

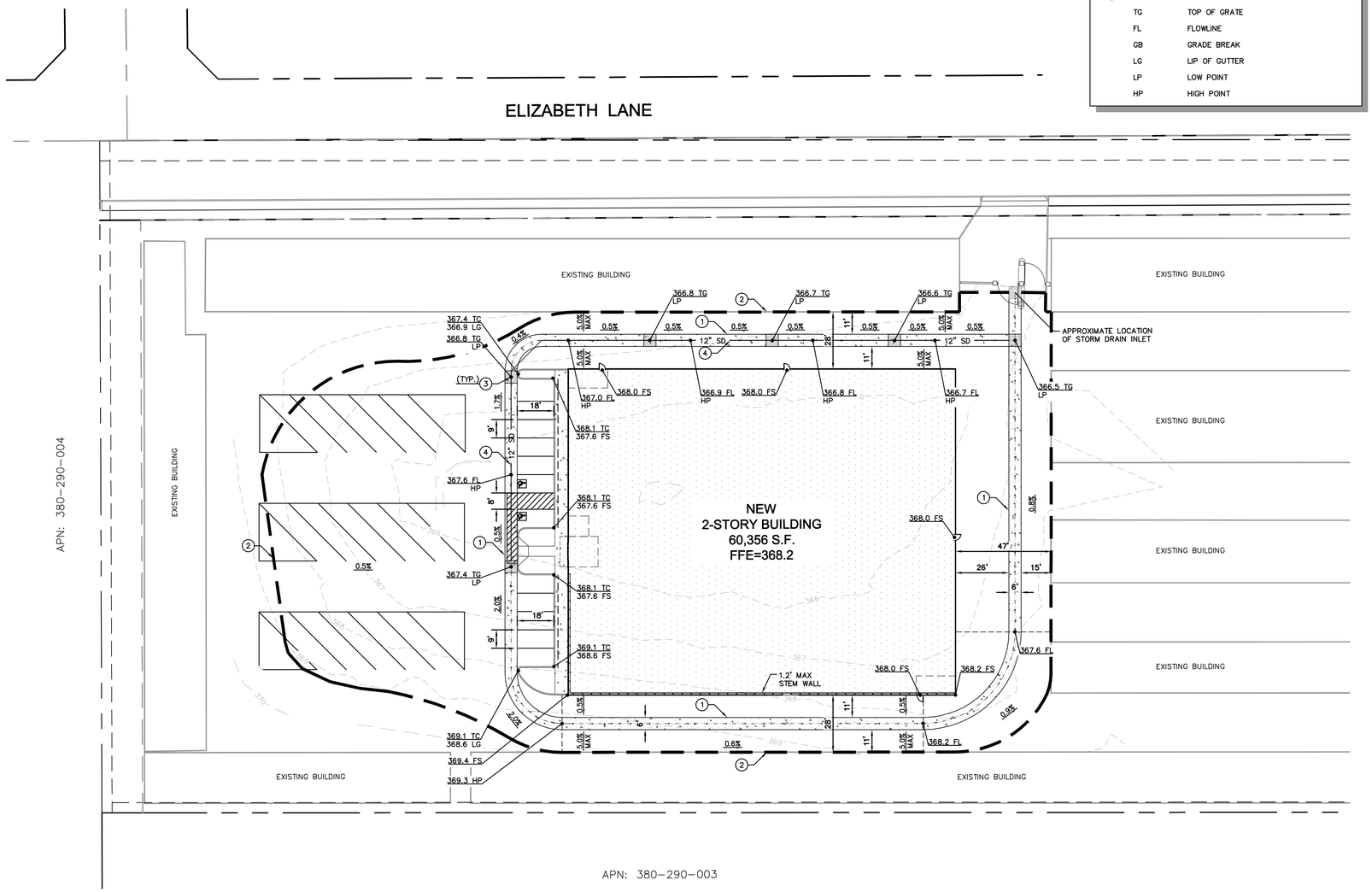
PRELIMINARY CONSTRUCTION NOTES:

1. 6" CONCRETE CROSS-GUTTER
2. LIMITS OF REMOVAL OF EXISTING CONCRETE PAVING
3. DRAINAGE INLET
4. 12" STORM DRAIN PIPE



LEGEND:

- GRADE BREAK
- LIMITS OF DISTURBANCE
- PROPERTY LINE
- PROPOSED 6" CURB
- PROPOSED CONCRETE GUTTER
- PROPOSED PAVEMENT MARKINGS
- 12" SD — PROPOSED STORM DRAIN
- STEM WALL
- 0.5% — PROPOSED SLOPE
- PROPOSED INLET
- EXISTING INLET
- PROPOSED CONCRETE
- XXX.X TC / XXX.X FL — PROPOSED ELEVATION
- (XXX.X FS) — EXISTING ELEVATION
- TG — TOP OF GRATE
- FL — FLOWLINE
- GB — GRADE BREAK
- LG — LIP OF GUTTER
- LP — LOW POINT
- HP — HIGH POINT



REVISIONS			
No.	DATE	SHEET	DESCRIPTION
			AS-BUILT:

Kimley»Horn
21820 BURBANK BLVD., SUITE 230
WOODLAND HILLS, CA 91367
PHONE: 747-900-8400
WWW.KIMLEY-HORN.COM

DESIGNED BY:	DESIGN CHECK BY:
LA	KM
DRAWN BY:	DRAFTING CHECK BY:
LA	KM

SECTION HEAD	
PROJECT MANAGER	
INSPECTION	
SURVEY CONTROL	

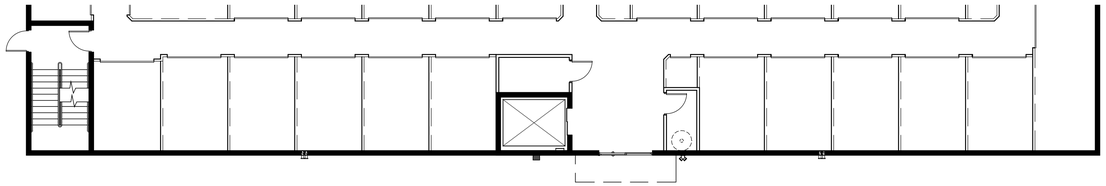
LIFE STORAGE-WILDOMAR

2 781 CLINTON KEITH ROAD
WILDOMAR, CALIFORNIA 92595
PRE-APPLICATION 12-9-2016

JOB NO. 099615001

SHEET

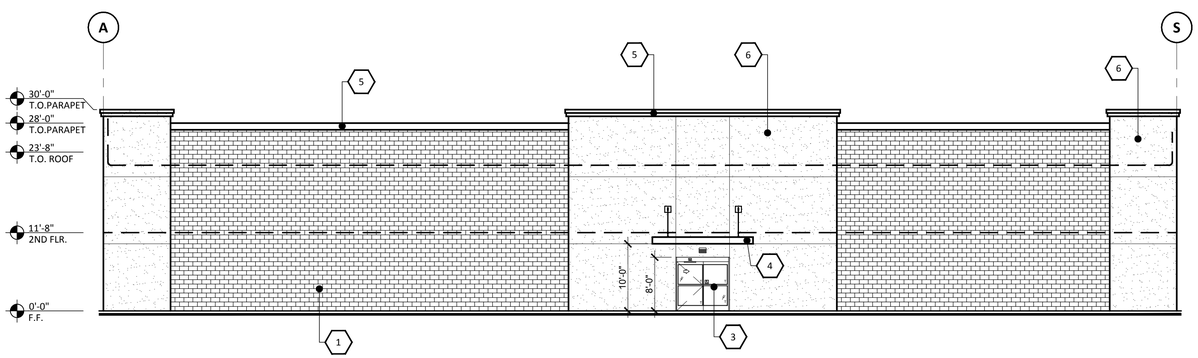
1 OF 1



PARTIAL FLOOR PLAN

SCALE: 3/32" = 1'-0"

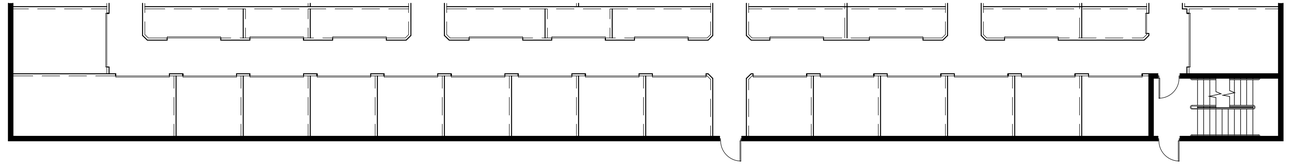
0' 5' 10' 20'



SOUTH ELEVATION (FRONT)

SCALE: 3/32" = 1'-0"

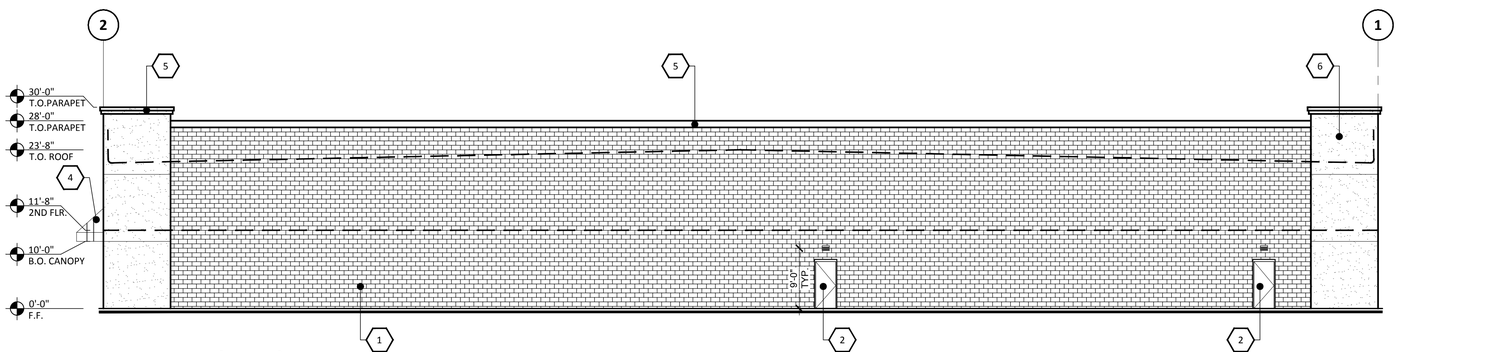
0' 5' 10' 20'



PARTIAL FLOOR PLAN

SCALE: 3/32" = 1'-0"

0' 5' 10' 20'



EAST ELEVATION (SIDE)

SCALE: 3/32" = 1'-0"

0' 5' 10' 20'

ELEVATION MATERIAL

1. 8"x8"x16" CMU BLOCK:
MANUFACTURER: SUPERLITE BLOCK, INC.
FINISH: SMOOTH FACE
COLOR: GRAY

2. STUCCO PAINT COLOR TO MATCH:
MANUFACTURER: DUNN EDWARDS
FINISH: FLAT FINISH
COLOR: COVERED IN PLATINUM
SPECIFY#: DE6367
LRV: 46

3. STOREFRONT:
MATERIAL: ALUMINUM
FINISH: CLEAR ANODIZED

4. METAL PANEL:
MANUFACTURER: FIRESTONE
COLOR: CITYSCAPE

5. CORNICE PAINT COLOR TO MATCH:
MANUFACTURER: DUNN EDWARDS
FINISH: FLAT FINISH
COLOR: BOAT ANCHOR
SPECIFY#: DE6377
LRV: 14

6. STUCCO PAINT COLOR TO MATCH:
MANUFACTURER: DUNN EDWARDS
FINISH: FLAT FINISH
COLOR: COVERED IN PLATINUM
SPECIFY#: DE6367
LRV: 46

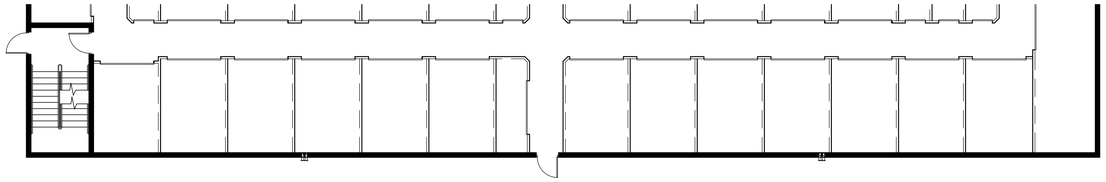
LIFE STORAGE - WILDOMAR

24781 CLINTON KEITH ROAD
WILDOMAR, CALIFORNIA 92595
DATE: 12-28-2016 (PRELIMINARY)

EL-1

RKAA# 16211.00

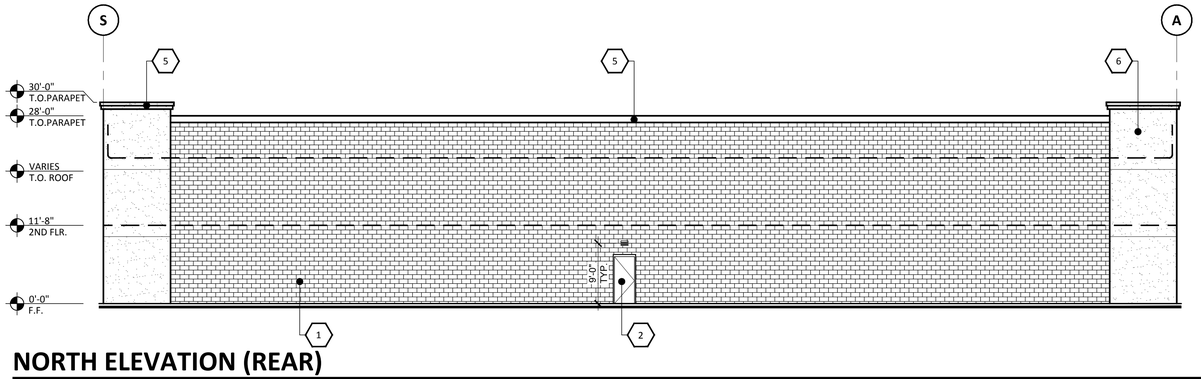
RKAA ARCHITECTS, INC



PARTIAL FLOOR PLAN

SCALE: 3/32" = 1'-0"

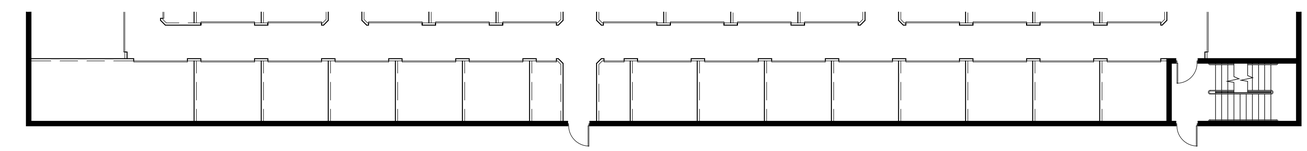
0' 5' 10' 20'



NORTH ELEVATION (REAR)

SCALE: 3/32" = 1'-0"

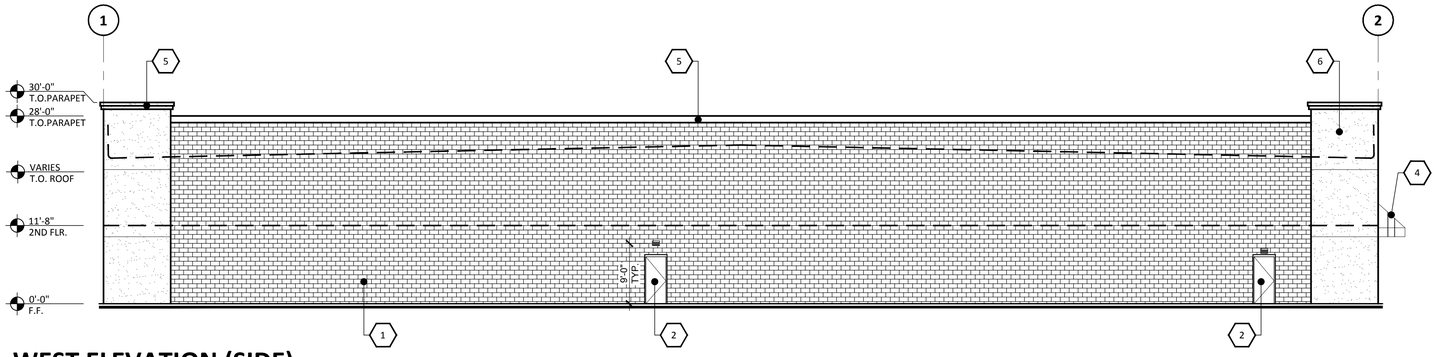
0' 5' 10' 20'



PARTIAL FLOOR PLAN

SCALE: 3/32" = 1'-0"

0' 5' 10' 20'



WEST ELEVATION (SIDE)

SCALE: 3/32" = 1'-0"

0' 5' 10' 20'

ELEVATION MATERIAL

1. 8"x8"x16" CMU BLOCK:
MANUFACTURER: SUPERLITE BLOCK, INC.
FINISH: SMOOTH FACE
COLOR: GRAY

2. STUCCO PAINT COLOR TO MATCH:
MANUFACTURER: DUNN EDWARDS
FINISH: FLAT FINISH
COLOR: COVERED IN PLATINUM
SPECIFY#: DE6367
LRV: 46

3. STOREFRONT:
MATERIAL: ALUMINUM
FINISH: CLEAR ANODIZED

4. METAL PANEL:
MANUFACTURER: FIRESTONE
COLOR: CITYSCAPE

5. CORNICE PAINT COLOR TO MATCH:
MANUFACTURER: DUNN EDWARDS
FINISH: FLAT FINISH
COLOR: BOAT ANCHOR
SPECIFY#: DE6377
LRV: 14

6. STUCCO PAINT COLOR TO MATCH:
MANUFACTURER: DUNN EDWARDS
FINISH: FLAT FINISH
COLOR: COVERED IN PLATINUM
SPECIFY#: DE6367
LRV: 46

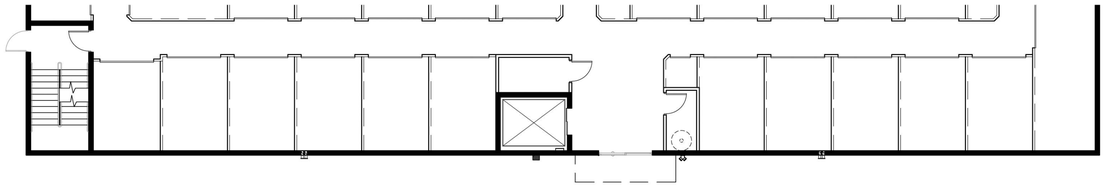
LIFE STORAGE - WILDOMAR

24781 CLINTON KEITH ROAD
WILDOMAR, CALIFORNIA 92595
DATE: 1-25-2016 (PRELIMINARY)

EL-2

RKAA# 16211.00

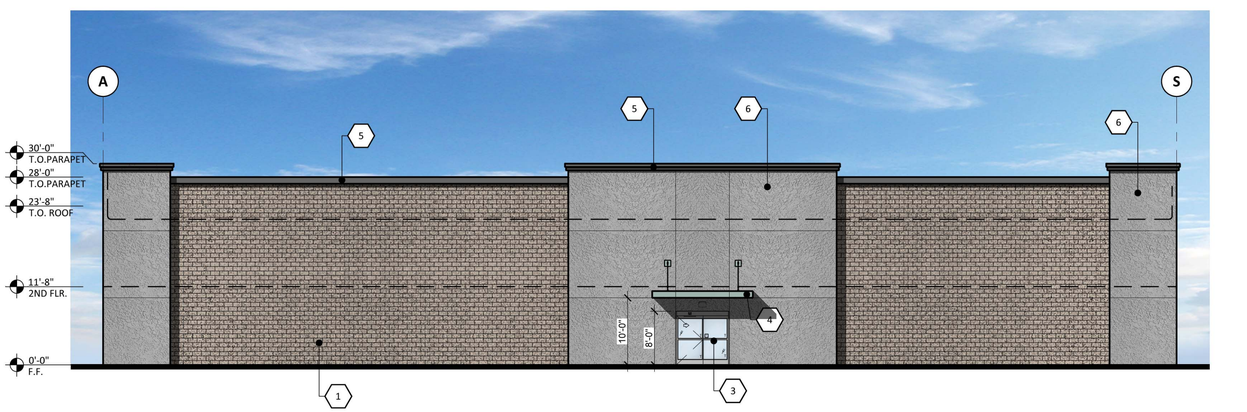
RKAA ARCHITECTS, INC



PARTIAL FLOOR PLAN

SCALE: 3/32" = 1'-0"

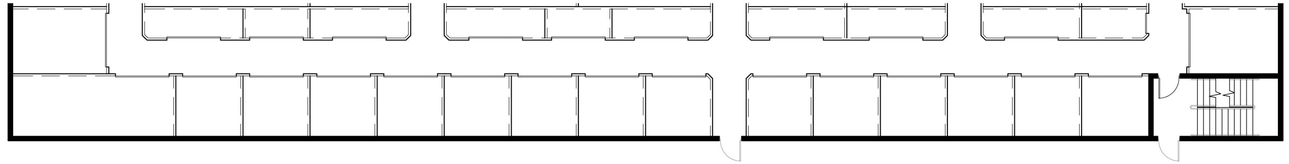
0' 5' 10' 20'



SOUTH ELEVATION (FRONT)

SCALE: 3/32" = 1'-0"

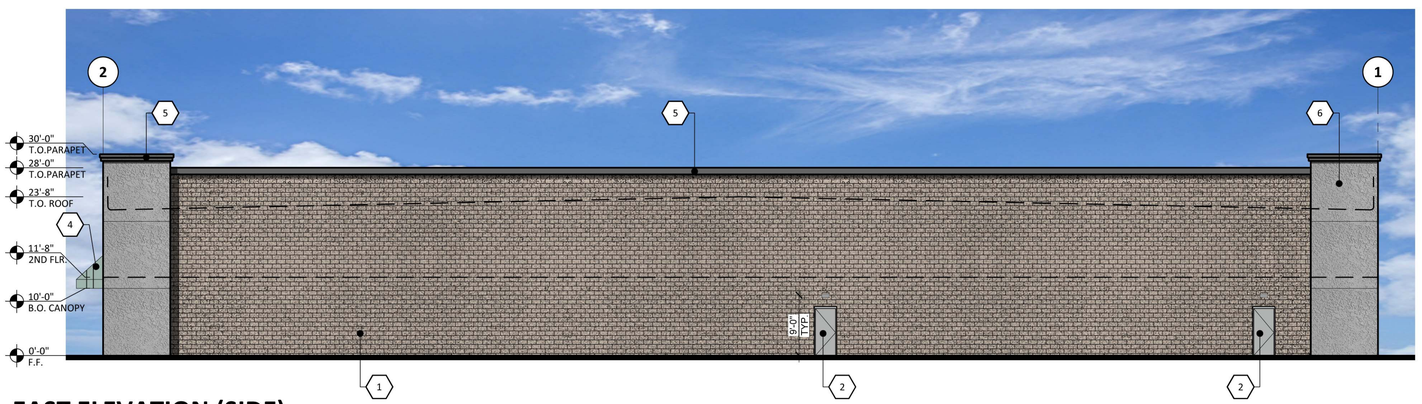
0' 5' 10' 20'



PARTIAL FLOOR PLAN

SCALE: 3/32" = 1'-0"

0' 5' 10' 20'



EAST ELEVATION (SIDE)

SCALE: 3/32" = 1'-0"

0' 5' 10' 20'

ELEVATION MATERIAL

1 — 8"x8"x16" CMU BLOCK:
MANUFACTURER: SUPERLITE BLOCK, INC.
FINISH: SMOOTH FACE
COLOR: GRAY

2 — STUCCO PAINT COLOR TO MATCH:
MANUFACTURER: DUNN EDWARDS
FINISH: FLAT FINISH
COLOR: COVERED IN PLATINUM
SPECIFY#: DE6367
LRV: 46

3 — STOREFRONT:
MATERIAL: ALUMINUM
FINISH: CLEAR ANODIZED

4 — METAL PANEL:
MANUFACTURER: FIRESTONE
COLOR: CITYSCAPE

5 — CORNICE PAINT COLOR TO MATCH:
MANUFACTURER: DUNN EDWARDS
FINISH: FLAT FINISH
COLOR: BOAT ANCHOR
SPECIFY#: DE6377
LRV: 14

6 — STUCCO PAINT COLOR TO MATCH:
MANUFACTURER: DUNN EDWARDS
FINISH: FLAT FINISH
COLOR: COVERED IN PLATINUM
SPECIFY#: DE6367
LRV: 46

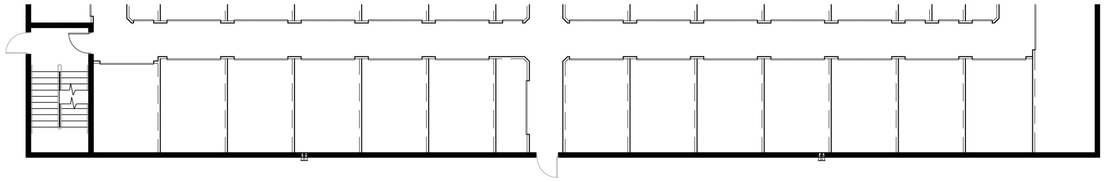
LIFE STORAGE - WILDOMAR

24781 CLINTON KEITH ROAD
WILDOMAR, CALIFORNIA 92595
DATE: 12-28-2016 (PRELIMINARY)

EL-1

RKAA# 16211.00

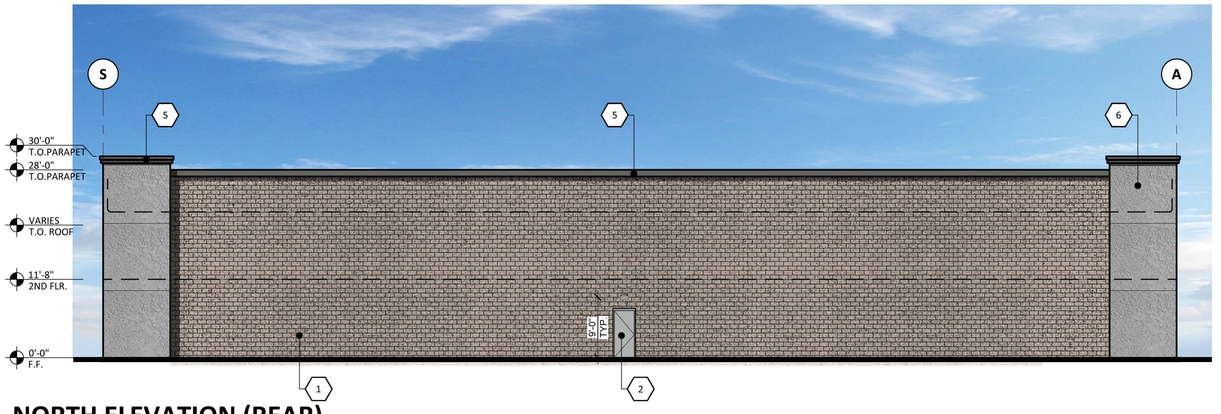
RKAA ARCHITECTS, INC



PARTIAL FLOOR PLAN

SCALE: 3/32" = 1'-0"

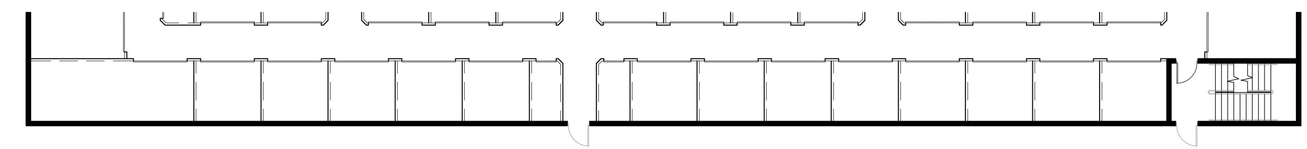
0' 5' 10' 20'



NORTH ELEVATION (REAR)

SCALE: 3/32" = 1'-0"

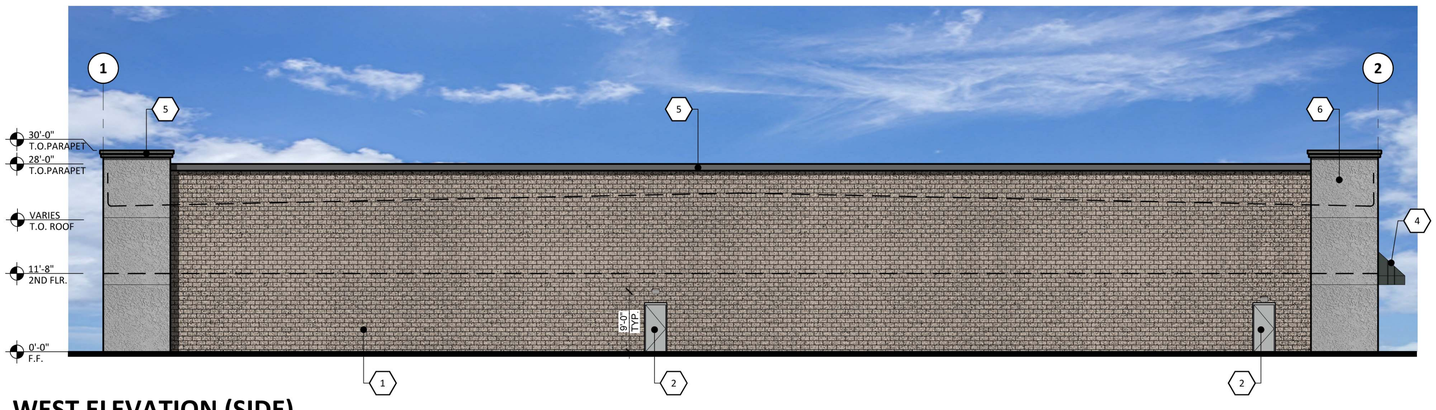
0' 5' 10' 20'



PARTIAL FLOOR PLAN

SCALE: 3/32" = 1'-0"

0' 5' 10' 20'



WEST ELEVATION (SIDE)

SCALE: 3/32" = 1'-0"

0' 5' 10' 20'

ELEVATION MATERIAL

1 — 8"x8"x16" CMU BLOCK:
MANUFACTURER: SUPERLITE BLOCK, INC.
FINISH: SMOOTH FACE
COLOR: GRAY

2 — STUCCO PAINT COLOR TO MATCH:
MANUFACTURER: DUNN EDWARDS
FINISH: FLAT FINISH
COLOR: COVERED IN PLATINUM
SPECIFY#: DE6367
LRV: 46

3 — STOREFRONT:
MATERIAL: ALUMINUM
FINISH: CLEAR ANODIZED

4 — METAL PANEL:
MANUFACTURER: FIRESTONE
COLOR: CITYSCAPE

5 — CORNICE PAINT COLOR TO MATCH:
MANUFACTURER: DUNN EDWARDS
FINISH: FLAT FINISH
COLOR: BOAT ANCHOR
SPECIFY#: DE6377
LRV: 14

6 — STUCCO PAINT COLOR TO MATCH:
MANUFACTURER: DUNN EDWARDS
FINISH: FLAT FINISH
COLOR: COVERED IN PLATINUM
SPECIFY#: DE6367
LRV: 46

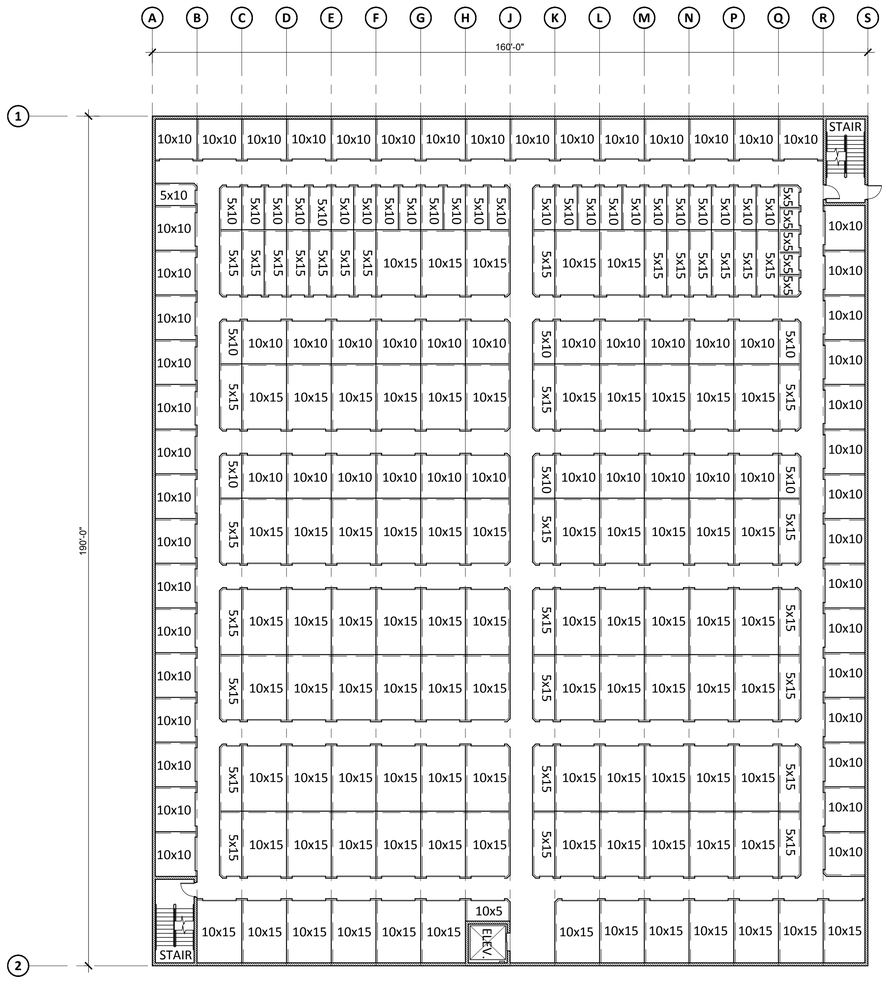
LIFE STORAGE - WILDOMAR

24781 CLINTON KEITH ROAD
WILDOMAR, CALIFORNIA 92595
DATE: 12-28-2016 (PRELIMINARY)

EL-2

RKAA# 16211.00

RKAA ARCHITECTS, INC

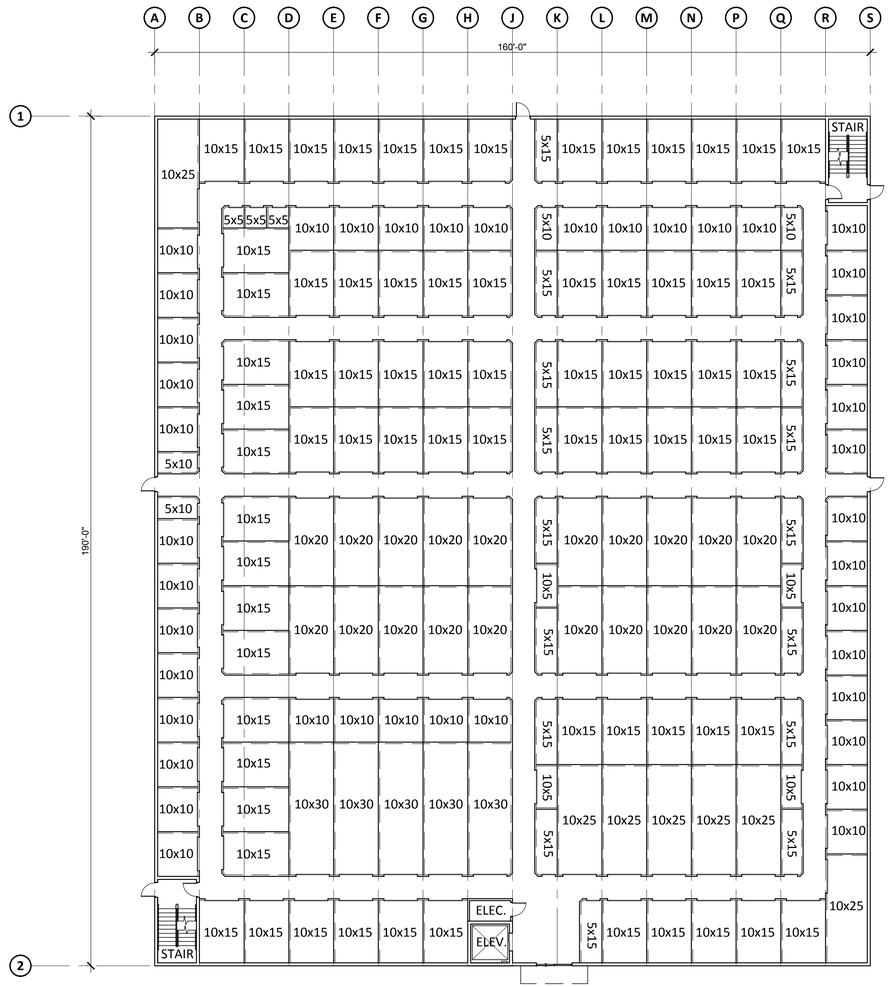


SECOND LEVEL - FLOOR PLAN

SCALE: 1/16" = 1'-0"

NORTH

0' 10' 20' 40'



FIRST LEVEL - FLOOR PLAN

SCALE: 1/16" = 1'-0"

NORTH

0' 10' 20' 40'

TOTAL BUILDING AREA		
G.S.F = 60,800 S.F.		
L.S.F. = 47,350 S.F.		
AVERAGE UNIT 120 SF		
UNIT MIX SUMMARY		
TOTAL	393	47,350 S.F.

FIRST FLOOR AREA
30,400 G.S.F
23,925 L.S.F
78.7%

CLIMATE CONTROLLED UNIT SUMMARY		
UNIT SIZE	COUNT	UNIT S.F.
5x5	3	75
5x10	4	200
5X15	16	1200
10x5	4	200
10x10	42	4200
10x15	72	10800
10x20	20	4000
10x25	7	1750
10x30	5	1500
TOTAL	173	23925

SECOND FLOOR AREA
30,400 G.S.F
23,425 L.S.F
77%

CLIMATE CONTROLLED UNIT SUMMARY		
UNIT SIZE	COUNT	UNIT S.F.
5x5	5	125
5x10	31	1550
5X15	32	2400
10x5	1	50
10x10	67	6700
10x15	84	12600
TOTAL	220	23425

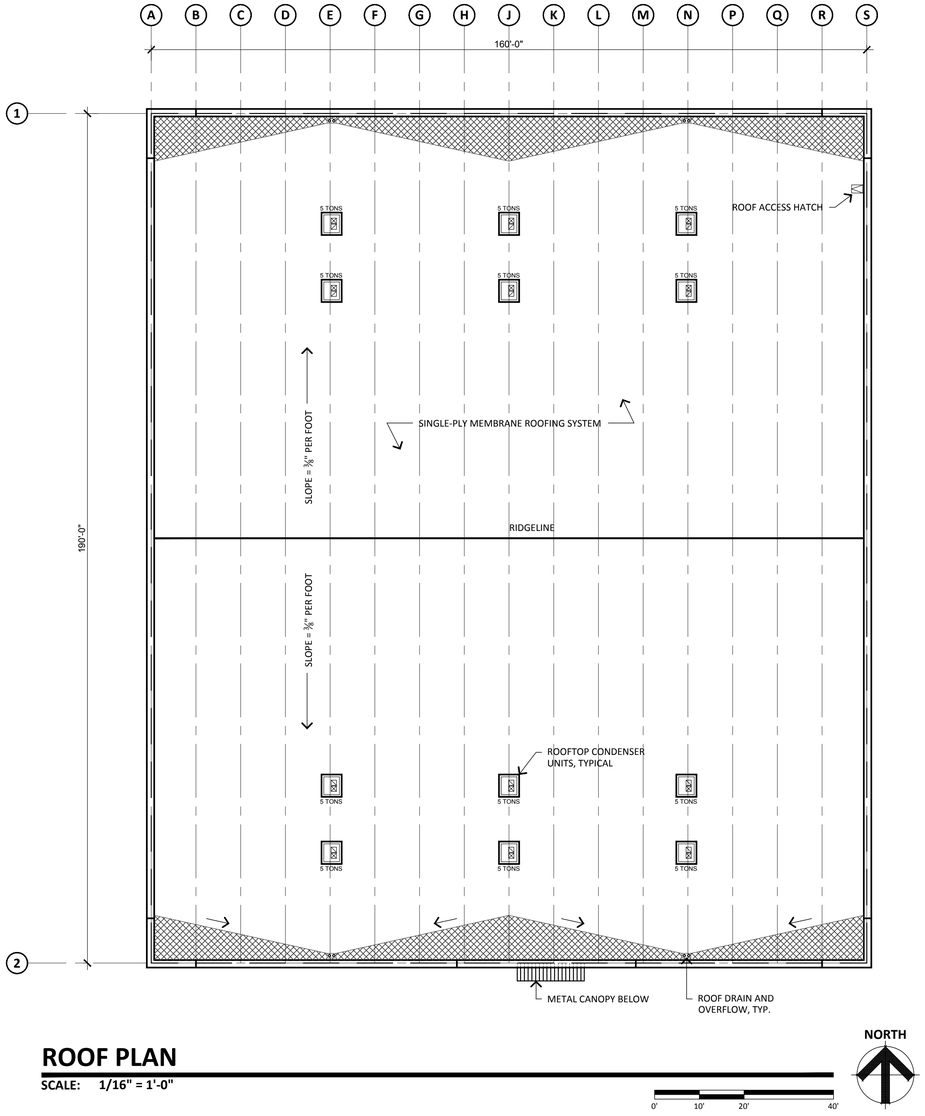
LIFE STORAGE - WILDOMAR

24781 CLINTON KEITH ROAD
WILDOMAR, CA 92595
DATE: 1-25-2017 (PRELIMINARY)

FP-1

RKAA# 16211.00

RKAA ARCHITECTS, INC



ROOF PLAN

SCALE: 1/16" = 1'-0"

LIFE STORAGE - WILDOMAR

24781 CLINTON KEITH ROAD
WILDOMAR, CA 92595
DATE: 1-25-2017 (PRELIMINARY)

RP-1

RKAA# 16211.00

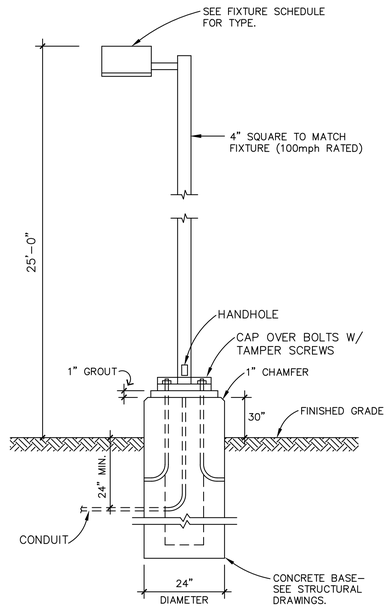
RKAA ARCHITECTS, INC

LUMINAIRE SCHEDULE

Symbol	Label	Qty	Catalog Number	Description	Lamp	File	Lumens	LLF	Watts
□	SA	4	LUMARK PRV A40 D UNV T5 BK / SSS. 22.5' W/ 2.5' BASE	AREA LIGHT POLE MOUNTED AT 25' AFG	4000K LED	PRV-A40-D-UNV-T5-BZ.ies	Absolute	0.90	143
▭	SB	6	MCGRAW EDISON IST F01 LED E1 BL3 BK	WALL MOUNTED AREA LIGHT AT 9' AFG	4000K LED	IST-F01-LED-E1-BL3.ies	Absolute	0.90	25.9

STATISTICS

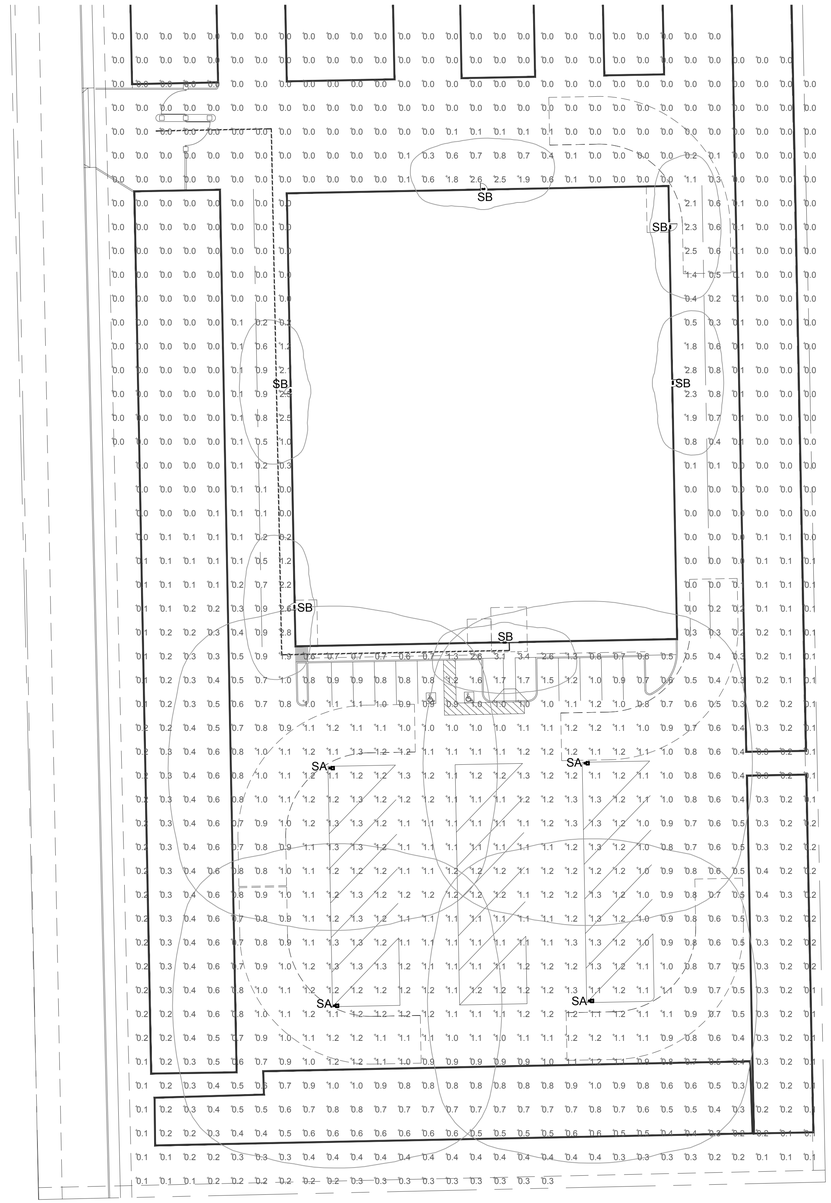
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Calc Zone #1	+	0.5 fc	3.4 fc	0.0 fc	N / A	N / A



LIGHT POLE 'SA'

N.T.S.

NOTE:
CONTRACTOR SHALL PROVIDE NEW POLE BASES WHERE INDICATED ON PLANS. LIGHTING FIXTURE POLE DETAILS AND DESCRIPTIONS ARE FOR ELECTRICAL REFERENCES ONLY.



EXTERIOR PHOTOMETRIC

SCALE: 1" = 30'-0"

Lumark

Catalog #		Type
Project		SA
Comments		Date
Prepared by		

DESCRIPTION

The Prevail LED area, site luminaire combines optical performance, energy efficiency and long term reliability in an advanced, patent pending modern design. Utilizing the latest LED technology, the Prevail luminaire delivers unparalleled uniformity resulting in greater pole spacing. A versatile mount standard arm facilitates ease of installation for both retrofit and new installations. With energy savings greater than 62%, the Prevail fixture replaces 150-400W metal halide fixtures in general area lighting applications such as parking lots, walkways, roadways and building areas.

SPECIFICATION FEATURES

Construction
Construction is comprised of a heavy-duty, single-piece die-cast aluminum housing. The LED drivers are mounted in direct contact with the casting to promote low operating temperature and long life. The die-cast aluminum door is tethered to provide easy access to the driver if replacement is required. A one-piece silicone gasket seals the door to the fixture housing. The optics is mounted on a versatile, aluminum plate that dissipates heat from the LEDs resulting in longer life of the fixture. The fixture is IP66 and 3G vibration rated (ANSI C136.31) to insure strength of construction and longevity in the selected application.

Optics
Precision molded, high efficiency optics are precisely designed to shape the distribution, maximizing efficiency and application spacing. Available in Type II, III, IV and V distributions with lumen packages ranging from 6,100 to 18,900 nominal lumens. Light engine configurations consist of 1 or 2 high-efficacy LEDs mounted to metal-core circuit boards to maximize heat dissipation and promote long life (up to L92/60,000 hours at 25°C) per IESNA TM-21. For the ultimate level of spill light control, an optional house side shield accessory can be field or factory installed.

Electrical
LED drivers are mounted to the fixture for optimal heat sinking and ease of maintenance. Thermal management incorporates both conduction and convection to transfer heat rapidly away from the LED source for optimal efficiency and light output. Class 1 electronic drivers have a power factor >90%, THD <20%, and an expected life of 100,000 hours with <1% failure rate. Available in 120-277V 50/60Hz, 347V 60Hz or 480V 60Hz operation. 480V is compatible for use with 480V Wye systems only. 10kV/10 kA surge protection standard. 0-10V dimming driver is standard with leads external to the fixture to accommodate controls capability such as dimming and occupancy. Suitable for ambient temperatures from -40°C to 40°C. Optional 50°C HA (high ambient) available. Standard NEMA 3-PIN twistlock photocontrol receptacle and NEMA 7-PIN twistlock photocontrol receptacles are available as options.

Controls
The Prevail LED luminaire control options are designed to be simple and cost-effective ASHRAE and California Title 24 compliant solutions. The ANSI C136.41 compliant NEMA 7-PIN receptacle enables wireless dimming when used with compatible photocontrol. An integrated dimming and occupancy sensor is a standalone control option available in on/off (MSP) and bi-level dimming (MSP/DIM) operation. The optional LumaWatt system is best described as a peer-to-peer wireless network of luminaire-integral sensors that operate in accordance with programmable profiles. Each sensor is capable of motion and photo sensing, metering power consumption and wireless communication.

Mounting
Standard pole mount arm is bolted directly to the pole and the fixture slides onto the arm and locks in place with a bolt facilitating quick and easy installation. The versatile, patent pending, standard mount arm accommodates multiple drill patterns ranging from 1-1/2" to 4-7/8". Removal of the door on the standard mounting arm enables wiring of the fixture without having to access the driver compartment. A knock-out on the standard mounting arm enables round pole mounting. Wall mount and mast arm mounting options are available. Mast arm adapter fits 2-3/8" O.D. tenon.

Finish
Housing and cast parts finished in five-stage super TGIC polyester powder coat paint, 2.5 mil nominal thickness for superior protection against fade and wear. Standard color is bronze. Additional colors available in white, grey, black, dark platinum and graphite metallic.

Warranty
Five-year warranty.

PRV PREVAIL

LED

AREA / SITE / ROADWAY LUMINAIRE

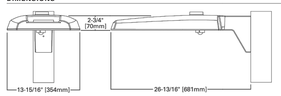
CERTIFICATION DATA
UL and cUL Wet Location Listed
IP66-Rated
3G Vibration Rated
ISO 9001
DesignLights Consortium™ Qualified*

ENERGY DATA
Electronic LED Driver
0.9 Power Factor
<20% Total Harmonic Distortion
120-277V/50 and 60Hz,
347V/60Hz, 480V/60Hz
-40°C Minimum Temperature Rating
+40°C Ambient Temperature Rating

EPA
Effective Projected Area (Sq. Ft.): 0.75

SHIPPING DATA
Approximate Net Weight:
20 lbs. (9.09 kgs.)

DIMENSIONS



EATON
Powering Business Worldwide

*www.designlights.org

TD500018EN
2016-10-31 11:22:55

McGraw-Edison

Catalog #		Type
Project		SB
Comments		Date
Prepared by		

DESCRIPTION

The Impact Elite family of wall luminaires is the ideal complement to site design. Incorporating modular LightBAR™ technology, the Impact Elite luminaire provides outstanding uniformity and energy-conscious illumination. Combined with a rugged construction, the Impact Elite luminaire is the ideal facade and security luminaire for zones surrounding schools, office complexes, apartments and recreational facilities. UL/cUL listed for wet locations.

SPECIFICATION FEATURES

Construction
Heavy-wall, die-cast aluminum housing and removable hinged door frame for precise tolerance control and repeatability. Hinged door inset for clean mating with housing surface and secured via two captive fasteners. Optional tamper-resistant Torx™ head fasteners offer vandal resistant access to the electrical chamber.

Optics
Choice of six patented, high-efficiency AccuLED Optics™ distributions. Optics are precisely designed to shape the light output, maximizing efficiency and application spacing. AccuLED Optics technology creates consistent distributions with the scalability to meet customized application requirements. Offered Standard in 4000K (+/- 275K) CCT and minimum 70 CRI. Optional 3000K CCT, 5000K CCT and 5700K CCT.

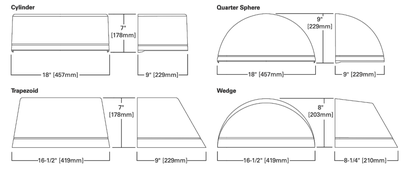
Electrical
LED drivers mount to die-cast aluminum back housing for optimal heat sinking, operation efficacy, and prolonged life. Standard drivers feature electronic universal voltage (120-277V 50/60Hz), 347V 60Hz or 480V 60Hz operation, greater than 0.9 power factor, less than 20% harmonic distortion, and are suitable for operation in -40°C to 40°C ambient environments. All fixtures are shipped standard with 10kV/10kA common – and differential – mode surge protection. LightBARs feature an IP66 enclosure rating and maintain greater than 95% lumen maintenance at 60,000 hours per IESNA TM-21. Emergency egress options for -20°C ambient environments and occupancy sensor available.

Mounting
Gasketed and zinc plated rigid steel mounting attachment fits directly to 4" j-box or wall with the Impact Elite "Hook-N-Lock" mechanism for quick installation. Secured with two captive corrosion resistant black oxide coated allen head set screws concealed but accessible from bottom of fixture.

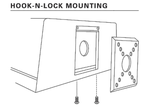
Finish
Cast components finished in a five-stage super TGIC polyester powder coat paint, 2.5 mil nominal thickness for superior protection against fade and wear. Standard colors include black, bronze, grey, white, dark platinum and graphite metallic. RAL and custom color matches available. Consult the McGraw-Edison Architectural Colors brochure for the complete selection.

Warranty
Five-year warranty.

DIMENSIONS



HOOK-N-LOCK MOUNTING



EATON
Powering Business Worldwide

*www.designlights.org

ISC/ISS/IST/ISW IMPACT ELITE LED

1 - 2 LightBARs
Solid State LED

WALL MOUNT LUMINAIRE

CERTIFICATION DATA
UL/cUL Listed
LM79 / LM80 Compliant
IP66 LightBARs
ISO 9001
DesignLights Consortium® Qualified*

ENERGY DATA
Electronic LED Driver
>0.9 Power Factor
<20% Total Harmonic Distortion
120-277V/50 & 60Hz, 347V/60Hz, 480V/60Hz
-40°C Minimum Temperature
40°C Ambient Temperature Rating

SHIPPING DATA
Approximate Net Weight:
18 lbs. (8 kgs.)

TD514002EN
2015-06-03 10:00:35

IRKAA
150 PALLARINO AVENUE, SUITE D-170, COSTA MESA, CALIFORNIA 92626
602-955-3900
RKAA.com

Registered Professional Engineer (Electrical)
CERTIFICATE NO.
53834
CMID
ARDEBILI
Date Signed 10/31/17
ARIZONA, U.S.A.
Expires 9/30/18

LIFE STORAGE - WILDOMAR
24781 CLINTON KEITH ROAD
WILDOMAR, CALIFORNIA 92595

PRE-APPLICATION (12-9-2016)

design by: JFO
drawn by: JFO
checked by: OA

ArdebiliBorum
ConsultingEngineers
8100 East Indian School Road | Scottsdale, Arizona 85251 | P: 480.361.6269 | F: 480.247.4993 | www.abceng.net
Project Number: 16384 | Project Manager: JFO

E0.0
project #: **16211.00**

Appendix 2a - Air Quality - Summer

Life Storage

Riverside-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Refrigerated Warehouse-No Rail	60.80	1000sqft	1.40	60,800.00	0
Parking Lot	17.00	Space	0.15	6,800.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.4	**Precipitation Freq (Days)**	28
Climate Zone	10			**Operational Year**	2020
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Building construction, paving, and painting assumed to occur simultaneously

Vehicle Trips - Trips per Trip Generation Assessment

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10.00	200.00
tblConstructionPhase	NumDays	10.00	200.00
tblConstructionPhase	PhaseEndDate	5/29/2020	1/4/2019
tblConstructionPhase	PhaseEndDate	9/13/2019	12/7/2018
tblConstructionPhase	PhaseStartDate	9/14/2019	4/1/2018
tblConstructionPhase	PhaseStartDate	12/8/2018	3/5/2018
tblFleetMix	FleetMixLandUseSubType	Refrigerated Warehouse-No Rail	Parking Lot
tblFleetMix	FleetMixLandUseSubType	Parking Lot	Refrigerated Warehouse-No Rail
tblProjectCharacteristics	OperationalYear	2018	2020
tblVehicleTrips	ST_TR	1.68	2.66
tblVehicleTrips	SU_TR	1.68	2.66
tblVehicleTrips	WD_TR	1.68	2.66

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2018	7.0618	31.4027	27.3065	0.0470	0.5958	1.8328	2.4286	0.1596	1.7477	1.9073	0.0000	4,517.2059	4,517.2059	0.8890	0.0000	4,539.4314
2019	3.1270	1.8557	2.1079	3.6600e-003	0.0671	0.1292	0.1962	0.0178	0.1292	0.1469	0.0000	349.6994	349.6994	0.0257	0.0000	350.3415
Maximum	**7.0618**	**31.4027**	**27.3065**	**0.0470**	**0.5958**	**1.8328**	**2.4286**	**0.1596**	**1.7477**	**1.9073**	**0.0000**	**4,517.2059**	**4,517.2059**	**0.8890**	**0.0000**	**4,539.4314**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2018	7.0618	31.4027	27.3065	0.0470	0.5958	1.8328	2.4286	0.1596	1.7477	1.9073	0.0000	4,517.2059	4,517.2059	0.8890	0.0000	4,539.4314
2019	3.1270	1.8557	2.1079	3.6600e-003	0.0671	0.1292	0.1962	0.0178	0.1292	0.1469	0.0000	349.6994	349.6994	0.0257	0.0000	350.3415
Maximum	**7.0618**	**31.4027**	**27.3065**	**0.0470**	**0.5958**	**1.8328**	**2.4286**	**0.1596**	**1.7477**	**1.9073**	**0.0000**	**4,517.2059**	**4,517.2059**	**0.8890**	**0.0000**	**4,539.4314**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.3619	7.0000e-005	7.9900e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0170	0.0170	5.0000e-005		0.0182
Energy	0.0930	0.8456	0.7103	5.0700e-003		0.0643	0.0643		0.0643	0.0643		1,014.7378	1,014.7378	0.0195	0.0186	1,020.7679
Mobile	0.3847	2.8447	5.1938	0.0204	1.4784	0.0183	1.4966	0.3956	0.0173	0.4128		2,076.5228	2,076.5228	0.0948		2,078.8923
Total	**1.8397**	**3.6903**	**5.9121**	**0.0255**	**1.4784**	**0.0826**	**1.5609**	**0.3956**	**0.0816**	**0.4771**		**3,091.2776**	**3,091.2776**	**0.1143**	**0.0186**	**3,099.6783**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.3619	7.0000e-005	7.9900e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0170	0.0170	5.0000e-005		0.0182
Energy	0.0930	0.8456	0.7103	5.0700e-003		0.0643	0.0643		0.0643	0.0643		1,014.7378	1,014.7378	0.0195	0.0186	1,020.7679
Mobile	0.3847	2.8447	5.1938	0.0204	1.4784	0.0183	1.4966	0.3956	0.0173	0.4128		2,076.5228	2,076.5228	0.0948		2,078.8923
Total	**1.8397**	**3.6903**	**5.9121**	**0.0255**	**1.4784**	**0.0826**	**1.5609**	**0.3956**	**0.0816**	**0.4771**		**3,091.2776**	**3,091.2776**	**0.1143**	**0.0186**	**3,099.6783**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Building Construction	Building Construction	3/5/2018	12/7/2018	5	200	
2	Paving	Paving	3/5/2018	12/7/2018	5	200	
3	Architectural Coating	Architectural Coating	4/1/2018	1/4/2019	5	200	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0.15

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 91,200; Non-Residential Outdoor: 30,400; Striped Parking Area: 408 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Building Construction	7	28.00	11.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	6.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.5919	17.4280	13.8766	0.0220		1.0580	1.0580		1.0216	1.0216		2,030.8389	2,030.8389	0.4088		2,041.0596
Total	**2.5919**	**17.4280**	**13.8766**	**0.0220**		**1.0580**	**1.0580**		**1.0216**	**1.0216**		**2,030.8389**	**2,030.8389**	**0.4088**		**2,041.0596**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0406	1.3365	0.2586	2.9100e-003	0.0705	0.0112	0.0817	0.0203	0.0107	0.0310		307.0449	307.0449	0.0254		307.6788
Worker	0.1686	0.1072	1.3848	3.3000e-003	0.3130	1.9600e-003	0.3149	0.0830	1.8000e-003	0.0848		328.5160	328.5160	0.0100		328.7660
Total	**0.2091**	**1.4437**	**1.6434**	**6.2100e-003**	**0.3834**	**0.0132**	**0.3966**	**0.1033**	**0.0125**	**0.1158**		**635.5609**	**635.5609**	**0.0354**		**636.4449**

3.2 Building Construction - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.5919	17.4280	13.8766	0.0220		1.0580	1.0580		1.0216	1.0216	0.0000	2,030.8389	2,030.8389	0.4088		2,041.0596
Total	**2.5919**	**17.4280**	**13.8766**	**0.0220**		**1.0580**	**1.0580**		**1.0216**	**1.0216**	**0.0000**	**2,030.8389**	**2,030.8389**	**0.4088**		**2,041.0596**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0406	1.3365	0.2586	2.9100e-003	0.0705	0.0112	0.0817	0.0203	0.0107	0.0310		307.0449	307.0449	0.0254		307.6788
Worker	0.1686	0.1072	1.3848	3.3000e-003	0.3130	1.9600e-003	0.3149	0.0830	1.8000e-003	0.0848		328.5160	328.5160	0.0100		328.7660
Total	**0.2091**	**1.4437**	**1.6434**	**6.2100e-003**	**0.3834**	**0.0132**	**0.3966**	**0.1033**	**0.0125**	**0.1158**		**635.5609**	**635.5609**	**0.0354**		**636.4449**

3.3 Paving - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0182	10.4525	8.9926	0.0135		0.6097	0.6097		0.5618	0.5618		1,346.4360	1,346.4360	0.4113		1,356.7186
Paving	1.9700e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0202**	**10.4525**	**8.9926**	**0.0135**		**0.6097**	**0.6097**		**0.5618**	**0.5618**		**1,346.4360**	**1,346.4360**	**0.4113**		**1,356.7186**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0783	0.0498	0.6430	1.5300e-003	0.1453	9.1000e-004	0.1462	0.0385	8.4000e-004	0.0394		152.5253	152.5253	4.6400e-003		152.6414
Total	**0.0783**	**0.0498**	**0.6430**	**1.5300e-003**	**0.1453**	**9.1000e-004**	**0.1462**	**0.0385**	**8.4000e-004**	**0.0394**		**152.5253**	**152.5253**	**4.6400e-003**		**152.6414**

3.3 Paving - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0182	10.4525	8.9926	0.0135		0.6097	0.6097		0.5618	0.5618	0.0000	1,346.4360	1,346.4360	0.4113		1,356.7186
Paving	1.9700e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0202**	**10.4525**	**8.9926**	**0.0135**		**0.6097**	**0.6097**		**0.5618**	**0.5618**	**0.0000**	**1,346.4360**	**1,346.4360**	**0.4113**		**1,356.7186**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0783	0.0498	0.6430	1.5300e-003	0.1453	9.1000e-004	0.1462	0.0385	8.4000e-004	0.0394		152.5253	152.5253	4.6400e-003		152.6414
Total	**0.0783**	**0.0498**	**0.6430**	**1.5300e-003**	**0.1453**	**9.1000e-004**	**0.1462**	**0.0385**	**8.4000e-004**	**0.0394**		**152.5253**	**152.5253**	**4.6400e-003**		**152.6414**

3.4 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	2.8275					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506		281.4485	281.4485	0.0267		282.1171
Total	**3.1262**	**2.0058**	**1.8542**	**2.9700e-003**		**0.1506**	**0.1506**		**0.1506**	**0.1506**		**281.4485**	**281.4485**	**0.0267**		**282.1171**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0361	0.0230	0.2968	7.1000e-004	0.0671	4.2000e-004	0.0675	0.0178	3.9000e-004	0.0182		70.3963	70.3963	2.1400e-003		70.4499
Total	**0.0361**	**0.0230**	**0.2968**	**7.1000e-004**	**0.0671**	**4.2000e-004**	**0.0675**	**0.0178**	**3.9000e-004**	**0.0182**		**70.3963**	**70.3963**	**2.1400e-003**		**70.4499**

3.4 Architectural Coating - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	2.8275					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506	0.0000	281.4485	281.4485	0.0267		282.1171
Total	**3.1262**	**2.0058**	**1.8542**	**2.9700e-003**		**0.1506**	**0.1506**		**0.1506**	**0.1506**	**0.0000**	**281.4485**	**281.4485**	**0.0267**		**282.1171**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0361	0.0230	0.2968	7.1000e-004	0.0671	4.2000e-004	0.0675	0.0178	3.9000e-004	0.0182		70.3963	70.3963	2.1400e-003		70.4499
Total	**0.0361**	**0.0230**	**0.2968**	**7.1000e-004**	**0.0671**	**4.2000e-004**	**0.0675**	**0.0178**	**3.9000e-004**	**0.0182**		**70.3963**	**70.3963**	**2.1400e-003**		**70.4499**

3.4 Architectural Coating - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	2.8275					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238		282.0423
Total	**3.0940**	**1.8354**	**1.8413**	**2.9700e-003**		**0.1288**	**0.1288**		**0.1288**	**0.1288**		**281.4481**	**281.4481**	**0.0238**		**282.0423**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0330	0.0203	0.2666	6.9000e-004	0.0671	4.1000e-004	0.0675	0.0178	3.8000e-004	0.0182		68.2513	68.2513	1.9100e-003		68.2991
Total	**0.0330**	**0.0203**	**0.2666**	**6.9000e-004**	**0.0671**	**4.1000e-004**	**0.0675**	**0.0178**	**3.8000e-004**	**0.0182**		**68.2513**	**68.2513**	**1.9100e-003**		**68.2991**

3.4 Architectural Coating - 2019

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	2.8275					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288	0.0000	281.4481	281.4481	0.0238		282.0423
Total	**3.0940**	**1.8354**	**1.8413**	**2.9700e-003**		**0.1288**	**0.1288**		**0.1288**	**0.1288**	**0.0000**	**281.4481**	**281.4481**	**0.0238**		**282.0423**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0330	0.0203	0.2666	6.9000e-004	0.0671	4.1000e-004	0.0675	0.0178	3.8000e-004	0.0182		68.2513	68.2513	1.9100e-003		68.2991
Total	**0.0330**	**0.0203**	**0.2666**	**6.9000e-004**	**0.0671**	**4.1000e-004**	**0.0675**	**0.0178**	**3.8000e-004**	**0.0182**		**68.2513**	**68.2513**	**1.9100e-003**		**68.2991**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.3847	2.8447	5.1938	0.0204	1.4784	0.0183	1.4966	0.3956	0.0173	0.4128		2,076.5228	2,076.5228	0.0948		2,078.8923
Unmitigated	0.3847	2.8447	5.1938	0.0204	1.4784	0.0183	1.4966	0.3956	0.0173	0.4128		2,076.5228	2,076.5228	0.0948		2,078.8923

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Parking Lot	0.00	0.00	0.00		
Refrigerated Warehouse-No Rail	161.73	161.73	161.73	693,120	693,120
Total	161.73	161.73	161.73	693,120	693,120

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Refrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Parking Lot	0.538064	0.038449	0.184390	0.122109	0.017402	0.005339	0.017250	0.067711	0.001365	0.001213	0.004629	0.000959	0.001120
Refrigerated Warehouse-No Rail	0.538064	0.038449	0.184390	0.122109	0.017402	0.005339	0.017250	0.067711	0.001365	0.001213	0.004629	0.000959	0.001120

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0930	0.8456	0.7103	5.0700e-003		0.0643	0.0643		0.0643	0.0643		1,014.7378	1,014.7378	0.0195	0.0186	1,020.7679
NaturalGas Unmitigated	0.0930	0.8456	0.7103	5.0700e-003		0.0643	0.0643		0.0643	0.0643		1,014.7378	1,014.7378	0.0195	0.0186	1,020.7679

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	8625.27	0.0930	0.8456	0.7103	5.0700e-003		0.0643	0.0643		0.0643	0.0643		1,014.7378	1,014.7378	0.0195	0.0186	1,020.7679
Total		**0.0930**	**0.8456**	**0.7103**	**5.0700e-003**		**0.0643**	**0.0643**		**0.0643**	**0.0643**		**1,014.7378**	**1,014.7378**	**0.0195**	**0.0186**	**1,020.7679**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	8.62527	0.0930	0.8456	0.7103	5.0700e-003		0.0643	0.0643		0.0643	0.0643		1,014.7378	1,014.7378	0.0195	0.0186	1,020.7679
Total		**0.0930**	**0.8456**	**0.7103**	**5.0700e-003**		**0.0643**	**0.0643**		**0.0643**	**0.0643**		**1,014.7378**	**1,014.7378**	**0.0195**	**0.0186**	**1,020.7679**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.3619	7.0000e-005	7.9900e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0170	0.0170	5.0000e-005		0.0182
Unmitigated	1.3619	7.0000e-005	7.9900e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0170	0.0170	5.0000e-005		0.0182

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1549					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.2063					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.5000e-004	7.0000e-005	7.9900e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0170	0.0170	5.0000e-005		0.0182
Total	**1.3619**	**7.0000e-005**	**7.9900e-003**	**0.0000**		**3.0000e-005**	**3.0000e-005**		**3.0000e-005**	**3.0000e-005**		**0.0170**	**0.0170**	**5.0000e-005**		**0.0182**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1549					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.2063					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.5000e-004	7.0000e-005	7.9900e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0170	0.0170	5.0000e-005		0.0182
Total	**1.3619**	**7.0000e-005**	**7.9900e-003**	**0.0000**		**3.0000e-005**	**3.0000e-005**		**3.0000e-005**	**3.0000e-005**		**0.0170**	**0.0170**	**5.0000e-005**		**0.0182**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Appendix 2b - Air Quality - Winter

Life Storage

Riverside-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Refrigerated Warehouse-No Rail	60.80	1000sqft	1.40	60,800.00	0
Parking Lot	17.00	Space	0.15	6,800.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.4	**Precipitation Freq (Days)**	28
Climate Zone	10			**Operational Year**	2020
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Building construction, paving, and painting assumed to occur simultaneously

Vehicle Trips - Trips per Trip Generation Assessment

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10.00	200.00
tblConstructionPhase	NumDays	10.00	200.00
tblConstructionPhase	PhaseEndDate	5/29/2020	1/4/2019
tblConstructionPhase	PhaseEndDate	9/13/2019	12/7/2018
tblConstructionPhase	PhaseStartDate	9/14/2019	4/1/2018
tblConstructionPhase	PhaseStartDate	12/8/2018	3/5/2018
tblFleetMix	FleetMixLandUseSubType	Refrigerated Warehouse-No Rail	Parking Lot
tblFleetMix	FleetMixLandUseSubType	Parking Lot	Refrigerated Warehouse-No Rail
tblProjectCharacteristics	OperationalYear	2018	2020
tblVehicleTrips	ST_TR	1.68	2.66
tblVehicleTrips	SU_TR	1.68	2.66
tblVehicleTrips	WD_TR	1.68	2.66

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2018	7.0568	31.4081	26.9111	0.0463	0.5958	1.8329	2.4287	0.1596	1.7478	1.9074	0.0000	4,449.1086	4,449.1086	0.8896	0.0000	4,471.3494
2019	3.1263	1.8564	2.0574	3.5800e-003	0.0671	0.1292	0.1962	0.0178	0.1292	0.1469	0.0000	342.6791	342.6791	0.0254	0.0000	343.3149
Maximum	**7.0568**	**31.4081**	**26.9111**	**0.0463**	**0.5958**	**1.8329**	**2.4287**	**0.1596**	**1.7478**	**1.9074**	**0.0000**	**4,449.1086**	**4,449.1086**	**0.8896**	**0.0000**	**4,471.3494**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2018	7.0568	31.4081	26.9111	0.0463	0.5958	1.8329	2.4287	0.1596	1.7478	1.9074	0.0000	4,449.1086	4,449.1086	0.8896	0.0000	4,471.3494
2019	3.1263	1.8564	2.0574	3.5800e-003	0.0671	0.1292	0.1962	0.0178	0.1292	0.1469	0.0000	342.6791	342.6791	0.0254	0.0000	343.3149
Maximum	**7.0568**	**31.4081**	**26.9111**	**0.0463**	**0.5958**	**1.8329**	**2.4287**	**0.1596**	**1.7478**	**1.9074**	**0.0000**	**4,449.1086**	**4,449.1086**	**0.8896**	**0.0000**	**4,471.3494**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.3619	7.0000e-005	7.9900e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0170	0.0170	5.0000e-005		0.0182
Energy	0.0930	0.8456	0.7103	5.0700e-003		0.0643	0.0643		0.0643	0.0643		1,014.7378	1,014.7378	0.0195	0.0186	1,020.7679
Mobile	0.3299	2.8703	4.4335	0.0188	1.4784	0.0184	1.4968	0.3956	0.0174	0.4130		1,918.7016	1,918.7016	0.0962		1,921.1062
Total	**1.7849**	**3.7160**	**5.1518**	**0.0239**	**1.4784**	**0.0827**	**1.5611**	**0.3956**	**0.0817**	**0.4773**		**2,933.4564**	**2,933.4564**	**0.1157**	**0.0186**	**2,941.8922**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.3619	7.0000e-005	7.9900e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0170	0.0170	5.0000e-005		0.0182
Energy	0.0930	0.8456	0.7103	5.0700e-003		0.0643	0.0643		0.0643	0.0643		1,014.7378	1,014.7378	0.0195	0.0186	1,020.7679
Mobile	0.3299	2.8703	4.4335	0.0188	1.4784	0.0184	1.4968	0.3956	0.0174	0.4130		1,918.7016	1,918.7016	0.0962		1,921.1062
Total	**1.7849**	**3.7160**	**5.1518**	**0.0239**	**1.4784**	**0.0827**	**1.5611**	**0.3956**	**0.0817**	**0.4773**		**2,933.4564**	**2,933.4564**	**0.1157**	**0.0186**	**2,941.8922**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Building Construction	Building Construction	3/5/2018	12/7/2018	5	200	
2	Paving	Paving	3/5/2018	12/7/2018	5	200	
3	Architectural Coating	Architectural Coating	4/1/2018	1/4/2019	5	200	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0.15

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 91,200; Non-Residential Outdoor: 30,400; Striped Parking Area: 408 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Building Construction	7	28.00	11.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	6.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.5919	17.4280	13.8766	0.0220		1.0580	1.0580		1.0216	1.0216		2,030.8389	2,030.8389	0.4088		2,041.0596
Total	**2.5919**	**17.4280**	**13.8766**	**0.0220**		**1.0580**	**1.0580**		**1.0216**	**1.0216**		**2,030.8389**	**2,030.8389**	**0.4088**		**2,041.0596**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0425	1.3354	0.2982	2.8100e-003	0.0705	0.0113	0.0818	0.0203	0.0109	0.0311		295.6076	295.6076	0.0281		296.3106
Worker	0.1645	0.1111	1.1256	2.9600e-003	0.3130	1.9600e-003	0.3149	0.0830	1.8000e-003	0.0848		294.7611	294.7611	8.7200e-003		294.9791
Total	**0.2070**	**1.4465**	**1.4238**	**5.7700e-003**	**0.3834**	**0.0133**	**0.3967**	**0.1033**	**0.0127**	**0.1159**		**590.3687**	**590.3687**	**0.0368**		**591.2897**

3.2 Building Construction - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.5919	17.4280	13.8766	0.0220		1.0580	1.0580		1.0216	1.0216	0.0000	2,030.8389	2,030.8389	0.4088		2,041.0596
Total	**2.5919**	**17.4280**	**13.8766**	**0.0220**		**1.0580**	**1.0580**		**1.0216**	**1.0216**	**0.0000**	**2,030.8389**	**2,030.8389**	**0.4088**		**2,041.0596**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0425	1.3354	0.2982	2.8100e-003	0.0705	0.0113	0.0818	0.0203	0.0109	0.0311		295.6076	295.6076	0.0281		296.3106
Worker	0.1645	0.1111	1.1256	2.9600e-003	0.3130	1.9600e-003	0.3149	0.0830	1.8000e-003	0.0848		294.7611	294.7611	8.7200e-003		294.9791
Total	**0.2070**	**1.4465**	**1.4238**	**5.7700e-003**	**0.3834**	**0.0133**	**0.3967**	**0.1033**	**0.0127**	**0.1159**		**590.3687**	**590.3687**	**0.0368**		**591.2897**

3.3 Paving - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0182	10.4525	8.9926	0.0135		0.6097	0.6097		0.5618	0.5618		1,346.4360	1,346.4360	0.4113		1,356.7186
Paving	1.9700e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0202**	**10.4525**	**8.9926**	**0.0135**		**0.6097**	**0.6097**		**0.5618**	**0.5618**		**1,346.4360**	**1,346.4360**	**0.4113**		**1,356.7186**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0764	0.0516	0.5226	1.3700e-003	0.1453	9.1000e-004	0.1462	0.0385	8.4000e-004	0.0394		136.8534	136.8534	4.0500e-003		136.9546
Total	**0.0764**	**0.0516**	**0.5226**	**1.3700e-003**	**0.1453**	**9.1000e-004**	**0.1462**	**0.0385**	**8.4000e-004**	**0.0394**		**136.8534**	**136.8534**	**4.0500e-003**		**136.9546**

3.3 Paving - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0182	10.4525	8.9926	0.0135		0.6097	0.6097		0.5618	0.5618	0.0000	1,346.4360	1,346.4360	0.4113		1,356.7186
Paving	1.9700e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0202**	**10.4525**	**8.9926**	**0.0135**		**0.6097**	**0.6097**		**0.5618**	**0.5618**	**0.0000**	**1,346.4360**	**1,346.4360**	**0.4113**		**1,356.7186**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0764	0.0516	0.5226	1.3700e-003	0.1453	9.1000e-004	0.1462	0.0385	8.4000e-004	0.0394		136.8534	136.8534	4.0500e-003		136.9546
Total	**0.0764**	**0.0516**	**0.5226**	**1.3700e-003**	**0.1453**	**9.1000e-004**	**0.1462**	**0.0385**	**8.4000e-004**	**0.0394**		**136.8534**	**136.8534**	**4.0500e-003**		**136.9546**

3.4 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	2.8275					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506		281.4485	281.4485	0.0267		282.1171
Total	**3.1262**	**2.0058**	**1.8542**	**2.9700e-003**		**0.1506**	**0.1506**		**0.1506**	**0.1506**		**281.4485**	**281.4485**	**0.0267**		**282.1171**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0353	0.0238	0.2412	6.3000e-004	0.0671	4.2000e-004	0.0675	0.0178	3.9000e-004	0.0182		63.1631	63.1631	1.8700e-003		63.2098
Total	**0.0353**	**0.0238**	**0.2412**	**6.3000e-004**	**0.0671**	**4.2000e-004**	**0.0675**	**0.0178**	**3.9000e-004**	**0.0182**		**63.1631**	**63.1631**	**1.8700e-003**		**63.2098**

3.4 Architectural Coating - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	2.8275					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506	0.0000	281.4485	281.4485	0.0267		282.1171
Total	**3.1262**	**2.0058**	**1.8542**	**2.9700e-003**		**0.1506**	**0.1506**		**0.1506**	**0.1506**	**0.0000**	**281.4485**	**281.4485**	**0.0267**		**282.1171**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0353	0.0238	0.2412	6.3000e-004	0.0671	4.2000e-004	0.0675	0.0178	3.9000e-004	0.0182		63.1631	63.1631	1.8700e-003		63.2098
Total	**0.0353**	**0.0238**	**0.2412**	**6.3000e-004**	**0.0671**	**4.2000e-004**	**0.0675**	**0.0178**	**3.9000e-004**	**0.0182**		**63.1631**	**63.1631**	**1.8700e-003**		**63.2098**

3.4 Architectural Coating - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	2.8275					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238		282.0423
Total	**3.0940**	**1.8354**	**1.8413**	**2.9700e-003**		**0.1288**	**0.1288**		**0.1288**	**0.1288**		**281.4481**	**281.4481**	**0.0238**		**282.0423**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0323	0.0210	0.2160	6.1000e-004	0.0671	4.1000e-004	0.0675	0.0178	3.8000e-004	0.0182		61.2310	61.2310	1.6600e-003		61.2726
Total	**0.0323**	**0.0210**	**0.2160**	**6.1000e-004**	**0.0671**	**4.1000e-004**	**0.0675**	**0.0178**	**3.8000e-004**	**0.0182**		**61.2310**	**61.2310**	**1.6600e-003**		**61.2726**

3.4 Architectural Coating - 2019

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	2.8275					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288	0.0000	281.4481	281.4481	0.0238		282.0423
Total	**3.0940**	**1.8354**	**1.8413**	**2.9700e-003**		**0.1288**	**0.1288**		**0.1288**	**0.1288**	**0.0000**	**281.4481**	**281.4481**	**0.0238**		**282.0423**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0323	0.0210	0.2160	6.1000e-004	0.0671	4.1000e-004	0.0675	0.0178	3.8000e-004	0.0182		61.2310	61.2310	1.6600e-003		61.2726
Total	**0.0323**	**0.0210**	**0.2160**	**6.1000e-004**	**0.0671**	**4.1000e-004**	**0.0675**	**0.0178**	**3.8000e-004**	**0.0182**		**61.2310**	**61.2310**	**1.6600e-003**		**61.2726**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.3299	2.8703	4.4335	0.0188	1.4784	0.0184	1.4968	0.3956	0.0174	0.4130		1,918.7016	1,918.7016	0.0962		1,921.1062
Unmitigated	0.3299	2.8703	4.4335	0.0188	1.4784	0.0184	1.4968	0.3956	0.0174	0.4130		1,918.7016	1,918.7016	0.0962		1,921.1062

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Parking Lot	0.00	0.00	0.00		
Refrigerated Warehouse-No Rail	161.73	161.73	161.73	693,120	693,120
Total	161.73	161.73	161.73	693,120	693,120

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Refrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Parking Lot	0.538064	0.038449	0.184390	0.122109	0.017402	0.005339	0.017250	0.067711	0.001365	0.001213	0.004629	0.000959	0.001120
Refrigerated Warehouse-No Rail	0.538064	0.038449	0.184390	0.122109	0.017402	0.005339	0.017250	0.067711	0.001365	0.001213	0.004629	0.000959	0.001120

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0930	0.8456	0.7103	5.0700e-003		0.0643	0.0643		0.0643	0.0643		1,014.7378	1,014.7378	0.0195	0.0186	1,020.7679
NaturalGas Unmitigated	0.0930	0.8456	0.7103	5.0700e-003		0.0643	0.0643		0.0643	0.0643		1,014.7378	1,014.7378	0.0195	0.0186	1,020.7679

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	8625.27	0.0930	0.8456	0.7103	5.0700e-003		0.0643	0.0643		0.0643	0.0643		1,014.7378	1,014.7378	0.0195	0.0186	1,020.7679
Total		**0.0930**	**0.8456**	**0.7103**	**5.0700e-003**		**0.0643**	**0.0643**		**0.0643**	**0.0643**		**1,014.7378**	**1,014.7378**	**0.0195**	**0.0186**	**1,020.7679**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	8.62527	0.0930	0.8456	0.7103	5.0700e-003		0.0643	0.0643		0.0643	0.0643		1,014.7378	1,014.7378	0.0195	0.0186	1,020.7679
Total		**0.0930**	**0.8456**	**0.7103**	**5.0700e-003**		**0.0643**	**0.0643**		**0.0643**	**0.0643**		**1,014.7378**	**1,014.7378**	**0.0195**	**0.0186**	**1,020.7679**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.3619	7.0000e-005	7.9900e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0170	0.0170	5.0000e-005		0.0182
Unmitigated	1.3619	7.0000e-005	7.9900e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0170	0.0170	5.0000e-005		0.0182

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1549					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.2063					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.5000e-004	7.0000e-005	7.9900e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0170	0.0170	5.0000e-005		0.0182
Total	**1.3619**	**7.0000e-005**	**7.9900e-003**	**0.0000**		**3.0000e-005**	**3.0000e-005**		**3.0000e-005**	**3.0000e-005**		**0.0170**	**0.0170**	**5.0000e-005**		**0.0182**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1549					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.2063					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.5000e-004	7.0000e-005	7.9900e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0170	0.0170	5.0000e-005		0.0182
Total	**1.3619**	**7.0000e-005**	**7.9900e-003**	**0.0000**		**3.0000e-005**	**3.0000e-005**		**3.0000e-005**	**3.0000e-005**		**0.0170**	**0.0170**	**5.0000e-005**		**0.0182**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Appendix 3 – Cal EEMod Annual Emissions

Life Storage

Riverside-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Refrigerated Warehouse-No Rail	60.80	1000sqft	1.40	60,800.00	0
Parking Lot	17.00	Space	0.15	6,800.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.4	**Precipitation Freq (Days)**	28
Climate Zone	10			**Operational Year**	2020
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Building construction, paving, and painting assumed to occur simultaneously

Vehicle Trips - Trips per Trip Generation Assessment

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10.00	200.00
tblConstructionPhase	NumDays	10.00	200.00
tblConstructionPhase	PhaseEndDate	5/29/2020	1/4/2019
tblConstructionPhase	PhaseEndDate	9/13/2019	12/7/2018
tblConstructionPhase	PhaseStartDate	9/14/2019	4/1/2018
tblConstructionPhase	PhaseStartDate	12/8/2018	3/5/2018
tblFleetMix	FleetMixLandUseSubType	Refrigerated Warehouse-No Rail	Parking Lot
tblFleetMix	FleetMixLandUseSubType	Parking Lot	Refrigerated Warehouse-No Rail
tblProjectCharacteristics	OperationalYear	2018	2020
tblVehicleTrips	ST_TR	1.68	2.66
tblVehicleTrips	SU_TR	1.68	2.66
tblVehicleTrips	WD_TR	1.68	2.66

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2018	0.6972	3.1395	2.6949	4.6400e-003	0.0585	0.1830	0.2415	0.0157	0.1745	0.1902	0.0000	404.7426	404.7426	0.0806	0.0000	406.7566
2019	6.2500e-003	3.7100e-003	4.1400e-003	1.0000e-005	1.3000e-004	2.6000e-004	3.9000e-004	4.0000e-005	2.6000e-004	2.9000e-004	0.0000	0.6246	0.6246	5.0000e-005	0.0000	0.6258
Maximum	**0.6972**	**3.1395**	**2.6949**	**4.6400e-003**	**0.0585**	**0.1830**	**0.2415**	**0.0157**	**0.1745**	**0.1902**	**0.0000**	**404.7426**	**404.7426**	**0.0806**	**0.0000**	**406.7566**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2018	0.6972	3.1395	2.6949	4.6400e-003	0.0585	0.1830	0.2415	0.0157	0.1745	0.1902	0.0000	404.7423	404.7423	0.0806	0.0000	406.7562
2019	6.2500e-003	3.7100e-003	4.1400e-003	1.0000e-005	1.3000e-004	2.6000e-004	3.9000e-004	4.0000e-005	2.6000e-004	2.9000e-004	0.0000	0.6246	0.6246	5.0000e-005	0.0000	0.6258
Maximum	**0.6972**	**3.1395**	**2.6949**	**4.6400e-003**	**0.0585**	**0.1830**	**0.2415**	**0.0157**	**0.1745**	**0.1902**	**0.0000**	**404.7423**	**404.7423**	**0.0806**	**0.0000**	**406.7562**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	3-5-2018	6-4-2018	1.2138	1.2138
2	6-5-2018	9-4-2018	1.2638	1.2638
3	9-5-2018	12-4-2018	1.2501	1.2501
4	12-5-2018	3-4-2019	0.0928	0.0928
		Highest	1.2638	1.2638

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2485	1.0000e-005	1.0000e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.9300e-003	1.9300e-003	1.0000e-005	0.0000	2.0600e-003
Energy	0.0170	0.1543	0.1296	9.3000e-004		0.0117	0.0117		0.0117	0.0117	0.0000	945.9575	945.9575	0.0353	9.7300e-003	949.7390
Mobile	0.0602	0.5311	0.8351	3.5000e-003	0.2647	3.3300e-003	0.2680	0.0709	3.1400e-003	0.0741	0.0000	323.5475	323.5475	0.0155	0.0000	323.9358
Waste						0.0000	0.0000		0.0000	0.0000	11.6009	0.0000	11.6009	0.6856	0.0000	28.7408
Water						0.0000	0.0000		0.0000	0.0000	4.4606	58.3317	62.7923	0.4606	0.0113	77.6783
Total	**0.3257**	**0.6855**	**0.9657**	**4.4300e-003**	**0.2647**	**0.0151**	**0.2797**	**0.0709**	**0.0149**	**0.0858**	**16.0615**	**1,327.8386**	**1,343.9002**	**1.1970**	**0.0211**	**1,380.0959**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2485	1.0000e-005	1.0000e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.9300e-003	1.9300e-003	1.0000e-005	0.0000	2.0600e-003
Energy	0.0170	0.1543	0.1296	9.3000e-004		0.0117	0.0117		0.0117	0.0117	0.0000	945.9575	945.9575	0.0353	9.7300e-003	949.7390
Mobile	0.0602	0.5311	0.8351	3.5000e-003	0.2647	3.3300e-003	0.2680	0.0709	3.1400e-003	0.0741	0.0000	323.5475	323.5475	0.0155	0.0000	323.9358
Waste						0.0000	0.0000		0.0000	0.0000	11.6009	0.0000	11.6009	0.6856	0.0000	28.7408
Water						0.0000	0.0000		0.0000	0.0000	4.4606	58.3317	62.7923	0.4606	0.0113	77.6783
Total	**0.3257**	**0.6855**	**0.9657**	**4.4300e-003**	**0.2647**	**0.0151**	**0.2797**	**0.0709**	**0.0149**	**0.0858**	**16.0615**	**1,327.8386**	**1,343.9002**	**1.1970**	**0.0211**	**1,380.0959**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Building Construction	Building Construction	3/5/2018	12/7/2018	5	200	
2	Paving	Paving	3/5/2018	12/7/2018	5	200	
3	Architectural Coating	Architectural Coating	4/1/2018	1/4/2019	5	200	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0.15

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 91,200; Non-Residential Outdoor: 30,400; Striped Parking Area: 408 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Building Construction	7	28.00	11.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	6.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2592	1.7428	1.3877	2.2000e-003		0.1058	0.1058		0.1022	0.1022	0.0000	184.2346	184.2346	0.0371	0.0000	185.1618
Total	**0.2592**	**1.7428**	**1.3877**	**2.2000e-003**		**0.1058**	**0.1058**		**0.1022**	**0.1022**	**0.0000**	**184.2346**	**184.2346**	**0.0371**	**0.0000**	**185.1618**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.1200e-003	0.1357	0.0277	2.9000e-004	6.9500e-003	1.1300e-003	8.0700e-003	2.0000e-003	1.0800e-003	3.0800e-003	0.0000	27.4189	27.4189	2.4100e-003	0.0000	27.4791
Worker	0.0152	0.0115	0.1186	3.0000e-004	0.0308	2.0000e-004	0.0310	8.1700e-003	1.8000e-004	8.3500e-003	0.0000	27.4270	27.4270	8.2000e-004	0.0000	27.4474
Total	**0.0193**	**0.1472**	**0.1463**	**5.9000e-004**	**0.0377**	**1.3300e-003**	**0.0390**	**0.0102**	**1.2600e-003**	**0.0114**	**0.0000**	**54.8459**	**54.8459**	**3.2300e-003**	**0.0000**	**54.9266**

3.2 Building Construction - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2592	1.7428	1.3877	2.2000e-003		0.1058	0.1058		0.1022	0.1022	0.0000	184.2344	184.2344	0.0371	0.0000	185.1616
Total	**0.2592**	**1.7428**	**1.3877**	**2.2000e-003**		**0.1058**	**0.1058**		**0.1022**	**0.1022**	**0.0000**	**184.2344**	**184.2344**	**0.0371**	**0.0000**	**185.1616**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.1200e-003	0.1357	0.0277	2.9000e-004	6.9500e-003	1.1300e-003	8.0700e-003	2.0000e-003	1.0800e-003	3.0800e-003	0.0000	27.4189	27.4189	2.4100e-003	0.0000	27.4791
Worker	0.0152	0.0115	0.1186	3.0000e-004	0.0308	2.0000e-004	0.0310	8.1700e-003	1.8000e-004	8.3500e-003	0.0000	27.4270	27.4270	8.2000e-004	0.0000	27.4474
Total	**0.0193**	**0.1472**	**0.1463**	**5.9000e-004**	**0.0377**	**1.3300e-003**	**0.0390**	**0.0102**	**1.2600e-003**	**0.0114**	**0.0000**	**54.8459**	**54.8459**	**3.2300e-003**	**0.0000**	**54.9266**

3.3 Paving - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1018	1.0453	0.8993	1.3500e-003		0.0610	0.0610		0.0562	0.0562	0.0000	122.1466	122.1466	0.0373	0.0000	123.0794
Paving	2.0000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.1020**	**1.0453**	**0.8993**	**1.3500e-003**		**0.0610**	**0.0610**		**0.0562**	**0.0562**	**0.0000**	**122.1466**	**122.1466**	**0.0373**	**0.0000**	**123.0794**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.0600e-003	5.3300e-003	0.0551	1.4000e-004	0.0143	9.0000e-005	0.0144	3.7900e-003	8.0000e-005	3.8800e-003	0.0000	12.7340	12.7340	3.8000e-004	0.0000	12.7435
Total	**7.0600e-003**	**5.3300e-003**	**0.0551**	**1.4000e-004**	**0.0143**	**9.0000e-005**	**0.0144**	**3.7900e-003**	**8.0000e-005**	**3.8800e-003**	**0.0000**	**12.7340**	**12.7340**	**3.8000e-004**	**0.0000**	**12.7435**

3.3 Paving - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1018	1.0453	0.8993	1.3500e-003		0.0610	0.0610		0.0562	0.0562	0.0000	122.1465	122.1465	0.0373	0.0000	123.0793
Paving	2.0000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.1020**	**1.0453**	**0.8993**	**1.3500e-003**		**0.0610**	**0.0610**		**0.0562**	**0.0562**	**0.0000**	**122.1465**	**122.1465**	**0.0373**	**0.0000**	**123.0793**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.0600e-003	5.3300e-003	0.0551	1.4000e-004	0.0143	9.0000e-005	0.0144	3.7900e-003	8.0000e-005	3.8800e-003	0.0000	12.7340	12.7340	3.8000e-004	0.0000	12.7435
Total	**7.0600e-003**	**5.3300e-003**	**0.0551**	**1.4000e-004**	**0.0143**	**9.0000e-005**	**0.0144**	**3.7900e-003**	**8.0000e-005**	**3.8800e-003**	**0.0000**	**12.7340**	**12.7340**	**3.8000e-004**	**0.0000**	**12.7435**

3.4 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.2771					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0293	0.1966	0.1817	2.9000e-004		0.0148	0.0148		0.0148	0.0148	0.0000	25.0219	25.0219	2.3800e-003	0.0000	25.0814
Total	**0.3064**	**0.1966**	**0.1817**	**2.9000e-004**		**0.0148**	**0.0148**		**0.0148**	**0.0148**	**0.0000**	**25.0219**	**25.0219**	**2.3800e-003**	**0.0000**	**25.0814**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.1900e-003	2.4100e-003	0.0249	6.0000e-005	6.4600e-003	4.0000e-005	6.5000e-003	1.7200e-003	4.0000e-005	1.7500e-003	0.0000	5.7597	5.7597	1.7000e-004	0.0000	5.7640
Total	**3.1900e-003**	**2.4100e-003**	**0.0249**	**6.0000e-005**	**6.4600e-003**	**4.0000e-005**	**6.5000e-003**	**1.7200e-003**	**4.0000e-005**	**1.7500e-003**	**0.0000**	**5.7597**	**5.7597**	**1.7000e-004**	**0.0000**	**5.7640**

3.4 Architectural Coating - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.2771					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0293	0.1966	0.1817	2.9000e-004		0.0148	0.0148		0.0148	0.0148	0.0000	25.0219	25.0219	2.3800e-003	0.0000	25.0813
Total	**0.3064**	**0.1966**	**0.1817**	**2.9000e-004**		**0.0148**	**0.0148**		**0.0148**	**0.0148**	**0.0000**	**25.0219**	**25.0219**	**2.3800e-003**	**0.0000**	**25.0813**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.1900e-003	2.4100e-003	0.0249	6.0000e-005	6.4600e-003	4.0000e-005	6.5000e-003	1.7200e-003	4.0000e-005	1.7500e-003	0.0000	5.7597	5.7597	1.7000e-004	0.0000	5.7640
Total	**3.1900e-003**	**2.4100e-003**	**0.0249**	**6.0000e-005**	**6.4600e-003**	**4.0000e-005**	**6.5000e-003**	**1.7200e-003**	**4.0000e-005**	**1.7500e-003**	**0.0000**	**5.7597**	**5.7597**	**1.7000e-004**	**0.0000**	**5.7640**

3.4 Architectural Coating - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	5.6600e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.3000e-004	3.6700e-003	3.6800e-003	1.0000e-005		2.6000e-004	2.6000e-004		2.6000e-004	2.6000e-004	0.0000	0.5107	0.5107	4.0000e-005	0.0000	0.5117
Total	**6.1900e-003**	**3.6700e-003**	**3.6800e-003**	**1.0000e-005**		**2.6000e-004**	**2.6000e-004**		**2.6000e-004**	**2.6000e-004**	**0.0000**	**0.5107**	**0.5107**	**4.0000e-005**	**0.0000**	**0.5117**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.0000e-005	4.0000e-005	4.6000e-004	0.0000	1.3000e-004	0.0000	1.3000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1140	0.1140	0.0000	0.0000	0.1140
Total	**6.0000e-005**	**4.0000e-005**	**4.6000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**4.0000e-005**	**0.0000**	**4.0000e-005**	**0.0000**	**0.1140**	**0.1140**	**0.0000**	**0.0000**	**0.1140**

3.4 Architectural Coating - 2019

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	5.6600e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.3000e-004	3.6700e-003	3.6800e-003	1.0000e-005		2.6000e-004	2.6000e-004		2.6000e-004	2.6000e-004	0.0000	0.5107	0.5107	4.0000e-005	0.0000	0.5117
Total	**6.1900e-003**	**3.6700e-003**	**3.6800e-003**	**1.0000e-005**		**2.6000e-004**	**2.6000e-004**		**2.6000e-004**	**2.6000e-004**	**0.0000**	**0.5107**	**0.5107**	**4.0000e-005**	**0.0000**	**0.5117**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.0000e-005	4.0000e-005	4.6000e-004	0.0000	1.3000e-004	0.0000	1.3000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1140	0.1140	0.0000	0.0000	0.1140
Total	**6.0000e-005**	**4.0000e-005**	**4.6000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**4.0000e-005**	**0.0000**	**4.0000e-005**	**0.0000**	**0.1140**	**0.1140**	**0.0000**	**0.0000**	**0.1140**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0602	0.5311	0.8351	3.5000e-003	0.2647	3.3300e-003	0.2680	0.0709	3.1400e-003	0.0741	0.0000	323.5475	323.5475	0.0155	0.0000	323.9358
Unmitigated	0.0602	0.5311	0.8351	3.5000e-003	0.2647	3.3300e-003	0.2680	0.0709	3.1400e-003	0.0741	0.0000	323.5475	323.5475	0.0155	0.0000	323.9358

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Parking Lot	0.00	0.00	0.00		
Refrigerated Warehouse-No Rail	161.73	161.73	161.73	693,120	693,120
Total	161.73	161.73	161.73	693,120	693,120

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Refrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Parking Lot	0.538064	0.038449	0.184390	0.122109	0.017402	0.005339	0.017250	0.067711	0.001365	0.001213	0.004629	0.000959	0.001120
Refrigerated Warehouse-No Rail	0.538064	0.038449	0.184390	0.122109	0.017402	0.005339	0.017250	0.067711	0.001365	0.001213	0.004629	0.000959	0.001120

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	777.9563	777.9563	0.0321	6.6500e-003	780.7394
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	777.9563	777.9563	0.0321	6.6500e-003	780.7394
NaturalGas Mitigated	0.0170	0.1543	0.1296	9.3000e-004		0.0117	0.0117		0.0117	0.0117	0.0000	168.0012	168.0012	3.2200e-003	3.0800e-003	168.9996
NaturalGas Unmitigated	0.0170	0.1543	0.1296	9.3000e-004		0.0117	0.0117		0.0117	0.0117	0.0000	168.0012	168.0012	3.2200e-003	3.0800e-003	168.9996

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	3.14822e+006	0.0170	0.1543	0.1296	9.3000e-004		0.0117	0.0117		0.0117	0.0117	0.0000	168.0012	168.0012	3.2200e-003	3.0800e-003	168.9996
Total		**0.0170**	**0.1543**	**0.1296**	**9.3000e-004**		**0.0117**	**0.0117**		**0.0117**	**0.0117**	**0.0000**	**168.0012**	**168.0012**	**3.2200e-003**	**3.0800e-003**	**168.9996**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	3.14822e+006	0.0170	0.1543	0.1296	9.3000e-004		0.0117	0.0117		0.0117	0.0117	0.0000	168.0012	168.0012	3.2200e-003	3.0800e-003	168.9996
Total		**0.0170**	**0.1543**	**0.1296**	**9.3000e-004**		**0.0117**	**0.0117**		**0.0117**	**0.0117**	**0.0000**	**168.0012**	**168.0012**	**3.2200e-003**	**3.0800e-003**	**168.9996**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Parking Lot	5984	1.9066	8.0000e-005	2.0000e-005	1.9135
Refrigerated Warehouse-No Rail	2.43565e+006	776.0496	0.0320	6.6300e-003	778.8260
Total		**777.9563**	**0.0321**	**6.6500e-003**	**780.7394**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Parking Lot	5984	1.9066	8.0000e-005	2.0000e-005	1.9135
Refrigerated Warehouse-No Rail	2.43565e+006	776.0496	0.0320	6.6300e-003	778.8260
Total		**777.9563**	**0.0321**	**6.6500e-003**	**780.7394**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2485	1.0000e-005	1.0000e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.9300e-003	1.9300e-003	1.0000e-005	0.0000	2.0600e-003
Unmitigated	0.2485	1.0000e-005	1.0000e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.9300e-003	1.9300e-003	1.0000e-005	0.0000	2.0600e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0283					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2201					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	9.0000e-005	1.0000e-005	1.0000e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.9300e-003	1.9300e-003	1.0000e-005	0.0000	2.0600e-003
Total	**0.2485**	**1.0000e-005**	**1.0000e-003**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.9300e-003**	**1.9300e-003**	**1.0000e-005**	**0.0000**	**2.0600e-003**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0283					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2201					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	9.0000e-005	1.0000e-005	1.0000e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.9300e-003	1.9300e-003	1.0000e-005	0.0000	2.0600e-003
Total	**0.2485**	**1.0000e-005**	**1.0000e-003**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.9300e-003**	**1.9300e-003**	**1.0000e-005**	**0.0000**	**2.0600e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	62.7923	0.4606	0.0113	77.6783
Unmitigated	62.7923	0.4606	0.0113	77.6783

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	14.06 / 0	62.7923	0.4606	0.0113	77.6783
Total		**62.7923**	**0.4606**	**0.0113**	**77.6783**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	14.06 / 0	62.7923	0.4606	0.0113	77.6783
Total		**62.7923**	**0.4606**	**0.0113**	**77.6783**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	11.6009	0.6856	0.0000	28.7408
Unmitigated	11.6009	0.6856	0.0000	28.7408

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	57.15	11.6009	0.6856	0.0000	28.7408
Total		**11.6009**	**0.6856**	**0.0000**	**28.7408**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	57.15	11.6009	0.6856	0.0000	28.7408
Total		**11.6009**	**0.6856**	**0.0000**	**28.7408**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Appendix 4 - Cultural Resources Comment Letters

23873 Clinton Keith Rd, Ste 201
Wildomar, CA 92595
951/677-7751 Phone
951/698-1463 Fax
www.CityofWildomar.org

March 8, 2017

Mr. Raymond Huaute
Morongo Band of Mission Indians
12700 Pumarra Road
Banning, CA 92220

Subject: Native American Consultation (AB 52 Consultation) for the City of Wildomar – New Life Storage CUP (PA No. 17-0010)

Dear Mr. Huaute,

The City of Wildomar received a new development application on February 6, 2017 for the above-referenced project which will include an Initial Study/ Mitigated Negative Declaration (IS/MND). In accordance with the provisions of AB 52, this letter serves as official notification to your Tribe for early consultation in accordance with State law.

Project Description/Request: The applicant is proposing a new building expansion to an existing mini-warehouse storage facility which consists of a 2-story, air conditioned, mini-warehouse building approximately 60,800 square feet to be located on existing RV concrete surface parking area on 8.67 acres. The proposed project includes the following development applications for review and consideration by the Wildomar Planning Commission. Refer to attached CD's for all development plans and studies.

- **Initial Study/Mitigated Negative Declaration** - The project will require the adoption of an Initial Study/Mitigated Negative Declaration in accordance with Article 6, Section 15070 of CEQA; and
- **Conditional Use Permit** - The City will require the processing of a Conditional Use Permit to develop a new building expansion to an existing mini-warehouse storage facility which consists of a 2-story, air conditioned, mini-warehouse building approximately 60,800 square feet to be located on existing RV concrete surface parking area on 8.67 acres.

The City of Wildomar values your feedback as part of our development review process. Thus, in accordance with Pub. Res. Code 21080.3, we would request that you notify the City within 30 days of receipt of this letter if you would like to meet and discuss the project. To help facilitate review of the proposed project, we have included a copy of the application(s) forms, development plans and CEQA technical studies (on a CD). The City looks forward to working with you and your team during this process. You may contact me by phone at (951) 677-7751, Extension 213, or by email at mbassi@cityofwildomar.org to arrange a date and time to meet.

Sincerely,

Matthew C. Bassi
Planning Director

Attachment – Development Plans/County EA

23873 Clinton Keith Rd, Ste 201
Wildomar, CA 92595
951/677-7751 Phone
951/698-1463 Fax
www.CityofWildomar.org

March 8, 2017

Ms. Ebru Ozdil
Pechanga Band of Mission Indians
PO Box 2183
Temecula, CA 92593

Subject: Native American Consultation (AB 52 Consultation) for the City of Wildomar – New Life Storage CUP (PA No. 17-0010)

Dear Ms. Ozdil,

The City of Wildomar received a new development application on February 6, 2017 for the above-referenced project which will include an Initial Study/ Mitigated Negative Declaration (IS/MND). In accordance with the provisions of AB 52, this letter serves as official notification to your Tribe for early consultation in accordance with State law.

Project Description/Request: The applicant is proposing a new building expansion to an existing mini-warehouse storage facility which consists of a 2-story, air conditioned, mini-warehouse building approximately 60,800 square feet to be located on existing RV concrete surface parking area on 8.67 acres. The proposed project includes the following development applications for review and consideration by the Wildomar Planning Commission. Refer to attached CD's for all development plans and studies.

- **Initial Study/Mitigated Negative Declaration** - The project will require the adoption of an Initial Study/Mitigated Negative Declaration in accordance with Article 6, Section 15070 of CEQA; and
- **Conditional Use Permit** - The City will require the processing of a Conditional Use Permit to develop a new building expansion to an existing mini-warehouse storage facility which consists of a 2-story, air conditioned, mini-warehouse building approximately 60,800 square feet to be located on existing RV concrete surface parking area on 8.67 acres.

The City of Wildomar values your feedback as part of our development review process. Thus, in accordance with Pub. Res. Code 21080.3, we would request that you notify the City within 30 days of receipt of this letter if you would like to meet and discuss the project. To help facilitate review of the proposed project, we have included a copy of the application(s) forms, development plans and CEQA technical studies (on a CD). The City looks forward to working with you and your team during this process. You may contact me by phone at (951) 677-7751, Extension 213, or by email at mbassi@cityofwildomar.org to arrange a date and time to meet.

Sincerely,

Matthew C. Bassi
Planning Director

Attachment – Development Plans/County EA

23873 Clinton Keith Rd, Ste 201
Wildomar, CA 92595
951/677-7751 Phone
951/698-1463 Fax
www.CityofWildomar.org

March 8, 2017

Mr. Jim McPherson
Rincon Band of Luiseno Indians
1 West Tribal Road
Valley Center, CA 92082

Subject: Native American Consultation (AB 52 Consultation) for the City of Wildomar – New Life Storage CUP (PA No. 17-0010)

Dear Mr. McPherson,

The City of Wildomar received a new development application on February 6, 2017 for the above-referenced project which will include an Initial Study/ Mitigated Negative Declaration (IS/MND). In accordance with the provisions of AB 52, this letter serves as official notification to your Tribe for early consultation in accordance with State law.

Project Description/Request: The applicant is proposing a new building expansion to an existing mini-warehouse storage facility which consists of a 2-story, air conditioned, mini-warehouse building approximately 60,800 square feet to be located on existing RV concrete surface parking area on 8.67 acres. The proposed project includes the following development applications for review and consideration by the Wildomar Planning Commission. Refer to attached CD's for all development plans and studies.

- **Initial Study/Mitigated Negative Declaration** - The project will require the adoption of an Initial Study/Mitigated Negative Declaration in accordance with Article 6, Section 15070 of CEQA; and
- **Conditional Use Permit** - The City will require the processing of a Conditional Use Permit to develop a new building expansion to an existing mini-warehouse storage facility which consists of a 2-story, air conditioned, mini-warehouse building approximately 60,800 square feet to be located on existing RV concrete surface parking area on 8.67 acres.

The City of Wildomar values your feedback as part of our development review process. Thus, in accordance with Pub. Res. Code 21080.3, we would request that you notify the City within 30 days of receipt of this letter if you would like to meet and discuss the project. To help facilitate review of the proposed project, we have included a copy of the application(s) forms, development plans and CEQA technical studies (on a CD). The City looks forward to working with you and your team during this process. You may contact me by phone at (951) 677-7751, Extension 213, or by email at mbassi@cityofwildomar.org to arrange a date and time to meet.

Sincerely,

Matthew Bassi

Matthew C. Bassi
Planning Director

Attachment – Development Plans/County EA

23873 Clinton Keith Rd, Ste 201
Wildomar, CA 92595
951/677-7751 Phone
951/698-1463 Fax
www.CityofWildomar.org

March 8, 2017

Mr. Joseph Ontiveros
Soboba Band of Mission Indians
PO Box 487
San Jacinto, CA 92581

Subject: Native American Consultation (AB 52 Consultation) for the City of Wildomar – New Life Storage CUP (PA No. 17-0010)

Dear Mr. Ontiveros,

The City of Wildomar received a new development application on February 6, 2017 for the above-referenced project which will include an Initial Study/ Mitigated Negative Declaration (IS/MND). In accordance with the provisions of AB 52, this letter serves as official notification to your Tribe for early consultation in accordance with State law.

Project Description/Request: The applicant is proposing a new building expansion to an existing mini-warehouse storage facility which consists of a 2-story, air conditioned, mini-warehouse building approximately 60,800 square feet to be located on existing RV concrete surface parking area on 8.67 acres. The proposed project includes the following development applications for review and consideration by the Wildomar Planning Commission. Refer to attached CD's for all development plans and studies.

- **Initial Study/Mitigated Negative Declaration** - The project will require the adoption of an Initial Study/Mitigated Negative Declaration in accordance with Article 6, Section 15070 of CEQA; and
- **Conditional Use Permit** - The City will require the processing of a Conditional Use Permit to develop a new building expansion to an existing mini-warehouse storage facility which consists of a 2-story, air conditioned, mini-warehouse building approximately 60,800 square feet to be located on existing RV concrete surface parking area on 8.67 acres.

The City of Wildomar values your feedback as part of our development review process. Thus, in accordance with Pub. Res. Code 21080.3, we would request that you notify the City within 30 days of receipt of this letter if you would like to meet and discuss the project. To help facilitate review of the proposed project, we have included a copy of the application(s) forms, development plans and CEQA technical studies (on a CD). The City looks forward to working with you and your team during this process. You may contact me by phone at (951) 677-7751, Extension 213, or by email at mbassi@cityofwildomar.org to arrange a date and time to meet.

Sincerely,

Matthew C. Bassi
Planning Director

Attachment – Development Plans/County EA