

**INITIAL STUDY FOR A  
MITIGATED NEGATIVE DECLARATION FOR THE  
Eagle Eye RV and Boat Storage  
(PROJECT 09-0280)**

**TENTATIVE PARCEL MAP 35963  
AND PLOT PLAN 22811**

Lead Agency:

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

October 1, 2009

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## **I. INTRODUCTION**

### **A. PURPOSE**

This document is an Initial Study for evaluation of environmental impacts resulting from the implementation of a proposed RV and boat storage facility on a 3.61-acre site located southerly of Corydon Road, westerly of Melinda Lane, and easterly of Bryant Street in the City of Wildomar, County of Riverside, California. For purposes of this document, the applications being evaluated through the environmental process will be called the “proposed project.” A more detailed description of the project is found in Section II.

### **B. TECHNICAL STUDIES**

The following technical studies referenced in this Initial Study are listed below. The technical studies are available on the City of Wildomar website ([www.cityofwildomar.org](http://www.cityofwildomar.org)) and at City Hall located at 23873 Clinton Keith Road, Suite 201, Wildomar, CA 92595.

- “Geotechnical Investigation,” prepared by Geocon Inland Empire, Inc., February 14, 2007.
- “MSHCP Compliance Report and Narrow Endemic Plant Species and Burrowing Owl Habitat Assessments,” prepared by Principe and Associates, June 1, 2007.
- “Phase I Cultural Resources Assessment,” prepared by Jean A. Keller, Ph.D., Cultural Resources Consultant, July 2006.
- “Preliminary Drainage Study,” prepared by Markham Development Management Group, Inc., June 9, 2008.
- “Preliminary Water Quality Management Plan,” prepared by Markham Development Management Group, Inc., June 9, 2008.

## **II. PROJECT DESCRIPTION**

### **A. PROJECT LOCATION AND SETTING**

The Eagle Eye RV and Boat Storage Project (No. 09-0280) is bounded on the northeast by Melinda Lane; on the northwest by Corydon Road; on the southwest by Bryant Street; and on the southeast by residential properties. The location of the project is shown on the Regional Vicinity Map contained in Figure 1 and the Project Location Map contained in Figure 2. The Assessor's Parcel Number for the project site is 370-340-001.

The proposed project site is located in the western portion of the City, roughly 1.2 miles west of Interstate 15. The project site is currently vacant and dominated by common and non-native annual grass and weed species. It also appears to have been partially graded in the past. The site is relatively flat with an approximate elevation difference of 11 feet across the site. Elevations range from 1280 feet above mean sea level at the southwestern corner of the project site to 1269 feet above mean sea level at the northeastern corner of the project site. The latitude and longitude location for the site is Latitude 033°37'29" and Longitude 117°17'51". Surrounding land uses include vacant and agricultural land to the northeast; single-family homes to the southeast and southwest; and industrial and single-family homes to the northwest. Currently, Bryant Street and Melinda Lane are undedicated and unimproved dirt roads.

Upon Incorporation on July 1, 2008, the City adopted the County of Riverside's General Plan and Zoning Ordinances. The City of Wildomar General Plan Land Use Designation for the project site is Light Industrial (LI). While the General Plan Land Use Designation for the property immediately adjacent to the project site on the northeast is Light Industrial, the properties to the southeast and southwest are designated Medium Density Residential (MDR). The properties northwest of the project site, across Corydon Street, are located in the City of Lake Elsinore and designated General Commercial in the East Lake Specific Plan. The project site is currently zoned General Commercial (C-1/C-P). The zoning for the adjacent properties is Rural Residential (R-R). The proposed project, a RV and boat storage facility, is consistent with both the zoning and General Plan land use designations.

Water, sewer, electric, gas, cable and telecommunication services for the proposed project would be extended onto the site from existing main lines. Water and sewer services would be provided by Elsinore Valley Municipal Water District. Gas would be provided by the Southern California Gas Company; electricity would be provided by Southern California Edison; cable and telecommunication services would be provided by Time Warner Cable or Verizon. The site is located within the boundaries of the Lake Elsinore Unified School District. Fire and police services are provided by the City of Wildomar through contracts with the Riverside County Fire Department and the Riverside County Sheriff's Department.

## FIGURE 1 – REGIONAL VICINITY MAP







 Project Site



Figure 2  
Project Location

## **B. PROJECT DESCRIPTION**

The applicant is applying for a parcel map, and a plot plan to allow for construction and operation of an RV and boat storage facility. The site plan described in this Initial Study is conceptual and may vary slightly when the design of the site plan is finalized. Any variations between the conceptual design and the final design will be evaluated by the Lead Agency to determine if the project is consistent with the conceptual project or if additional environmental review is required. The project components are described below.

### Tentative Parcel Map 35963

The proposed project would include a schedule E subdivision of a 3.61-gross-acre parcel into five (5) commercial parcels (see Figure 3).

### Plot Plan 09-0280 (PP22811)

The proposed project consists of the construction of four buildings which would provide 70,183 square feet of storage for recreational vehicles, boats, or other personal items on a 3.61-acre site (see Figure 4). Building A would be 27,550 square feet. Building B would consist of two sections, the first B(a), would be 8,727 square feet, and the other B(b) would be 8,706 square feet. Building C would be 25,200 square feet. Each building would be approximately 19 feet in height, with electric rollup doors. The buildings would be constructed of steel and the exterior would contain stucco walls painted in warm earth tone colors. A total of 99 condo units would be available for rental. The proposed project also includes a 1,920-square foot, two-story office and caretaker's residence (25 feet in height), an RV wash and sewage dump area, and three (3) parking stalls.

As seen from Corydon Street, the project would have stucco walls with various heights created by evenly spaced parapets. Additional finishes to the façade include foam/stucco trim details and wrought iron trellises with climbing vines of Ivy. The project also includes landscaped areas which slope away from the building wall towards the edge of the sidewalk along Corydon Street. Along Melinda Lane the project would include a 6 foot high split face CMU wall, landscaping and a metal sliding gate for secondary emergency access. The project would "front" Bryant Street with primary access gained from Bryant Street near the southwestern corner of the site. A trash enclosure, loading area, and RV sewage dump site would all be concealed from Bryant Street by a 6 foot high split face CMU wall and landscaped areas behind the sidewalk. Along the southern side of the project, similar to Corydon Street, the project would have stucco walls with various heights created by parapets with finishes to the façade include foam/stucco trim details and wrought iron trellises and climbing vines of Ivy. The project buildings would also be setback 15 feet from the southern property line creating a planting area where vegetation would screen and create a buffer between the project and the adjacent single family homes.

The project site will be primarily accessed from Bryant Street, with secondary access provided via Melinda Lane. Corydon Street would be improved with 30 feet of additional paving and curb gutter and sidewalk improvements. Additionally, the project would pay an in-lieu fee for a future median to be installed on Corydon Street. A 30 foot dedication and full street improvements from midline of the street, plus 12 feet of paving (west of midline) would be provided to Bryant Street. Similarly, a 30 foot dedication and full street improvements from midline of the street, plus 10 feet of paving

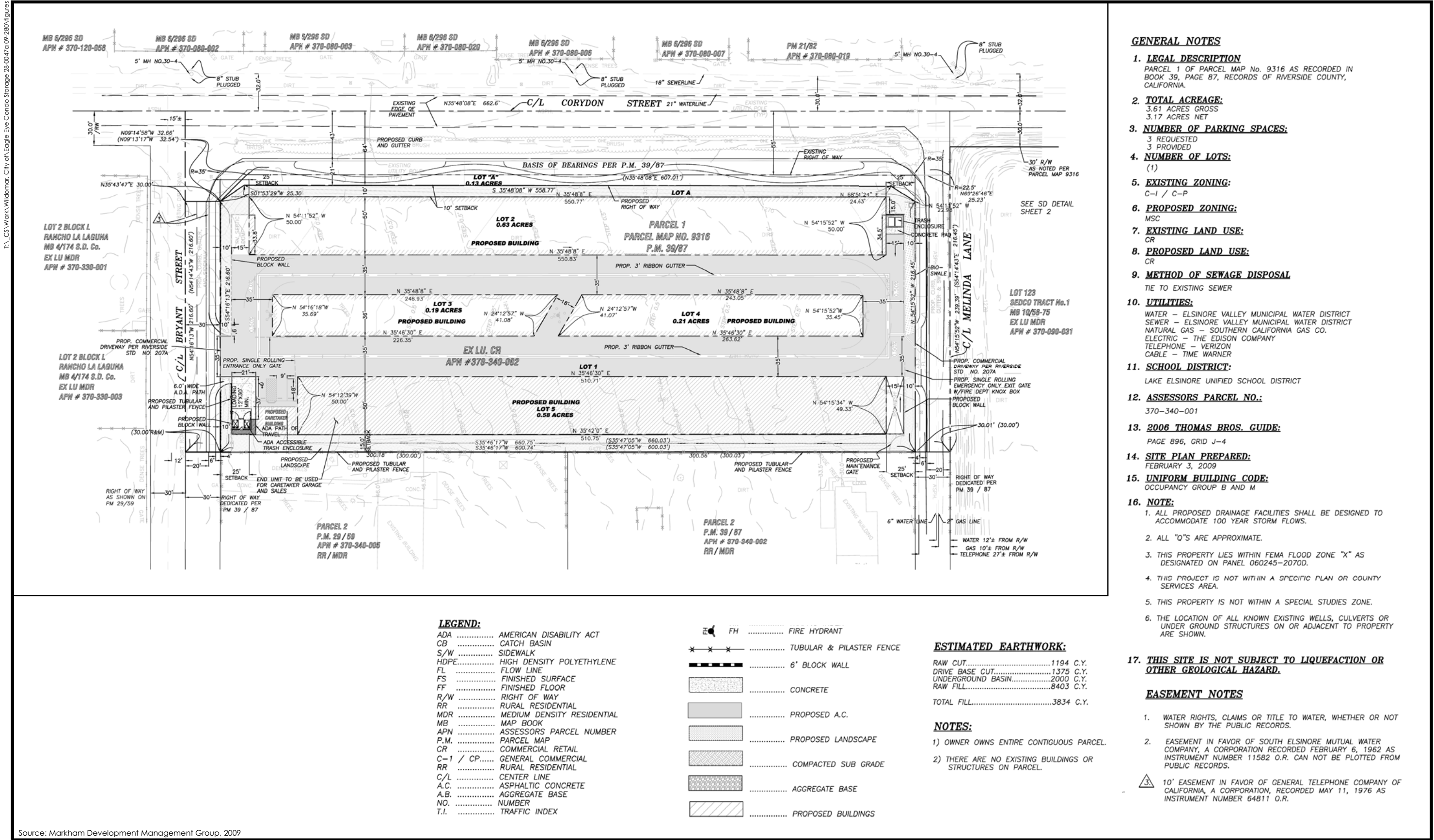


(east of midline) would be provided to Melinda Lane.

Initial estimates for the proposed project indicate that grading activities would result in 4,569 cubic yards of cut volume and 8,403 cubic yards for fill. Approximately, 3,834 cubic yards of fill would be imported to the site during the future grading activities. The origin of the fill material is not known at the current time.

Construction is anticipated to begin in the spring of 2010 and last 8 months.

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Source: Markham Development Management Group, 2009

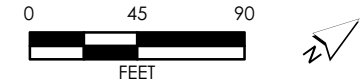
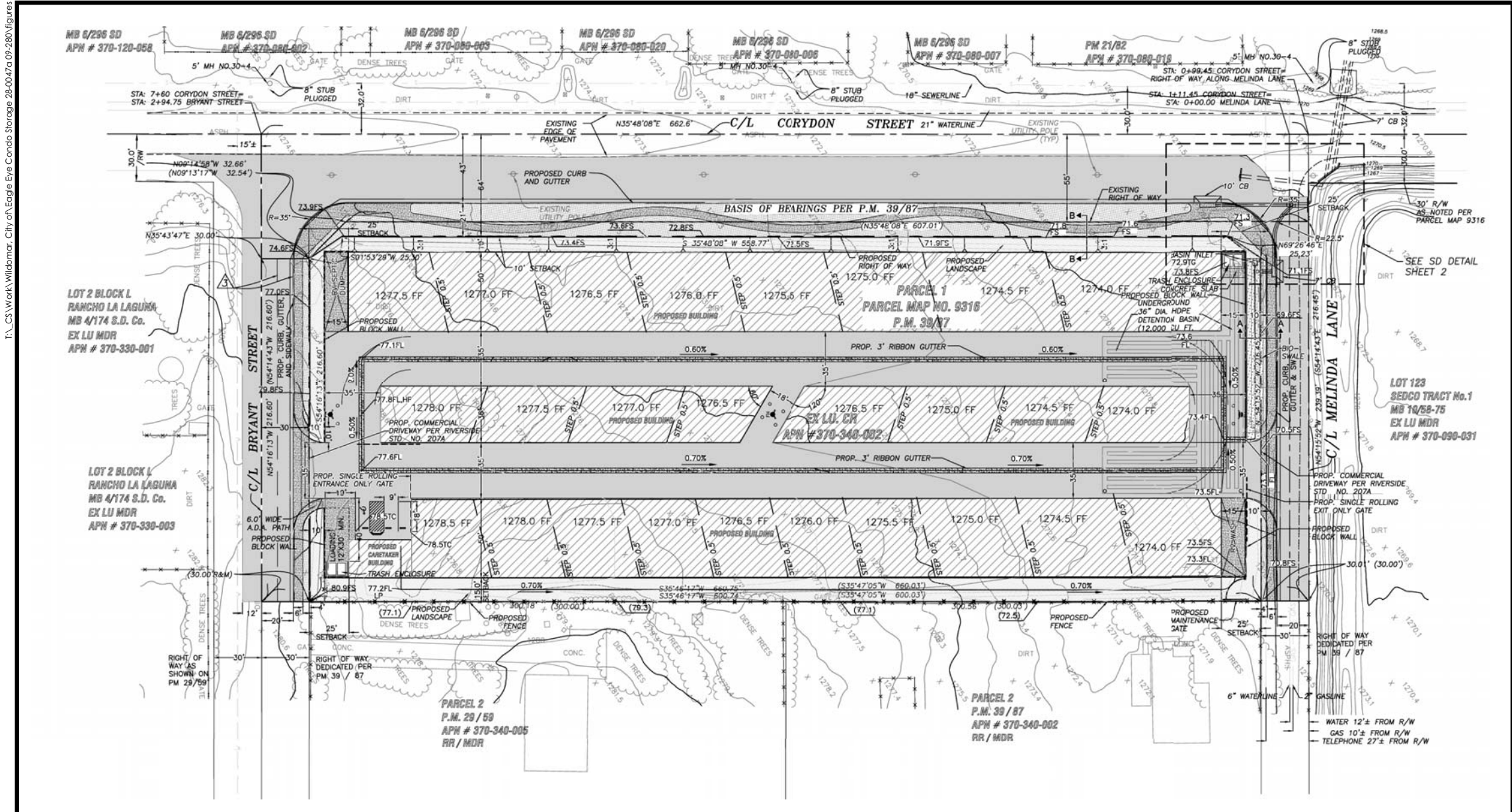


Figure 3  
Tentative Parcel Map  
PMC®

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**GENERAL NOTES**

- LEGAL DESCRIPTION**  
PARCEL 1 OF PARCEL MAP No. 9316 AS RECORDED IN BOOK 39, PAGE 87, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.
- TOTAL ACREAGE:**  
3.61 ACRES GROSS  
3.17 ACRES NET
- NUMBER OF PARKING SPACES:**  
3 REQUESTED  
3 PROVIDED
- NUMBER OF LOTS:**  
(1)
- EXISTING ZONING:**  
C-1 / C-P
- PROPOSED ZONING:**  
MSC
- EXISTING LAND USE:**  
CR
- PROPOSED LAND USE:**  
CR
- METHOD OF SEWAGE DISPOSAL**  
TIE TO EXISTING SEWER
- UTILITIES:**  
WATER - ELSINORE VALLEY MUNICIPAL WATER DISTRICT  
SEWER - ELSINORE VALLEY MUNICIPAL WATER DISTRICT  
NATURAL GAS - SOUTHERN CALIFORNIA GAS CO.  
ELECTRIC - THE EDISON COMPANY  
TELEPHONE - VERIZON  
CABLE - TIME WARNER
- SCHOOL DISTRICT:**  
LAKE ELSINORE UNIFIED SCHOOL DISTRICT
- ASSESSORS PARCEL NO.:**  
370-340-001
- 2006 THOMAS BROS. GUIDE:**  
PAGE 896, GRID J-4
- SITE PLAN PREPARED:**  
FEBRUARY 3, 2009
- UNIFORM BUILDING CODE:**  
OCCUPANCY GROUP B AND M
- NOTE:**
  - ALL PROPOSED DRAINAGE FACILITIES SHALL BE DESIGNED TO ACCOMMODATE 100 YEAR STORM FLOWS.
  - ALL "Q'S ARE APPROXIMATE.
  - THIS PROPERTY LIES WITHIN FEMA FLOOD ZONE "X" AS DESIGNATED ON PANEL 060245-2070D.
  - THIS PROJECT IS NOT WITHIN A SPECIFIC PLAN OR COUNTY SERVICES AREA.
  - THIS PROPERTY IS NOT WITHIN A SPECIAL STUDIES ZONE.
  - THE LOCATION OF ALL KNOWN EXISTING WELLS, CULVERTS OR UNDER GROUND STRUCTURES ON OR ADJACENT TO PROPERTY ARE SHOWN.
- THIS SITE IS NOT SUBJECT TO LIQUEFACTION OR OTHER GEOLOGICAL HAZARD.**

**EASEMENT NOTES**

- WATER RIGHTS, CLAIMS OR TITLE TO WATER, WHETHER OR NOT SHOWN BY THE PUBLIC RECORDS.
- EASEMENT IN FAVOR OF SOUTH ELSINORE MUTUAL WATER COMPANY, A CORPORATION RECORDED FEBRUARY 6, 1962 AS INSTRUMENT NUMBER 11582 O.R. CAN NOT BE PLOTTED FROM PUBLIC RECORDS.
- 10' EASEMENT IN FAVOR OF GENERAL TELEPHONE COMPANY OF CALIFORNIA, A CORPORATION, RECORDED MAY 11, 1976 AS INSTRUMENT NUMBER 64811 O.R.

**LEGEND:**

ADA	AMERICAN DISABILITY ACT
CB	CATCH BASIN
S/W	SIDEWALK
HDPE	HIGH DENSITY POLYETHYLENE
FL	FLOW LINE
FS	FINISHED SURFACE
FF	FINISHED FLOOR
R/W	RIGHT OF WAY
RR	RURAL RESIDENTIAL
MDR	MEDIUM DENSITY RESIDENTIAL
MB	MAP BOOK
APN	ASSESSORS PARCEL NUMBER
P.M.	PARCEL MAP
CR	COMMERCIAL RETAIL
C-1 / CP	GENERAL COMMERCIAL
RR	RURAL RESIDENTIAL
C/L	CENTER LINE
A.C.	ASPHALTIC CONCRETE
A.B.	AGGREGATE BASE
NO.	NUMBER
T.I.	TRAFFIC INDEX

	Fire Hydrant
	Tubular & Pilaster Fence
	6' Block Wall
	Concrete
	Proposed A.C.
	Proposed Landscape
	Compacted Sub Grade
	Aggregate Base
	Proposed Buildings

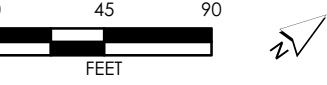
**ESTIMATED EARTHWORK:**

RAW CUT	1194 C.Y.
DRIVE BASE CUT	1375 C.Y.
UNDERGROUND BASIN	2000 C.Y.
RAW FILL	8403 C.Y.
TOTAL FILL	3834 C.Y.

**NOTES:**

- OWNER OWNS ENTIRE CONTIGUOUS PARCEL.
- THERE ARE NO EXISTING BUILDINGS OR STRUCTURES ON PARCEL.

Source: Markham Development Management Group, 2009



**Figure 4**  
Site Plan  
PMC®

### III. ENVIRONMENTAL CHECKLIST

#### A. BACKGROUND

**1. Project Title:**

Eagle Eye RV and Boat Storage (09-0280)

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

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

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

Sean del Solar; (951) 677-7751

**4. Project Location:**

A 3.61-acre site located southerly of Corydon Street, westerly of Melinda Lane, and easterly of Bryant Street in the City of Wildomar; Assessors Parcel Number is 370-340-001

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

Markham Development Management Group, Inc., 41635 Enterprise Circle North, Suite B, Temecula, CA 92590

**6. General Plan Designation:**

Light Industrial (LI)

**7. Zoning:**

General Commercial (C-1/C-P)

**8. Description of Project:**

The proposed project consists of the construction of four buildings which would provide 70,183 square feet of enclosed storage for recreational vehicles, boats, or other personal items on a 3.61-acre site. The proposed project also includes a 1,920-square foot, two-story office and caretaker building, a RV wash and dump area, three (3) parking stalls, stucco/concrete walls, and roadway improvements.

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

East – Zoning: Rural Residential; Land Use: Agricultural

South - Zoning: Rural Residential; Land Use: Residential

West – Zoning: Rural Residential; Land Use: Residential

North - Zoning: Specific Plan (Lake Elsinore); Land Use: Residential

**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 a “Potentially Significant Impact,” as indicated by the checklist on the following pages. Potentially significant impacts that are mitigated to “Less Than Significant” impact are not shown here.

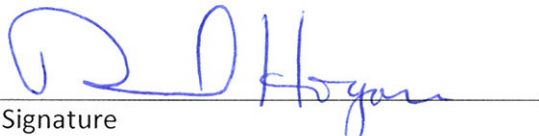
- |  |   |   |
|--|---|---|
| <input type="checkbox"/> Aesthetics                  | <input type="checkbox"/> Agricultural Resources             | <input type="checkbox"/> Air Quality                |
| <input type="checkbox"/> Biological Resources        | <input type="checkbox"/> Cultural Resources                 | <input type="checkbox"/> Geology and Soils          |
| <input type="checkbox"/> Hazards/Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality            | <input type="checkbox"/> Land Use/Planning          |
| <input type="checkbox"/> Mineral Resources           | <input type="checkbox"/> Noise                              | <input type="checkbox"/> Population/Housing         |
| <input type="checkbox"/> Public Services             | <input type="checkbox"/> Recreation                         | <input type="checkbox"/> Transportation/<br>Traffic |
| <input type="checkbox"/> Utilities/Service Systems   | <input type="checkbox"/> 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.

  
Signature

DAVID HOGAN  
Printed Name

9/29/09  
Date

Planning Director  
Title

## IV. ENVIRONMENTAL ANALYSIS

<b>1. AESTHETICS. Would the proposal:</b>				
<b>Issues</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with the Incorporated Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a) Have a substantial adverse effect on a scenic vista?			✓	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcrops, 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?			✓	
e) Interfere with the night time use of the Mt. Palomar Observatory, as protected through the Mount Palomar Observatory Lighting Ordinance?			✓	

### DISCUSSION

**a) Have a substantial adverse effect on a scenic vista?**

Less Than Significant Impact

The proposed project is located in the western portion of the city in a relatively flat area not easily visible or distinguishable from other areas of the city. The project would mostly be visible from the immediate surrounding area and from Corydon Street, Bryant Street and Melinda Lane. The storage buildings would be 19 feet in height and with stucco exterior walls painted in warm earth tone colors with landscape providing additional screening. The office and caretaker residence would be 25 feet in height and the tallest feature of the project. Any project-level visual impacts will be addressed through the City's plot plan application process which will ensure compliance with City zoning and design standards regulating building design, mass, bulk, height, colors, etc. As a result, any scenic impacts are considered less than significant and no additional mitigation measures are required.

**b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway?**

No Impact

Corydon Street, Bryant Street, and Melinda Lane have not been designated as scenic roadways.

Interstate 15 is considered an eligible state scenic highway. However, the proposed project site is located roughly 1.2 miles west of Interstate 15 and would not affect any scenic resources. The project site does not contain nor would it substantially damage scenic resources, including, but not limited to: trees, rock outcroppings, or historic buildings. Because the proposed project would not substantially damage any scenic resources, no significant impacts are anticipated and no mitigation measures are required.

**c) Substantially degrade the existing visual character or quality of the site and its surroundings?**

Less Than Significant Impact

The proposed project consists of four buildings which would provide 70,183 square feet of enclosed storage; a 1,920-square foot, two-story office and caretaker residence; an RV wash and sewage dump area; three (3) parking stalls; a stucco wall; and a concrete block wall. The existing visual character of the area is a combination of single-family homes; vacant land; agricultural uses; industrial uses; and Skylark Field Airport. The project site is currently vacant and has been partially graded in the past. Non-native grassland is scattered throughout the site. The grassland is dominated by common and non-native annual grass and weed species. While the development of the proposed project would alter the visual appearance of the area, the review of the plot plan application will ensure that the development will be compatible with the existing land uses of the surrounding area. With implementation of the City's development review standards, the project is not expected to degrade the existing visual character of the area. Additionally, the use of ornamental landscaping will enhance the project site and create a visually pleasing streetscape. As a result, no significant impacts are anticipated and no additional mitigation measures are required.

**d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?**

Less Than Significant Impact

Light and glare from new street lights, vehicles, and the future land uses would be generated and would contribute an additional increment of light and glare experienced in the project vicinity. The site is located within an urbanizing area of the city which already experiences some levels of light and/or glare from the existing development. The development of the project site will require the approval of a plot plan by the City of Wildomar. The City's plot plan application process is intended to ensure that future development will be designed to ensure design compatibility and to alleviate light and/or glare disturbances outside of the project boundary. As a result, no impacts are anticipated and no additional mitigation is required.

**e) Interfere with the night time use of the Mt. Palomar Observatory, as protected through Chapter 8.80 of the Wildomar Municipal Code?**

Less Than Significant Impact

According to the General Plan, the project site is located 30 miles from the Mt. Palomar Observatory and falls within the Mt. Palomar Observatory special lighting district (Zone B). The project has the potential to result in additional impacts to the continued operation of the Mt. Palomar Observatory. Chapter 8.80 of the Wildomar Municipal Code restricts the use of certain light fixtures to limit light pollution from projects around the Mount Palomar Observatory. With the implementation of the

standard requirements contained in Chapter 8.80 of the Wildomar Municipal Code, the project impacts to Mt. Palomar would be reduced to a level of less than significant.

#### **STANDARD CONDITIONS & REQUIREMENTS**

1. The project shall comply with the standard requirements of Chapter 8.80 of the Wildomar Municipal Code regarding light pollution.

#### **MITIGATION MEASURES**

None.

**2. AGRICULTURE RESOURCES. Would the project:**

Issues	Potentially Significant Impact	Less Than Significant with the Incorporated Mitigation	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 non-agricultural use?			✓	
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				✓
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?			✓	
<i>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland.</i>				

**DISCUSSION**

- 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 non-agricultural use?**

Less Than Significant Impact

The project site is classified as Farmland of Local Importance by the Farmland Mapping and Monitoring Program of the California Resources Agency, however there are no farming activities taking place at the subject site. With the exception of a local dairy adjacent to the project site, there are no agricultural activities occurring in the general vicinity of the project. The City of Wildomar General Plan Land Use Designation for the project site is Light Industrial. Therefore, the proposed project is consistent with the general plan. Although the project would result in the loss of Farmland of Local Importance, the loss is considered less than significant because the proposed project is consistent with the General Plan Land Use Designation.

- b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?**

No Impact

The project site is currently zoned General Commercial (C-1/C-P) on the City of Wildomar Zoning Map and is not under a Williamson Act contract. Therefore, no impacts are anticipated and no mitigation measures are required.

- c) Involve other changes in the existing environment which, due to their location or nature, could**



**result in conversion of Farmland, to non-agricultural use?**

Less Than Significant Impact

The project site is located on a vacant unfarmed parcel that is generally surrounded by developed and urban land uses. While the project would not directly cause environmental conditions which would result in the further conversion of farmland, the project would provide personal storage amenities, which could benefit urban residential land uses. The benefits would be marginal and would have a less than significant impact on the conversion of area farmland.

**STANDARD CONDITIONS & REQUIREMENTS**

None.

**MITIGATION MEASURES**

None.

### 3. AIR QUALITY. Would the project:

Issues	Potentially Significant Impact	Less Than Significant with the Incorporated Mitigation	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 non-attainment 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) Conflict with or obstruct implementation of the applicable air quality plan?

##### Less Than Significant Impact

The proposed project is located within the City of Wildomar and within the South Coast Air Basin (SoCAB), which is under the jurisdiction of the South Coast Air Quality Management District (AQMD). The SCAQMD has adopted the 2007 Air Quality Management Plan (AQMP). The 2007 AQMP is based on socioeconomic forecasts (including population estimates) provided by the Southern California Association of Governments (SCAG). The City of Wildomar General Plan is consistent with SCAG's Regional Growth Management Plan and SCAQMD's Air Quality Management Plan. This project is consistent with the General Plan Land Use Designations that were used in the development of the AQMP. As a result, the proposed project is consistent with the AQMP and is not expected to obstruct the implementation of the 2007 AQMP.

The project is limited to the following facilities on a 3.61-acre lot: four buildings which would provide 70,183 square feet of storage; a 1,920-square foot, two-story office and caretaker building; a RV wash and dump area; three (3) parking stalls; a stucco wall; and a concrete block wall. The proposed project would result in additional vehicle trips on the citywide road network. The project proposes to have enclosed storage for Boats and RVs, which would closely resemble the utility of traditional mini-storage facilities. The proposed project is expected to generate approximately 180 daily trips, with a peak of 11 AM and 19 PM daily vehicle trips. It is not anticipated that the average daily trips would be considered significant and have permanent air quality impacts. Consequently, the proposed project would not conflict with or obstruct the implementation of the applicable

regional air quality plan. As a result, no significant impacts are anticipated and no additional mitigation measures are required.

**b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?**

Less Than Significant Impact

The project is limited to the following facilities on a 3.61-acre lot: four buildings which would provide 70,183 square feet of storage; a 1,920-square foot, two-story office and caretaker building; a RV wash and dump area; three (3) parking stalls; a stucco wall; and a concrete block wall. While the proposed project would result in additional vehicle trips on the citywide road network, it is not anticipated that the average daily trips would be considered significant or have permanent air quality impacts.

The proposed project would generate temporary construction related air quality impacts. These impacts are temporary in nature and are directly related to grading and construction activities of the site development. The air quality analysis contained in this Section includes project grading, infrastructure construction, building construction, paving, and landscape installation. The mitigated construction air quality emissions are summarized in Table 2. Construction related mitigation measures (AQ-1 through AQ-5) would be implemented reduce the temporary air quality impacts due to grading and construction activities. Construction of the proposed project is not expected to exceed the thresholds for air quality emissions from an individual project have been established by the SCAQMD for the Southern California Air Basin (SoCAB).

**TABLE 1 - MITIGATED AVERAGE DAILY CONSTRUCTION AIR POLLUTION EMISSIONS  
(pounds/day)**

	ROG	NOx	CO	SO2	PM10	PM2.5
Summer	45.71	29.83	15.34	0.01	2.29	2.18
Winter	45.71	29.83	15.34	0.01	3.74	1.81
SCAQMD Significance Threshold	55	100	550	150	150	55
Exceeds Threshold in Summer?	No	No	No	No	No	No
Exceeds Threshold in Winter?	No	No	No	No	No	No

Area wide and Operational emissions from project-related traffic were calculated using the URBEMIS air quality model. The model was used to calculate the area and source emissions and the resulting operational emissions for an assumed project build-out in the Year 2010. The results are shown in the Table 3 for both the summer and winter conditions. As indicated below, there are no operational air quality impacts associated with implementation of the proposed project.

**TABLE 2 - AVERAGE DAILY OPERATIONAL & AREAWIDE AIR POLLUTION EMISSIONS**  
(pounds/day)

	ROG	NOx	CO	SO2	PM10	PM2.5
Summer	1.60	1.70	14.97	0.02	2.77	0.54
Winter	1.51	2.05	14.44	0.01	2.77	0.54
SCAQMD Significance Threshold	55	55	550	150	150	55
Exceeds Threshold in Summer?	No	No	No	No	No	No
Exceeds Threshold in Winter?	No	No	No	No	No	No

Recent changes to State Law, the Global Warming Solutions Act of 2006, have established requirements to begin to deal with greenhouse gas emissions in California. One of the requirements in the law is for environmental documents to identify carbon dioxide emissions that are expected to occur as a result of the construction and operation of projects within the State. The anticipated carbon dioxide emissions during project construction and operation for both summer and winter periods are contained in Table 4 below.

**Table 3 - MITIGATED CARBON DIOXIDE AIR POLLUTION EMISSIONS**  
(pounds/day)

	Construction	Operation
Summer	3,021.71	1,643.53
Winter	3,021.71	1,487.65

Global climate change has become a major concern in recent years. While the exact effects of global climate change are not known, the best scientific opinions believe that over the next century the average temperature on the planet will increase between 2 and 5 degrees Celsius (3½ to 9 degrees Fahrenheit). The long-term consequences of this increase in temperature include a variety of events that could potentially be destructive to human civilizations. Some of the potential changes that could result from planetary climate change include substantial increases in sea level, increased drought and desertification, reductions in global agriculture and food supplies, impacts to existing ecosystems, and a possible re-initiation of an ice age if oceanic circulation in the North Atlantic Ocean is effected. In the future, California will probably be most affected by increasing sea levels, extended drought conditions, increased flooding, and more severe wildfires.

Given the planet-wide causes of global climate change, it is unlikely that any substantial reduction in the rate or magnitude of climate change is possible at the local level. Long-term solutions to global climate change will probably require extensive reductions in the use of fossil fuels and the increases in the use of alternate energy sources. On the level of a small scale development project, there are a number of items that could help minimize the severity of the adverse effects of global climate change. These items include increased energy efficiency (including the use of light colored/highly reflective roof materials), enhanced land use connectivity (between work, services, school and recreation), reductions in vehicle miles driven, increases in mass transit use, and increased open space conservation.

As discussed in this Section, the construction and operation of the proposed project would not violate air quality standards, exceed AQMD significance thresholds, and by inference, significantly impact air quality. Even though no significant air quality impacts are anticipated, essential air quality mitigation measures addressing particulate matter and volatile organic gases are being

incorporated into this project to ensure construction compatibility with the surrounding area. As a result, the air quality impacts are expected to be less than significant.

- c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?**

Less Than Significant Impact

The proposed project has the potential to contribute toward a cumulative net increase of any criteria pollutant for which the South Coast Air Basin is a non-attainment area under an applicable air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors). However, all of southern California is within a non-attainment region for these criteria pollutants (ozone and particulate matter). Consequently, the project would probably result in an insignificant incremental increase that is not expected to significantly contribute to the non-attainment status of the region. As a result, and pursuant to CEQA Guidelines Section 15064(h), these impacts are considered less than significant and no additional mitigation measures beyond those listed below are required.

- d) Expose sensitive receptors to substantial pollutant concentrations?**

Less Than Significant Impact

Sensitive receptors to substantial pollutant concentrations include population groups which are more susceptible to air pollution (i.e., sensitive receptors), and include young children, the elderly, and the acutely and chronically ill (especially those with cardio-respiratory disease). The surrounding area contains vacant land to the northeast; single-family homes to the southeast and southwest; and industrial and single-family homes to the northwest. The nearest sensitive receptors are the single-family homes located 30 feet southeast, 80 feet southwest, and 110 feet northwest of the project site. One elementary school is located approximately 0.75 mile southwest of the project site and another elementary school is located 1.0 mile to the northeast. A high school is located approximately 1.0 mile to the east. Construction mitigation measures (AQ-1 through AQ-4) and standard conditions and requirements would be implemented reduce the impacts to sensitive receptors to less than significant. Once built the use and operation of the mini-storage project would not expel pollutants in any concentration to affect any nearby sensitive receptors. Furthermore, a condition of approval would be added to prohibit the storage of hazardous materials in individual storage units.

- e) Create objectionable odors affecting a substantial number of people?**

Less Than Significant Impact

Many agricultural and industrial businesses can create objectionable odors. Examples include dairies, composting operations, refineries, chemical plants, fiberglass molding, wastewater treatment plants, and landfills. The project does not contain any of these operations and most business operations would be confined within the buildings. The water from the RV wash would flow into the stormwater retention system after passing through a bio filter. The trash enclosure would be covered to prevent rain water standing in the trash enclosure area. The RV septic dump would be developed in conformance with the Building Code and EVMWD standards. Therefore, the



proposed project is not expected to create objectionable odors with the potential to affect a substantial number of people during operation. There is the possibility that potentially objectionable odors may result from project construction. Any impacts which may occur during project construction would be of short duration and are not expected to effect nearby residents. As a result, no significant impacts are anticipated and no additional mitigation measures are required.

## **STANDARD CONDITIONS & REQUIREMENTS**

1. The project will comply with regional rules such as SCAQMD Rules 402, 403 and 404, which would assist in reducing short-term air pollutant emissions. These dust suppression techniques are summarized below.
  - a. Portions of the construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized in a manner acceptable to the City.
  - b. All on-site roads will be paved as soon as feasible or watered periodically or chemically stabilized.
  - c. All material transported off-site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.
  - d. The area disturbed by clearing, grading, earth moving, or excavation operations will be minimized at all times.
  - e. Where vehicles leave the construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the work day to remove soil tracked onto the paved surface.

## **MITIGATION MEASURES**

- AQ-1 The City of Wildomar will require construction contractors to apply water to the disturbed portions of the project site at least three times per day. On days where wind speeds are sufficient to transport fugitive dust beyond the working area boundary, the City of Wildomar will require contractors to increase watering to the point that fugitive dust no longer leaves the property (typically a moisture content of 12%), and/or the contractor will terminate grading and loading operations.
- AQ-2 All material stockpiles subject to wind erosion during construction activities, which will not be utilized within three days, will be covered with plastic, an alternative cover deemed equivalent to plastic, or sprayed with a nontoxic chemical stabilizer.
- AQ-3 All vehicles on the construction site will travel at speeds less than 15 miles per hour. This will be enforced by including this requirement in the construction contract between the City and the contracted construction company with penalty clauses for violation of this speed limit.
- AQ-4 All engines will be properly operated and maintained. Proper tune for all diesel-powered

vehicles and equipment in the South Coast Air Basin requires that fuel injection timing be retarded 2 degrees from the manufacturer's recommendation and use high pressure injectors.

#### 4. BIOLOGICAL RESOURCES. Would the project:

Issues	Potentially Significant Impact	Less Than Significant with the Incorporated Mitigation	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 Game or U.S. 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 Game or U.S. 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) **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 Game or U.S. Fish and Wildlife Service?**

##### Less Than Significant Impact

The project site is currently vacant and has been partially graded in the past. Non-native grassland is scattered throughout the site. The grassland is dominated by common and non-native annual grass and weed species which include: shortpod mustard (*Brassica geniculata*), brome grasses (*Bromus diandrus* and *B. madritensis*), lambs' quarters (*Chenopodium album*), tocalote (*Centaurea*

*melitensis*), common horseweed (*Conyza canadensis*), doveweed (*Croton setiger*), jimsonweed (*Datura wrightii*), prickly lettuce (*Lactuca serriola*), curly dock (*Rumex crispus*), and Russian thistle (*Salsola tragus*). According to the MSHCP Compliance Report and Narrow Endemic Plant Species and Burrowing Owl Habitat Assessments Study, no significant wildlife habitats or species were identified on the site. The project site is not located in a Western Riverside County Multiple MSHCP Criteria Cell and therefore does not conflict with the MSHCP land acquisition goals.

The MSHCP did identify that the project site was potentially a habitat for the Burrowing Owl. As required by the MSHCP, a burrowing owl survey was prepared by Principe and Associates on June 1, 2007. The survey indicated that no burrowing owl species or habitat was found on the proposed project site. The project will be conditioned to require a burrowing owl survey prior to grading if grading is to occur during the breeding/nesting season (March 1<sup>st</sup>- August 15<sup>th</sup>).

Based on Figure 6-1 of the MSHCP, the project site is located within the Narrow Endemic Plant Species Survey Area 2. The plant species within this survey area include Munz's onion (*Allium munzii*), San Diego ambrosia (*Ambrosia pumila*), many-stemmed dudleya (*Dudleya multicaulis*), spreading navarretia (*Navarretia fossalis*), California Orcutt grass (*Orcuttia californica*), Hammett's clay-cress (*Sibarpopsis hammettii*), and Wright's trichocoronis (*Trichocoronis wrightii* var. *wrightii*). However, the required vernal pool habitats for these Narrow Endemic Plant Species are not present on the site.

The project site is located in close proximity to the MSHCP Conservation Areas. The closest MSHCP Conservation Area is the Proposed Extension of Existing Core 3, located approximately 530 feet northwest of the project site. The Proposed Extension of Existing Core 3 consists of two blocks of land extending from the southern border of Existing Core E. The management of edge conditions in the areas located on the northwest side of Corydon Street will be necessary to maintain high quality habitat in this area. Future development of the project site would not result in edge effects that would adversely affect biological resources within the MSHCP Conservation Area.

The MSHCP contains requirements to address anticipated urban/wildland interface issues associated with the conservation areas. Section 6.1.4 of the MSHCP sets forth guidelines to address indirect edge effects associated with locating development adjacent to MSHCP Conservation Areas. These edge effects can adversely affect the biological resources within an identified Conservation Area. The Guidelines provide direction on drainage, the application of toxic chemicals, lighting, noise, invasive plant species, barriers to animal movement, and grading issues. However, the project is mostly surrounded by urban development and is not adjacent to any wildland areas. Additionally, the closest MSHCP Conservation Area is the Proposed Extension of Existing Core 3, located approximately 530 feet northwest of the project site. Consequently, the proposed project is consistent with the provisions of the MSHCP.

As a result, the project would have a less than significant impact on 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 Game or U.S. 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 Game or U.S. Fish and Wildlife Service?**

Less than Significant Impact

The project site does not contain any riparian habitats or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. As a result, no wetland impacts are anticipated and no mitigation measures are required.

- 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?**

Less Than Significant Impact

The proposed project does not contain and would not have an 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. As a result, no wetland impacts are anticipated and no mitigation measures are required.

- 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?**

Less Than Significant Impact

The project site is surrounded by several single-family homes and adjacent to Corydon Street, which creates a variety of existing obstacles to the movement of wildlife. The additional development associated with the project is not expected to interfere 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. In addition, the proposed project site is located outside of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Criteria Cell (corridor) Areas and therefore the project does not conflict with the MSHCP planning goals. Consequently, the impacts are anticipated to be less than significant and no mitigation measures are required.

- e) **Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**

Less Than Significant Impact

The City of Wildomar does not have local policies or ordinances protecting biological resources. However, the City is subject to compliance with the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). The proposed project is located outside the MSHCP Criteria Cell Areas and therefore the project does not conflict with the MSHCP planning goals. It is anticipated that implementation of the project would have a less than significant impact on significant biological resource impacts.

- 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?**



### Less Than Significant Impact

As previously discussed the proposed project is within the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). The MSHCP is a comprehensive, multi-jurisdictional Habitat Conservation Plan focusing on conservation of species and associated habitats in Western Riverside County. The MSHCP will serve as a HCP pursuant to Section 10(a)(1)(B) of the federal Endangered Species Act of 1973, as amended, as well as a Natural Communities Conservation Plan (NCCP) under the NCCP Act of 2001. The overall goal of the MSHCP is the conservation of 500,000 acres and focuses on the conservation of 146 plant and animal species. The proposed project is located within the MSHCP however it is located outside the MSHCP Criteria Cell Areas and therefore the project does not conflict with the MSHCP planning goals.

### **STANDARD CONDITIONS & REQUIREMENTS**

None.

### **MITIGATION MEASURES**

1. The Western Riverside County Multiple Species Habitat Conservation Plan requires a burrowing owl survey prior to grading if grading is to occur during the breeding/nesting season (March 1<sup>st</sup> - August 15<sup>th</sup>).

**5. CULTURAL RESOURCES. Would the project:**

Issues	Potentially Significant Impact	Less Than Significant with the Incorporated Mitigation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?			✓	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?		✓		
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		✓		
d) Disturb any human remains, including those interred outside of formal cemeteries?		✓		

**DISCUSSION****a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?**Less Than Significant Impact

The project would not cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 of the California Environmental Quality Act. According to the Phase I Cultural Resources Assessment, there are no historic structures located on the site. Currently, the project site is vacant. In addition, the Wildomar General Plan does not identify historical resources on the project site. Since no historic structures are currently located on the site or adjacent to the site, no significant impacts to historic resources are anticipated and no mitigation measures are required.

**b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?**Less Than Significant Impact with Mitigation Incorporated

The project would not cause a substantial adverse change in the significance of an archaeological resource. Based on the Phase I Cultural Resources Assessment and General Plan maps, no substantial adverse change in the significance of any archaeological resource would result from project implementation. However, because archaeological resource sites have been identified within the City of Wildomar, there is the potential for the unanticipated discovery of these resources. Seven cultural resources studies have been conducted within a one-half mile radius of the project site. During the course of these studies, two archaeological sites (CA-RIV-3988 and 4646) were recorded. Reported cultural resources included two bedrock slicks and a historical trash dump (CA-RIV-3988) and three bedrock mortars (CA-RIV-4646). Since these resources are known to exist in the general area, the mitigation measures listed in this Section (CUL-1 through

CUL 6) will ensure that any unanticipated discovery will not have a significant impact on archeological resources.

According to the Riverside County GIS, the project site is not located within Native American Tribal Lands. However, historically there have been tribal activities in and around the Wildomar area. Thus, there is a potential for the inadvertent discovery of previously unknown resources. As a result, with the implementation of the mitigation measures (CUL-1 through CUL-6) identified in this Section, any impacts are expected to be at a less than significant level.

**c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

Less Than Significant Impact with Mitigation Incorporated

The site has been identified as having a low potential for paleontological resources according to the Wildomar General Plan Paleontological Sensitivity Resources Map. The General Plan identifies the surficial materials in this area as Holocene-age, fine-grained unconsolidated sediments, including stream-, gravity-, lake-, and wind-deposited sediments. Deposits in this category include stream channel, alluvial fan, flood plain, colluvial, dune, and lacustrine sediments. According to the geotechnical investigation prepared for the site, surface and subsurface soils are undocumented fill and alluvium. The undocumented fill consists of loose to dense silty, fine to medium sand. The alluvium consists primarily of medium dense to dense silty sands. Because of the low potential for the discovery of paleontological resources, no significant impacts are anticipated however mitigation measures have been added (CUL-7) to protect paleontological resources in the event any are discovered during project grading and/or construction.

**d) Disturb any human remains, including those interred outside of formal cemeteries?**

Less Than Significant Impact with Mitigation Incorporated

The project site boundaries are not within any previously identified cemetery. No on-site burials are known to have occurred at the project site. Although there are no known archaeological resources on the project site, in the event human remains are encountered during ground disturbing activities the mitigation measures (CUL-1 through CUL-6) identified below would reduce any impacts to a level of less than significant

**STANDARD CONDITIONS & REQUIREMENTS**

None.

**MITIGATION MEASURES**

CUL-1 An archaeological monitor shall be present during all earthmoving to ensure protection of any accidentally discovered potentially significant resources. All cultural resources unearthed by project construction activities shall be evaluated by a qualified archaeologist. Any unanticipated cultural resources that are discovered shall be evaluated and a final report prepared. The report shall include a list of the resources recovered, documentation of each site/locality, and interpretation of resources recovered. The City of Wildomar shall designate repositories in the event the significant resources are recovered.

- CUL-2 At least 30 days prior to seeking a grading permit, the project applicant shall contact the appropriate Tribe<sup>1</sup> to notify the Tribe of grading, excavation and the monitoring program, and to coordinate with the City of Wildomar and the Tribe to develop a Cultural Resources Treatment and Monitoring Agreement. The Agreement shall address the treatment of known cultural resources, the designation, responsibilities, and participation of Native American Tribal monitors during grading, excavation and ground disturbing activities; project grading and development scheduling; terms of compensation; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site.
- CUL-3 If human remains are encountered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside 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 timeframe. 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 5097.98.
- CUL-4 The landowner shall relinquish ownership of all cultural resources, including sacred items, burial goods and all archaeological artifacts that are found on the project area to the appropriate Tribe for proper treatment and disposition.
- CUL-5 All sacred sites, should they be encountered within the project area, shall be avoided and preserved as the preferred mitigation, if feasible.
- CUL-6 If inadvertent discoveries of subsurface archaeological resources are discovered during grading, the Developer, the project archaeologist, and the appropriate Tribe shall assess the significance of such resources and shall meet and confer regarding the mitigation for such resources. If the Developer and the Tribe cannot agree on the significance or the mitigation for such resources, these issues will be presented to the Planning Director for decision. The Planning Director shall make the determination based on the provisions of the CEQA with respect to archaeological resources and shall take into account the religious beliefs, customs, and practices of the appropriate Tribe. Notwithstanding any other rights available under the law, the decision of the Planning Director shall be appealable to the City of Wildomar.
- CUL-7 If paleontological resources are encountered during grading or project construction, all work in the area of the find shall cease. The project proponent shall notify the City of Wildomar and retain a qualified paleontologist to investigate the find. The qualified paleontologist shall make recommendations as to the paleontological resource’s

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<sup>1</sup> It is anticipated that the Pechanga Band of Luiseño Indians will be the “appropriate” Tribe due to their prior and extensive coordination with the surrounding cities in determining potentially significant impacts and appropriate mitigation measures.

disposition to the Planning Director. The developer shall pay for all required treatment and storage of the discovered resources.

## 6. GEOLOGY AND SOILS. Would the project:

Issues	Potentially Significant Impact	Less Than Significant with the Incorporated Mitigation	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?				✓

## DISCUSSION

- 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? (Refer to Division of Mines and Geology Special Publication 42.)

Less Than Significant Impact with Mitigation Incorporated

The project is located within seismically active southern California and is expected to experience moderate to severe ground motions from earthquakes caused by both local and regional faults. The nearest active fault to the project site is the Elsinore-Temecula fault, located less than 1 mile from the project site. The Elsinore-Glen Ivy fault is located approximately 3 miles from the project site. The project site does not lie within a State of California Earthquake Fault Hazard Zone (formerly called an Alquist-Priolo Special Studies Zone) or the Riverside County Fault Zone. However, the project site is located approximately 380 feet from the Riverside County Fault Zone and approximately 765 feet from the Elsinore Fault Zone. The potential impacts related to the Elsinore Fault Zone (as well as other regional faults) are addressed through compliance with standard measures contained in the California Building Code and City of Wildomar Municipal Code and those recommended mitigation contained in Mitigation Measure GEO-1. With the implementation of the standard code provisions and Mitigation Measure GEO-1, the anticipated impacts from regional ground shaking are expected to be reduced to a less than significant level.

**ii) Strong seismic ground shaking?**

Less Than Significant Impact with Mitigation Incorporated

The proposed project could expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking. The project site is located in an area of high regional seismicity and may experience horizontal ground acceleration during an earthquake along the Elsinore-Temecula fault, located less than 1 mile from the project site, along the Elsinore-Glen Ivy fault, located approximately 3 miles from the project site, or along other fault zones throughout the region. The project site does not lie within a State of California Earthquake Fault Hazard Zone (formerly called an Alquist-Priolo Special Studies Zone) or the Riverside County Fault Zone. However, the project site is located approximately 380 feet from the Riverside County Fault Zone and approximately 765 feet from the Elsinore Fault Zone. The project site has been and will continue to be directly affected by seismic activity to some degree. Compliance with recommendations identified in the preliminary geotechnical investigation (and referenced in Mitigation Measure GEO-1) and the requirements contained in the California Building Code and City of Wildomar Municipal Code regarding structures and construction and those recommended mitigation measures contained in this document ensures that any impacts will be less than significant.

**iii) Seismic-related ground failure, including liquefaction?**

Less Than Significant Impact with Mitigation Incorporated

According to the Riverside County GIS and City of Wildomar General Plan the project site is located in an area that is designated as having a moderate potential for liquefaction. To address any potential impacts from other seismic-related ground failure compliance with the specific recommendations identified in Mitigation Measure GEO-1 and the standard requirements contained in the California Building Code and City of Wildomar Municipal Code are expected to reduce the impacts associated with ground failure hazards to a less than significant level.

**iv) Landslides?**

### No Impact

The proposed project is not expected expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death from landslides. Due to the relatively level terrain for the proposed project area, this site is not subject to landslide, collapse, or rock fall hazards. The project site is located within an area of general seismic activity, but does not contain areas subject of unstable geologic units or soil. According to the Riverside County GIS and City of Wildomar General Plan the project site has no potential for landslides. Additionally, due to the proposed project site's distance from boulders or other rock formations there is no potential for mudslide or rock fall hazards. As a result, no impacts are anticipated; therefore, no additional mitigation measures are required.

#### **b) Result in substantial soil erosion or the loss of topsoil?**

##### Less Than Significant Impact

As with any development, soil erosion can result during construction, as grading and construction can loosen surface soils and make soils susceptible to effects of wind and water movement across the surface. The City routinely requires the submittal of detailed Erosion Control Plans with any grading plans. The implementation of this standard requirement is expected to address any erosional issues associated with the grading of the site. As a result, these impacts are not considered to be significant if the implementation of the necessary erosion and runoff control measures required as part of the approval of a grading plan. No additional mitigation measures are required.

#### **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?**

##### Less Than Significant Impact

Riverside County GIS and City of Wildomar General Plan the project site is located in an area that is designated as having a moderate potential for liquefaction. To address any potential impacts related to ground failure compliance with the specific recommendations identified in Mitigation Measure GEO-1 and the standard requirements contained in the California Building Code and City of Wildomar Municipal Code are expected to reduce the impacts associated with ground failure hazards to a less than significant level.

#### **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?**

##### Less Than Significant Impact

According to the geotechnical investigation, the native soils beneath the site have a very low to low Expansion Index as defined in the California Building Code. As a result, no significant impacts are anticipated and no specific mitigation is required.

#### **e) Have soils capable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?**



### No Impact

Sewer treatment services for the proposed project would be extended onto the site from existing main lines and would be handled by Elsinore Valley Municipal Water District. Therefore, the project does not propose the use of septic tanks or an alternative wastewater disposal system. Therefore, no impact related to septic service or other alternative wastewater services would occur and no mitigation measures are required.

### **STANDARD CONDITIONS & REQUIREMENTS**

1. The project shall comply with the California Building Code and City of Wildomar Municipal Code.
2. Prior to issue of a grading permit, the applicant shall provide an updated soils report to the City of Wildomar Building Department to address expansive soils.

### **MITIGATION MEASURES**

- GEO-1 Comply with the seismic and site stability recommendations contained in the "Geotechnical Investigation," prepared by Geocon Inland Empire, Inc. (as amended or updated).

<b>7. HAZARDS AND HAZARDOUS MATERIALS. Would the project:</b>				
<b>Issues</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with the Incorporated Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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 two miles of 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) **Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?**

### Less Than Significant Impact

The project proposes a commercial storage facility and ornamental landscaping which would

involve the use of small amounts of hazardous materials, primarily household cleaners, fertilizers, pesticides, herbicides, and batteries. The project may create an additional increment of hazard to the public or the environment through the routine transport, use or disposal of hazardous materials due to the operation of the proposed project. However, due to the quantity and nature of these materials, these impacts are expected to be less than significant.

During construction there is a potential for the accidental release of petroleum products in sufficient quantity to pose a hazard to people and the environment. Prior to initiating construction, a Stormwater Pollution Prevention Plan will be approved by the City of Wildomar to address any construction-related spills or accidents. This requirement is included in Mitigation Measure HAZ-1. With implementation of Mitigation Measure HAZ-1, the project is not expected to result in a significant impact on the environment.

- 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?**

Less Than Significant Impact

The project may create a hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment associated with the operation of the proposed project. However, due to the small quantity and limited nature of these materials, these impacts would be considered less than significant. No significant impacts are anticipated and no additional mitigation measures are required.

- c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**

No Impact

The project site is not located within one-quarter mile of an existing or proposed school. As a result, no impacts are anticipated and no mitigation measures are required.

- 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?**

No Impact

The proposed project is not located on any hazardous materials site as designated by Government Code Section 65962.5. The technical studies provided did not identify any on-site hazardous material issues. A review of the information on the Department of Toxic Substances Control website ([www.envirostor.dtsc.ca.gov](http://www.envirostor.dtsc.ca.gov)) did not identify any other sites on the project site, but identified two Leaking Underground Fuel Tank cleanup sites approximately 3,500 feet from the project site, one located northeast of the project site and the other located southeast of the project site. The Leaking Underground Fuel Tank cleanup sites are undergoing cleanup due to an unauthorized release from an underground storage tank system. Consequently, no impacts are anticipated and no mitigation measures are required.

- e) **For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?**

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 about 10 miles southeast of the project site. Given the distance and that the project site is not in the airport land use plan for the French Valley Airport, no significant impacts to the project are anticipated and no mitigation measures are required.

- 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?**

Less Than Significant Impact

The closest private airstrip in the vicinity of the proposed project is Skylark Field, which is a private airport and not a public use facility. The Skylark Field Airport is located at the south end of Lake Elsinore; the boundary line for the airport is located approximately 500 feet northeast of the project site. The project site does not align with the approach or take off patterns of the existing runway, and the proposed project site is located approximately 1,000 feet southwest from the runway, perpendicular to the flight path. The airport is used primarily for skydiving aircraft which commonly drop parachutists into the nearby Lake Elsinore floodplain area south of the lake. The airport is also used for gliding and other recreational uses. Skylark Field has not adopted an airport land use compatibility plan. Because of the airport's limited use as well as the project's location in relation to the runways, no significant impacts to the project are anticipated and no mitigation measures are required. Therefore, the proposed project would not 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?**

No Impact

The proposed project would not conflict with any emergency response or evacuation plans. The project site would be primarily accessed via Bryant Street, with secondary access provided off of Melinda Lane. The project is not expected to interfere with an adopted emergency response plan or emergency evacuation plan. As a result, no significant impacts are anticipated and no mitigation measures are required.

- 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?**

Less Than Significant Impact

The project site is not located within a Wildfire Zone area per the City of Wildomar General Plan and Riverside GIS Maps. Therefore, the proposed project does not have the potential to be at a higher risk from wildland fires. Nonetheless, the project will be conditioned to require the

clearance from the Riverside County Fire Department prior to issuance of grading and building permits. Since clearance from the Riverside County Fire Department will be required prior to issuance of grading and building permits, the impact is considered less than significant and no specific mitigation is required.

#### **STANDARD CONDITIONS & REQUIREMENTS**

1. Prior to the issuance of grading and building permits, grading and building plans shall be approved by the Riverside County Fire Department.

#### **MITIGATION MEASURES**

HAZ-1 All spills or leakage of petroleum products during construction and operational activities shall be remediated in compliance with applicable state and local regulations regarding cleanup and disposal of the contaminant released. The contaminated waste will be collected and disposed of at an appropriately licensed disposal or treatment facility. This measure shall be incorporated into the Stormwater Pollution Prevention Plan prepared for the project development.

## 8. HYDROLOGY AND WATER QUALITY. Would the project:

Issues	Potentially Significant Impact	Less Than Significant with the Incorporated Mitigation	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 of 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) **Violate any water quality standards or waste discharge requirements?**

#### Less Than Significant Impact with Mitigation Incorporated

The project falls under the jurisdiction of the Santa Ana Regional Water Quality Control Board (RWQCB) and is located in the Santa Ana Watershed. A draft Water Quality Management Plan (WQMP) was prepared for the project. The draft WQMP identified best management practices (BMP's) and other measures necessary to protect water quality. The BMP's identified in the Preliminary WQMP include design components such as incorporating landscaped buffer areas between sidewalks and streets, channeling site runoff into landscape areas, and constructing streets and sidewalks with minimum widths. Prior to the issuance of a grading permit, the applicant will be required to submit, and obtain City approval of, a Final Water Quality Management Plan based upon the project approved by the City. This requirement is incorporated into Mitigation Measure HYD-1. As a result of the best management practices and other measures contained in the Preliminary WQMP, the project is not expected to violate any water quality standards, waste discharge requirements, or have a significant impact on the environment.

### 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)?**

#### Less Than Significant Impact

According to the Geotechnical Investigation, no groundwater was encountered within the borings excavated to a maximum depth of approximately 50 feet. Three wells were identified as being located within 1 mile of the site. Groundwater depths at the wells varied from 58 to 140 feet. The proposed project would use water provided by Elsinore Valley Municipal Water District and would include landscaped areas, subterranean pipes, gutters, a bio-swale, and catch basins to allow the runoff to recharge the groundwater aquifer. Therefore, the project would not 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). Any impacts are considered less than significant and no mitigation measures are required.

### 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 flooding on- or off-site?**

#### Less Than Significant Impact

The project as proposed would not alter the course of any river or stream and would not alter the current drainage pattern in such a way as to cause flooding. The current drainage pattern on the site primarily runs in a northern direction across the site to Corydon Street and is conveyed by an earthen ditch to an existing 24-inch corrugated steel pipe culvert. This culvert outlets into an existing ditch on private property (De Jong Dairy), then to two 18-inch corrugated steel pipe

culverts which carry the flows across Corydon Street. To handle the increased runoff, a subterranean high-density polyethylene pipe basin is proposed to provide detention for the 10-year-and-lesser design storms. Surface flows would be conveyed via ribbon gutters to a 110-foot-long bio-swale for cleansing, collected in a drop inlet, and put into the underground basin which would be provided with a restricted outlet. Two catch basins would be constructed to capture street flows and convey them to the existing dairy ditch. As a result, the drainage pattern is expected to remain the same after the project is constructed. Consequently, impacts are anticipated to be less than significant and no mitigation measures are required.

- 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?**

Less Than Significant Impact

The proposed project site would change from vacant, undeveloped land to approximately 90 percent impervious. The current drainage pattern on the site primarily runs in a northern direction across the site to Corydon Street and this is expected to remain the same after the project is constructed from the installation of a subterranean pipe basin, gutters, a bio-swale, and catch basins. Other post-construction BMPs will be incorporated into the project design to retain the existing drainage patterns of the site. The project, as proposed would not substantially alter the existing drainage pattern of the site or area or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site. As a result, no significant impacts are anticipated and no mitigation measures are required.

- 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?**

Less Than Significant Impact

The requirements of the urban runoff program for the Santa Ana River Watershed require that post-development flows do not exceed the pre-development flows for 2-year, 24 hour-and 10-year, 24-hour rainfall events. A Preliminary Water Quality Management Plan (WQMP) was submitted for review of drainage patterns and BMP's with the application for the tentative parcel map, and plot plan. The project proposes the construction of a bio swale and an underground detention basin on the north east corner of the site. Approximately 11,800 cubic feet of water will be retained on site in the proposed detention system. The Final WQMP for the proposed project will be required to ensure that post-development flows do not exceed the pre-development flows for 2-year, and 10-year 24 hour events. This requirement is contained in Mitigation Measure HYD-1. With the implementation of Mitigation Measure HYD-1, any impacts are considered less than significant and no additional mitigation measures are required.

- f) Otherwise substantially degrade water quality?**

Less Than Significant Impact with Mitigation Incorporated

The project as proposed would not otherwise substantially degrade water quality. Compliance with the requirements of the Stormwater Pollution Prevention Program (Mitigation Measures HAZ-1), WQMP (Mitigation Measure HYD-1), and the City of Wildomar's erosion control



requirements will ensure that significant water quality impacts and violations of standards and requirements do not occur. The project proposed both RV sewage dump facilities and an area reserved to wash RVs or Boats. The sewage dump site will be constructed to the Building and Plumbing Code Standards and will be connected to the sanitary sewer system. The RV and Boat wash facility is located in the southeast corner of the project site. Water originating from this area will be collected and pass through a biofilter before discharging into the onsite underground detention basin. With these mitigation measures and standard requirements, any water quality impacts are expected to be less than significant and no additional mitigation measures are required.

**g) Place housing within a 100-year flood hazard area as mapped on a federal Flood hazard Boundary of Flood Insurance Rate Map or other flood hazard delineation map?**

Less Than Significant Impact

The project is proposing to construct a two-story office and caretaker building, which would be used as a residence. The project site is located adjacent to a 100-year flood zone under the City of Wildomar General Plan. However, the proposed project site is not located within a 100-year flood hazard area as mapped on a federal Flood hazard Boundary of Flood Insurance Rate Map or other flood hazard delineation map. The project site is located within Zone "X" according to Panels 2043 and 2681 of Map Number 06065C2043G. A small portion of the northeast corner of the project site is in the 0.2% to 1% annual chance of flooding Zone X, as determined by the Federal Emergency Management Agency (FEMA). The remainder of the project site is located in the less than 0.2% annual chance of flooding Zone X. Consequently, the proposed project would not place housing within a flood hazard area. As a result, impacts are anticipated to be less than significant and no mitigation is required.

**h) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?**

Less Than Significant Impact

The project does not propose to impede or redirect any of the existing drainage flows. The project site is located outside of the 100-year flood hazard area. The project site is located within Zone "X" according to Panels 2043 and 2681 of Map Number 06065C2043G. A small portion of the northeast corner of the project site is located in the 0.2% to 1% annual chance of flooding Zone X, as determined by the Federal Emergency Management Agency (FEMA). The remainder of the project site is located in the less than 0.2% annual chance of flooding Zone X. As a result, no impacts are anticipated and no mitigation measures are required.

**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?**

Less Than Significant Impact

The proposed project is not located within a dam inundation area or an area that is expected to experience severe flooding as the proposed project is located outside of the 100-year flood hazard area. However, the project site is located approximately 1.5 miles southeast of Lake Elsinore and adjacent to a High Dam Hazard Zone. The proposed project is also located adjacent to a 100-year

flood zone. Nonetheless, the project is not expected to 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. Impacts are anticipated to be less than significant and no mitigation required.

**j) Inundation by seiche, tsunami, or mudflow?**

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 and no mitigation measures are required.

**STANDARD CONDITIONS & REQUIREMENTS**

None.

**MITIGATION MEASURES**

HYD-1 Prior to the approval of the grading permit, the City shall review and approve the Final Water Quality Management Plan as required by the program requirements in effect at that time.

HYD-2 The WQMP Best Management Practices contained in the Final WQMP shall be incorporated in the project construction plans.

**9. LAND USE AND PLANNING. Would the project:**

Issues	Potentially Significant Impact	Less Than Significant with the Incorporated Mitigation	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) Physically divide an established community?**Less Than Significant Impact

The project site is located on a vacant parcel in the northwest area of the City. The project is consistent with the General Plan Land Use and Circulation elements. The project also proposes street improvements to Bryant Street, Corydon Street and Melinda Lane. These improvements will include the dedication of right of way, paving and the addition of sidewalks to enhance circulation and mobility in the Community. The project does not propose the elimination of any streets or connections to the community.

Additionally, the project is consistent with the zoning and General Plan land use designation of the parcel and area. The characteristics of the Corydon Street community reflect a mix of commercial and industrial uses bordered by large rural residential properties. The proposed project would be compatible with the existing and future land uses of the community and as a result, no significant impacts are anticipated and no mitigation measures are required.

**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?**Less Than Significant Impact

The City of Wildomar General Plan land use designation for the project site is Light Industrial (LI). The General Plan land use designation for the property immediately adjacent to the project site on the northeast is also Light Industrial. The properties to the southeast and southwest are designated Medium Density Residential (MDR). The property northwest of the project site is located in the City of Lake Elsinore and is designated as General Commercial in the East Lake Specific Plan. The

project site is currently zoned General Commercial (C-1/C-P). The zoning for the adjacent properties is Rural Residential (R-R) with the exception of the properties to the northwest which is located in the City of Lake Elsinore. The proposed project is consistent with the C-1/C-P Zoning and LI General Plan Land Use designations. Consequently, the proposed project would not conflict with any applicable land use plan, policy, or regulation. As a result, no impacts are anticipated and no mitigation measures are required.

**c) Conflict with any applicable habitat conservation plan or natural community conservation plan?**

Less Than Significant Impact

As previously discussed, the project site is located with the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), but not located within the MSHCP Criteria Cell Areas and therefore the proposed project would not conflict with a habitat conservation plan. A burrowing owl survey was requested since the site was identified by the County of Riverside for potential burrowing owl habitat. A report prepared by Principe and Associates identified that no burrowing owl species or habitat was found on the project site. A more detailed discussion of the Burrowing Owl can be found in the Biological Resources section. Additionally, the project site is located within the Narrow Endemic Plant Species Survey Area 2. However, the required growing habitats for these Narrow Endemic Plant Species are not present on the site. As a result of the MSHCP designation and survey results, no significant impacts are anticipated and no additional mitigation measures are required.

**STANDARD CONDITIONS & REQUIREMENTS**

None.

**MITIGATION MEASURES**

None.

<b>10. MINERAL RESOURCES. Would the project:</b>				
<b>Issues</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with the Incorporated Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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) **Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?**

### No Impact

The project site is located within Mineral Zone MRZ-3 according to the City of Wildomar General Plan. However, no mineral resources have been identified on the project site and there is no historical use of the site or surrounding area for mineral extraction purposes. In addition, the soils information contained in several of the technical studies, including the Geotechnical Investigation, did not identify any significant mineral resources. There are no known mineral resources on the proposed project site that would be of value to the region or the residents of the State. As a result, no impacts are anticipated and no mitigation measures are required.

- 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?**

### No Impact

According to the City of Wildomar General Plan, there are no known mineral resources on the proposed project site that would 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 be of value to the region or the residents of the State. As a result, no impacts are anticipated and no mitigation measures are required.

## STANDARD CONDITIONS & REQUIREMENTS

None.

## MITIGATION MEASURES

None.

**11. NOISE. Would the project result in:**

Issues	Potentially Significant Impact	Less Than Significant with the Incorporated Mitigation	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 two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				✓
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				✓

**DISCUSSION**

- a) **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?**

Less Than Significant Impact

The site is currently vacant and has a minimal contribution to local noise levels. The surrounding properties to the northwest, southeast and southwest contain single-family homes. Once constructed, the proposed project would result in a minor incremental increase in noise levels mostly due to vehicular traffic to and from the storage facility. There are residentially zoned properties on the southeast, southwest, and northwest of the proposed project. The nearest single-family homes are located 30 feet southeast and 80 feet southwest of the project site. The proposed storage facility would be setback 15 feet from the southeast property line, and utilize a landscaped buffer to reduce the potential noise impacts to the adjacent residential properties southeast of the project site. The storage facility has also been designed to have doors facing away from the residences south of the project site to minimize noises created by the opening and closing of unit doors during business hours.

During project construction, there would be a short term increase in noise levels. Most of this construction noise is expected to result from site grading and the building construction. To ensure compliance with community standards, the project will be conditioned to comply with the provisions of Chapter 9.52 of the Wildomar Municipal Code, as summarized in Mitigation Measure NOI-1, to minimize any adverse effects.

Permanent and temporary construction noise levels are not expected to exceed the established noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. With the implementation of standard conditions/requirements and Mitigation Measure NOI-1, no significant noise impacts are expected to occur.

**b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?**

Less Than Significant Impact

Groundborne vibrations and noise can result from both the construction and grading of the site. According to the geotechnical study, there are no soil conditions on the site that require the use of unusual grading equipment or blasting which would result in the creation of excessive groundborne vibrations. While some localized vibrations may occur during the grading and soil hauling activities, any impacts are expected to non-significant and limited to the project site. The proposed project is limited to a storage facility, office, and caretaker building. Once the project is completed no excessive ground vibrations or noises are expected to occur. Based upon these anticipated impacts and site development requirements, no significant impacts are anticipated.

**c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?**

Less Than Significant Impact

The proposed project would result in increases in ambient noise levels above existing levels without the project. The site is currently vacant and has a minimal contribution to local ambient noise levels. Existing ambient noise is generated from Corydon Street which is adjacent to the project site. The surrounding properties include vacant land to the northeast; single-family homes to the southeast and southwest; and industrial and single-family homes to the northwest. Once constructed, the proposed project would result in a minor incremental increase in ambient noise levels mostly due to vehicular traffic to and from the storage facility.

The most noticeable source of non-automotive noise from commercial development may originate from roof-mounted equipment (such as exhaust fans and air conditioners). There are residentially zoned properties southeast, southwest, and northwest of the proposed project. The nearest single-family homes are located 30 feet southeast and 80 feet southwest of the project site. The proposed storage facility would be setback 15 feet from the southeast property line, and would utilize landscaping to reduce the potential noise impacts to the adjacent residential properties southeast of the project site to less than significant.

**d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?**

### Less Than Significant Impact with the Incorporated Mitigation

The proposed project would result in temporary increase in ambient noise levels above existing levels without the project during project construction. This is expected to occur as the site is graded and the buildings and other site improvements are constructed. These noise impacts have the potential to be significant considering the distance to adjacent residents and the amount of soil export required to construct the project.

Chapter 9.52 of the Wildomar Municipal Code requires that all construction activities (except in emergencies) shall be limited to the hours of 6:00 a.m. to 6:00 p.m. (June through September) and 7:00 a.m. to 6:00 p.m. (October through May). All construction activities shall comply with the noise ordinance performance standards where technically and economically feasible, and all construction equipment shall use properly operating mufflers. In addition, people working near the heavy equipment would be exposed to high noise levels for short periods of time. This level, however, is below the Occupational Safety and Health Administration (OSHA) noise exposure limit of 90 dBA for 8 hours per day. The City and private contractors are required to comply with OSHA requirements for employee protection during construction. With the implementation of standard conditions/requirements and mitigation measures (Standard conditions and requirements 1), no significant noise impacts are expected to occur.

- e) **For a project located within an airport land use plan or, where such a plan has not been adopted, within two 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?**

#### No Impact

The project site is not located within the influence area for any public use airport. The closest public airport is French Valley Airport, approximately 10 miles southeast of the project site. The project site is outside of the airport's noise and safety influence or flight surface control areas. As a result, no impacts are anticipated and no mitigation measures are required.

- 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?**

#### No Impact

The Skylark Field Airport is located at the south end of Lake Elsinore; the boundary line for the airport is located approximately 500 feet northeast of the project site. The project site does not align with the approach or take off patterns of the existing runway, and the proposed project site is located approximately 1,000 feet southwest from the runway, perpendicular to the flight path. Skylark Field is used primarily by skydiving aircraft. Given the type of aircraft that routinely use the airfield, the airport's limited use, as well as the project's location in relation to the runways, no impacts are anticipated and no mitigation measures are required.

### **STANDARD CONDITIONS & REQUIREMENTS**

- 1 Compliance with Chapter 9.52 of the Wildomar Municipal Code will reduce potential noise impacts to a less than significant level:



- All construction and general maintenance activities (except in an emergency) shall be limited to the hours of 6:00 a.m. to 6:00 p.m. (June through September) and 7:00 a.m. to 6:00 p.m. (October through May).
- All construction activities shall comply with the noise ordinance performance standards where technically and economically feasible.
- Where practicable, during the construction phase of the proposed project, the construction contractor shall utilize construction methods or equipment that will provide the lowest level of noise impact, i.e., use newer equipment that will generate lower noise levels.
- During all project site excavation and grading activities, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site.
- The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise sensitive receptors nearest the project site during all project construction.

## **MITIGATION MEASURES**

None.

**12. POPULATION AND HOUSING. Would the project:**

Issues	Potentially Significant Impact	Less Than Significant with the Incorporated Mitigation	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) 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)?**

Less Than Significant Impact

The proposed project would provide a community-serving storage facility for recreational vehicles, boats, or other personal items, for existing and future residents in the surrounding area. The proposed project would result in the addition of one residence, the caretaker building and provide street improvements to Corydon Street, Bryant Street and Melinda Lane. These infrastructural improvements are minor (partial paving of existing dirt roads) and would improve the already existing link to the surrounding residential areas. The creation of a single residential unit and the infrastructural improvements proposed by the project would not induce substantial population growth in the area and thus would have a less than significant impact. As a result, no additional mitigation measures are required.

- b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?**

No Impact

Currently, the project site is vacant and does not contain any structures; therefore the project will not have an effect on existing housing units and replacement housing would not be required. In addition, the proposed project would be consistent with the Wildomar General Plan Land Use Designation (Light Industrial). There are many housing units available within the community and surrounding area. Consequently, the project would not displace a significant existing housing and impact the housing demand of the City of Wildomar. As a result, no significant impacts are anticipated and no mitigation measure is required.

- c) **Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?**

No Impact

Currently, the project site is vacant and does not contain any structures. Since the project site is vacant, the impact is not expected to be significant to a substantial number of people, as there are no occupants of the site, and the construction of replacement housing is not required. Consequently, the project would not displace a significant number of existing residents. As a result, no impacts are anticipated; and no mitigation measures are required.

**STANDARD CONDITIONS & REQUIREMENTS**

None.

**MITIGATION MEASURES**

None.

**13. PUBLIC SERVICES. Would the project 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 public services:**

Issues	Potentially Significant Impact	Less Than Significant with the Incorporated Mitigation	Less Than Significant Impact	No Impact
a) Fire protection?			✓	
b) Police protection?			✓	
c) Schools?			✓	
d) Parks?			✓	
e) Other public facilities?			✓	

**DISCUSSION**

**a) Fire protection?**

Less Than Significant Impact

The Riverside County Fire Department provides fire protection and safety services to the City of Wildomar. The nearest fire station is Wildomar Fire Station #61, located at 32637 Gruwell Street, approximately 1.75 miles from the project site. In addition to Station #61, there are several other Riverside County fire stations in the surrounding area that would be able to provide fire protection safety services to the project site if needed. The project has been conditioned to comply with the requirements of the Riverside Fire Protection Department and for the payment of standard development impact fees pursuant to Chapter 4.60 of the Wildomar Municipal Code. The proposed project is not expected to result in activities that create unusual fire protection needs or significant impacts. Any impacts would be considered incremental and can be offset through the payment of the appropriate Development Impact Fee.

**b) Police protection?**

Less Than Significant Impact

Police protection services are provided the Riverside County Sheriff's Department. The nearest sheriff's station is located at 333 Limited Street in Lake Elsinore, approximately 3.5 miles from the project site. Traffic enforcement is provided for Riverside County in this area by the California Highway Patrol with additional support from the local County Sheriff's Department. The project has been conditioned for the payment of the standard development impact fees pursuant to Chapter 4.60 of the Wildomar Municipal Code. As a result, the project is not expected to result in activities that create unusual police protection needs or significant impacts. Any impacts would be considered incremental and can be offset through the payment of the appropriate Development Impact Fee.

**c) Schools?**

Less Than Significant Impact

The proposed project is located within the Lake Elsinore Unified School District (LEUSD). LEUSD has established school impact mitigation fees to address the facility impacts created by residential, commercial, and industrial development. Due to the commercial use of the proposed project, a storage facility, office, and caretaker building, the project would not generate many additional students into the district and would not significantly impact the local school system because a small population would be generated on the project site. The project would be conditioned to comply with School Mitigation Impact Fees established by the Elsinore Unified School District to mitigate the potential effects to school services. As a result, less than significant impacts are anticipated.

**d) Parks?**

Less Than Significant Impact

The proposed project is commercial in nature and is not expected to directly affect community recreational facilities. In addition, the additional residents from the caretaker building would not adversely affect any existing parks, recreation sites or programs. As a result, impacts are anticipated to be less than significant.

**e) Other public facilities?**

Less Than Significant Impact

The proposed project may result in a slight increase in the demand for other governmental services such as the economic development and the other community support services commonly provided by the City of Wildomar. The demand for these additional public service impacts would be incremental and minor because of the small size of the project and proposed use. This increment of impact will be mitigated through the payment of the appropriate development impact fees and through the City budget for non-impact fee programs and expenses. The City budget is based upon a combination of property tax, sales tax, user fees, and state and federal government pass-through funding. Most of these revenue sources are from commercial sales, population, or development related, which means the more residents or business activity within the City, the greater the amount of funding that could be available. As a result, the project would not result in any significant impacts to these services, and no additional mitigation measures, beyond the standard requirements, are required.

**STANDARD CONDITIONS & REQUIREMENTS**

1. Prior to issuance of any building permit, the developer shall pay the required Development Impact Fees for police and fire services pursuant to Chapter 4.60 of the Wildomar Municipal Code and in effect at the time of building permit issuance.
2. Prior to issuance of any building permit, the developer shall pay the required school impact mitigation fees established by the Lake Elsinore Unified School District and in effect at the time of building permit issuance.

## MITIGATION MEASURES

None.

**14. RECREATION. Would the project:**

Issues	Potentially Significant Impact	Less Than Significant with the Incorporated Mitigation	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) **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?**

Less Than Significant Impact

The proposed project is primarily a commercial use, a storage facility, and would include an office and caretaker building. The new residents of the caretaker building are not expected to significantly increase the impact on existing neighborhood and regional parks or other recreational facilities. As a result, impacts are anticipated to be less than significant.

- b) **Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?**

Less Than Significant Impact

The proposed project is primarily a commercial use and would include only a single residence: the caretaker building. The project site would include 26,500 square feet of landscaping; however it would not develop active recreational facilities onsite. Additionally, the project would not be required to construct or expand recreational facilities in the Community. The project would however be required to pay Development Impact Fees which would provide funding for Regional Parks and Trails (DIF) as well as open space (MSHCP). As a result, less than significant impacts are anticipated.

**STANDARD CONDITIONS & REQUIREMENTS**

None.

**MITIGATION MEASURES**

None.

**15. TRANSPORTATION/TRAFFIC. Would the project:**

Issues	Potentially Significant Impact	Less Than Significant with the Incorporated Mitigation	Less Than Significant Impact	No Impact
a) Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?			✓	
b) Exceed, either individually or cumulatively, a level of service standard 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) Result in inadequate parking capacity?			✓	
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?			✓	

**DISCUSSION**

- a) **Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?**

Less Than Significant Impact

The project is located at the intersection of Corydon Street, Bryant Street and Melinda Lane. Corydon Street and Mission Trail, the nearest major intersection, is approximately 0.5 mile northeast of the project site. Another major intersection, at Palomar Street and Mission Trail, is approximately 0.75 mile southeast of the project site. The project site may also be accessed via Bundy Canyon Road. The project site is 1.2 miles west of Interstate 15. According to the Wildomar General Plan, Corydon Street is categorized as an Arterial Highway with 128 feet of right-of-way and 4 lanes (two lanes of traffic in each direction). Mission Trail, and Bundy Canyon Road are categorized as Urban Arterial Highways with 152 feet of right-of-way and 4 lanes (two lanes in each direction). Palomar Street, northwest of Mission Trail, is categorized as a Collector Street with 74



feet of right-of-way and 2 lanes (one lane in each direction). Bryant Street and Melinda Lane are categorized as Local Streets with 60 feet of right-of-way.

Intersection and roadway functioning is often described by its Level of Service (LOS). LOS “A” constitutes light traffic conditions with no interruptions in service or delays at intersections. While LOS “F” represents congested and unstable conditions with slow moving traffic accompanied with significant delays at many intersections. The City General Plan establishes a citywide goal for intersection performance during peak traffic periods at Level of Service “D” or better.

During construction, the proposed project would affect traffic on regional and local roadways due to construction worker vehicle trips and truck trips for material hauling. Initial estimates for the proposed project indicate that grading activities would result in 4,569 cubic yards of cut volume and 8,403 cubic yards for fill. Approximately, 3,834 cubic yards of fill would be imported to the site during the future grading activities. Assuming that the trucks would carry 10 cubic yards in one trailer, approximately 383 round trips (766 one-way trips) would be required to handle the importation of fill. Grading activities would likely occur over a 2-month period, for 5 days per week. Therefore, approximately 10 round trips (20 one-way trips) would occur per day to import fill during grading. Nonetheless, construction-related traffic would be short-term in nature and would not result in any permanent degradation in operation conditions or LOS on any roadways.

During operation, the proposed project would result in additional vehicle trips on the citywide road network. The project proposes to have enclosed storage for Boats and RVs, which would closely resemble the utility of traditional mini-storage facilities. The proposed project is expected to generate approximately 180 daily trips, with a peak of 11 AM and 19 PM daily vehicle trips. Most of these vehicle trips would access the citywide road network via Bundy Canyon Road, Mission Trail, Palomar Street, Bryant Street, Corydon Street. It is not anticipated that the additional trips would significantly decrease the current LOS rating for these roadways. The calculation of the estimated vehicle trips is contained in Table 5.

**TABLE 4 – ESTIMATED TRIP GENERATION FOR THE PROPOSED PROJECT**

	<b>Area (ft<sup>2</sup>)</b>	<b>AM Trip Generation Rate</b>	<b>AM Trip Generated</b>	<b>PM Trip Generation Rate</b>	<b>PM Trip Generated</b>
<b>Storage Facility</b>	70,183	0.15 per 1000 ft <sup>2</sup>	11	0.26 per 1000 ft <sup>2</sup>	18
<b>Office and Caretaker Building</b>	1,920	0.15 per 1000 ft <sup>2</sup>	0	0.26 per 1000 ft <sup>2</sup>	1

The proposed project would be consistent with the circulation system requirements of the General Plan. As a result, no significant impacts are anticipated. In addition to the physical roadway improvements along Corydon Street, Bryant Street, and Melinda Lane, the developer will be required to mitigate any project impacts by paying its fair share toward the City of Wildomar’s Development Impact Fee program and the regional Transportation Uniform Mitigation Fee (TUMF) program. These standard requirements are expected to ensure that community and areawide project impacts remain at a less than significant level.

- b) Exceed, either individually or cumulatively, a level of service standard established by the county**

**congestion management agency for designated roads or highways?**

Less Than Significant Impact

Mission Trail, Palomar Street, Bryant Street, Corydon Street, and Melinda Lane are not designated as part of the Congestion Management Program (CMP) roadway. However, it is possible that some of the vehicle trips leaving the project site via Bundy Canyon Road may connect to the CMP network at Interstate 15. The proposed project could add an additional increment of traffic to the designated CMP network. The increment of potential impact associated with this project will be mitigated by the existing road network fees contained in the standard requirements. Consequently, the project would not significantly affect the designated CMP road network. As a result, no significant impacts are anticipated.

- 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?**

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 height of the project at 25 feet is significantly less than the height of the terrain in the vicinity of the project. Since the location and height of the project would not affect air traffic patterns or aircraft operations from any private or public airport, no impacts are foreseen; therefore, no mitigation measures are required.

- d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

Less Than Significant Impact

The project would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). Access and roadway improvements to Corydon Street, Bryant Street, and Melinda Lane would be designed to comply with design criteria contained in Ordinance 461 of the City of Wildomar and the Wildomar General Plan. Sight distance, signing and pavement striping to and at the project driveways will be reviewed at the time of final grading, landscape and street improvement plans. No significant impacts are anticipated and no additional mitigation measures are required.

- e) Result in inadequate emergency access?**

Less Than Significant Impact

The project has no potential to result in inadequate emergency access. Access to and from the project would be primarily provided from Bryant Street, with secondary access from Melinda Lane. The project would construct additional improvements to Corydon Street consistent with Ordinance 461 of the City of Wildomar and the Wildomar General Plan. The location and design of the project would not interfere with area wide emergency access or the implementation of local emergency response plans. As a result, no significant impacts are anticipated and no mitigation is required.

**f) Result in inadequate parking capacity?**

Less Than Significant Impact

The project proposes to construct 3 parking spaces adjacent to the office/caretaker building near the entrance to the facility. These parking spaces would include 1 handicapped and 2 regular spaces for use by the general public. Within the facility, extra wide drive isles at 35 feet would allow vehicles to park and load/unload materials from storage units while not obstructing the vehicular circulation in the facility. The caretaker's residence requires the development of two covered parking spaces (400 square feet) and would be provided by the first storage unit located adjacent to the office/caretaker's building. As a result, the project proposes adequate parking and no significant impacts are anticipated and no mitigation is required.

**g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?**

Less Than Significant Impact

The street improvements proposed by the project are consistent with the Wildomar General Plan and Ordinance 461. Roadway improvements to Corydon Street will be designed to comply with the design criteria contained in Ordinance 461 of the City of Wildomar and the Wildomar General Plan Circulation Element which designates Corydon Street as an Arterial Highway. Along Corydon Street, the project will provide 30 additional feet of paving width, a meandering sidewalk, a landscaped parkway, curbs and gutters. The Riverside Transit Authority (RTA) does not currently operate transit routes on Corydon Street, nor have they requested the inclusion of bus turnouts or other infrastructure at the site. Since no Regional, Community or Historic Trails traverse the project site, none will be developed in association with the project. Lastly, because the project would be the first to develop on the south side of Corydon Street, no striped bicycle lanes would be included due to the lack of a connection to a larger bicycle lane network. The project's implementation would not conflict with adopted policies supporting alternative transportation, nor would it prevent future implementation alternative transportation policies, plans, or programs. As a result, no significant impacts are expected and no mitigation is required.

**STANDARD CONDITIONS & REQUIREMENTS**

1. Prior to the issuance of any building permit, the developer shall pay the appropriate locally designated Development Impact Fees.
2. Prior to issuance of any building permit, the developer shall pay the appropriate Transportation Uniform Mitigation Fee

**MITIGATION MEASURES**

None.

**16. UTILITIES AND SERVICE SYSTEMS. Would the project:**

Issues	Potentially Significant Impact	Less Than Significant with the Incorporated Mitigation	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) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?**Less Than Significant Impact

The Santa Ana Regional Water Quality Control Board regulates wastewater discharges within the northern portion of the City of Wildomar. The proposed project would connect to the wastewater treatment system operated by the Elsinore Valley Municipal Water District (EVMWD). The Elsinore Valley Municipal Water District has adequate capacity to serve the project's projected wastewater discharges in addition to the provider's existing commitments. As a result, no significant impacts are anticipated and no additional mitigation measures are required. Urban runoff-related water quality impacts associated with project construction and operation are discussed in the Hydrology and Water Quality Section of this Initial Study.

- 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?**

Less Than Significant Impact

The project is within the service boundary for the Elsinore Valley Municipal Water District (EVMWD). The proposed project would connect to water and sewer service EVMWD infrastructure. Consequently the project would not 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. As a result, any potential impacts are considered incremental and less than significant.

- 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?**

Less Than Significant Impact

The project would connect to the existing storm drainage facilities. The current drainage is conveyed by an earthen ditch to an existing 24-inch corrugated steel pipe culvert. This culvert outlets into an existing ditch on private property (De Jong Dairy), then to two 18-inch corrugated steel pipe culverts which carry the flows across Corydon Road. The proposed project would install a subterranean high-density polyethylene pipe basin to provide detention for the 10-year-and-lesser design storms. Surface flows would be conveyed via ribbon gutters to a 110-foot-long bio-swale for cleansing, collected in a drop inlet, and put into the underground basin which would be provided with a restricted outlet. Two catch basins would be constructed to capture street flows and convey them to the existing dairy ditch. As described, on-site runoff will be incorporated into the existing drainage system after treatment by the best management practices identified in the Preliminary Water Quality Management Plan (and discussed in the Hydrology and Water Quality Section of this Initial Study). Since no new or expanded storm drain facilities are proposed, no significant impacts are anticipated.

- d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?**

Less Than Significant Impact

The project is within the service boundary for the Elsinore Valley Municipal Water District (EVMWD) and the proposed project would be connecting to water service EVMWD infrastructure. The Elsinore Valley Municipal Water District has adequate capacity to serve the project's projected water demand in addition to the provider's existing commitments. Therefore, impacts are considered less than significant.

- 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?**

Less Than Significant Impact

As described above, the project would be connecting to sewer service Elsinore Valley Municipal Water District infrastructure. The Elsinore Valley Municipal Water District has adequate capacity to serve the project's projected wastewater discharges in addition to the provider's existing commitments. Therefore, impacts are considered less than significant.

**f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?**

Less Than Significant Impact

The main disposal sites for the proposed project area are the El Sobrante Landfill in Corona and the Lamb Canyon Sanitary Landfill in Riverside. The El Sobrante Landfill has a capacity of 10,000 tons of solid waste per day and, as of December 2004, had 172,531,000 tons of capacity available. The facility is projected to reach capacity in 2030. The Lamb Canyon Landfill has a capacity of 3,000 tons of solid waste per day and, as of August 2005, had 20,908,171 tons of capacity available. The facility is projected to reach capacity in 2023. The project would be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs. As a result, no significant impacts are anticipated.

The project would not substantially alter existing or future solid waste generation patterns and disposal services. The project would be consistent with the County Integrated Waste Management Plan. The project would be required to comply with the recommendations of the Riverside County Waste Management Department. These requirements are standard to all commercial projects and therefore are not considered mitigation pursuant to CEQA. Therefore, any impacts would be less than significant.

**g) Comply with federal, state, and local statutes and regulations related to solid waste?**

Less Than Significant Impact

The proposed project is 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. Mitigation measures are proposed by the Riverside County Waste Management Division to ensure compliance with the Act. Through the implementation of the mitigation measure (UTL-1), solid waste impacts resulting from the proposed project would result in a less than significant impact.

**STANDARD CONDITIONS & REQUIREMENTS**

None.

**MITIGATION MEASURES**

UTL-1 Prior to the issuance of a building permit, the project applicant shall submit a recycling collection and loading area plan to the Riverside County Waste Management Division.

## V. MANDATORY FINDINGS OF SIGNIFICANCE

MANDATORY FINDINGS OF SIGNIFICANCE. Does the project:				
Issues	Potentially Significant Impact	Less Than Significant with the Incorporated Mitigation	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 Section 15065 of the CEQA Guidelines.

- a) **Does the project 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?**

#### Less Than Significant Impact with Mitigation Incorporated

Based on evaluations and discussions contained in this Initial Study, the proposed project has a very limited potential to incrementally degrade the quality of the environment because the site was previously used for agriculture, is not in an environmentally sensitive location, and is consistent with the City of Wildomar General Plan. As a result, the proposed project would not significantly affect the environment with mitigation measures contained in this IS/MND.

- b) **Does the project 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.)**

Less Than Significant Impact with Mitigation Incorporated

The proposed project would have impacts that are individually limited but are not cumulatively considerable with mitigation measures. No cumulative environmental impacts have been identified in association with the proposed project that cannot be mitigated to a less than significant impact level or that were not identified through the City of Wildomar's General Plan program. Given that the project's impacts are less than significant, cumulative impacts are also not foreseen to be significant.

- c) **Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?**

Less Than Significant Impact with Mitigation Incorporated

The proposed project does not have the potential to significantly adversely affect humans, either directly or indirectly with mitigation measures. While a number of the project impacts were identified as having a potential to significantly impact humans, with the identified mitigation measures and standard requirements, these impacts are expected to be less than significant. With implementation of the identified measures, the proposed project is not expected to cause significant adverse impacts to humans. All significant impacts are avoidable and the City of Wildomar will ensure that measures imposed to protect human beings are implemented.