

June 2020 | Draft Supplemental Environmental Impact Report
State Clearinghouse No. 2014121047

BAXTER VILLAGE MIXED-USE PROJECT: REVISED PLOT PLAN 14-0002 (R1) SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT (PA 20-0028)

City of Wildomar

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Abbreviations and Acronyms

ABBREVIATIONS AND ACRONYMS

Acronym/Abbreviation	Meaning
2016 EIR	2016 Baxter Village Mixed-Use Project EIR (Original Project)
AAQS	ambient air quality standards
AB	Assembly Bill
AQMP	Air Quality Management Plan
Caltrans	California Department of Transportation
CO	carbon monoxide
CEQA	California Environmental Quality Act
C-P-S	Scenic Highway Commercial
CR	Commercial Retail
EIR	environmental impact report
GHG	greenhouse gas
I-	Interstate
MMRP	Mitigation Monitoring and Reporting Plan
MOB	medical office building
NO _x	nitrogen oxides
NOP	Notice of Preparation
O ₃	ozone
PM _{2.5}	fine inhalable particulate matter
PM ₁₀	coarse inhalable particulate matter
RTP	Regional Transportation Plan
SB	Senate Bill
South Coast AQMD	South Coast Air Quality Management District
SoCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCH	State Clearinghouse
SCS	Sustainable Community Strategies
SEIR	supplemental environmental impact report
VMT	vehicle miles traveled
VOC	volatile organic compound

Abbreviations and Acronyms

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1. Executive Summary

1.1 INTRODUCTION

The California Environmental Quality Act (CEQA) requires that local government agencies consider the environmental consequences before acting on projects over which they have discretionary approval authority. An environmental impact report (EIR) analyzes potential environmental consequences to inform the public and support informed decisions by the city.

1.2 CERTIFIED 2016 EIR (ORIGINAL PROJECT)

The 2016 Baxter Village Mixed-Use Project (Original Project) EIR (2016 EIR) was certified by the City of Wildomar (City) in July 2016 (State Clearinghouse [SCH] No. 2014121047). The approved Original Project allows the development of 75,000 square feet of commercial retail uses on approximately 12 acres of the 36-acre site, 204 multifamily apartments on 11 acres of the site, and 66 single-family units on 13 acres of the site. The Original Project includes internal roads, parking, stormwater detention basins, and recreation areas.

This document is a draft supplemental environmental impact report (SEIR) to the 2016 EIR and evaluates a request to modify the previously approved Original Project to allow a 102-room hotel and 84,000-square-foot medical office building (MOB) and associated road and storm drain improvements on the 10-acre commercial portion of the project site (Modified Project) instead of the Original Project's commercial component. The residential uses would remain as approved.

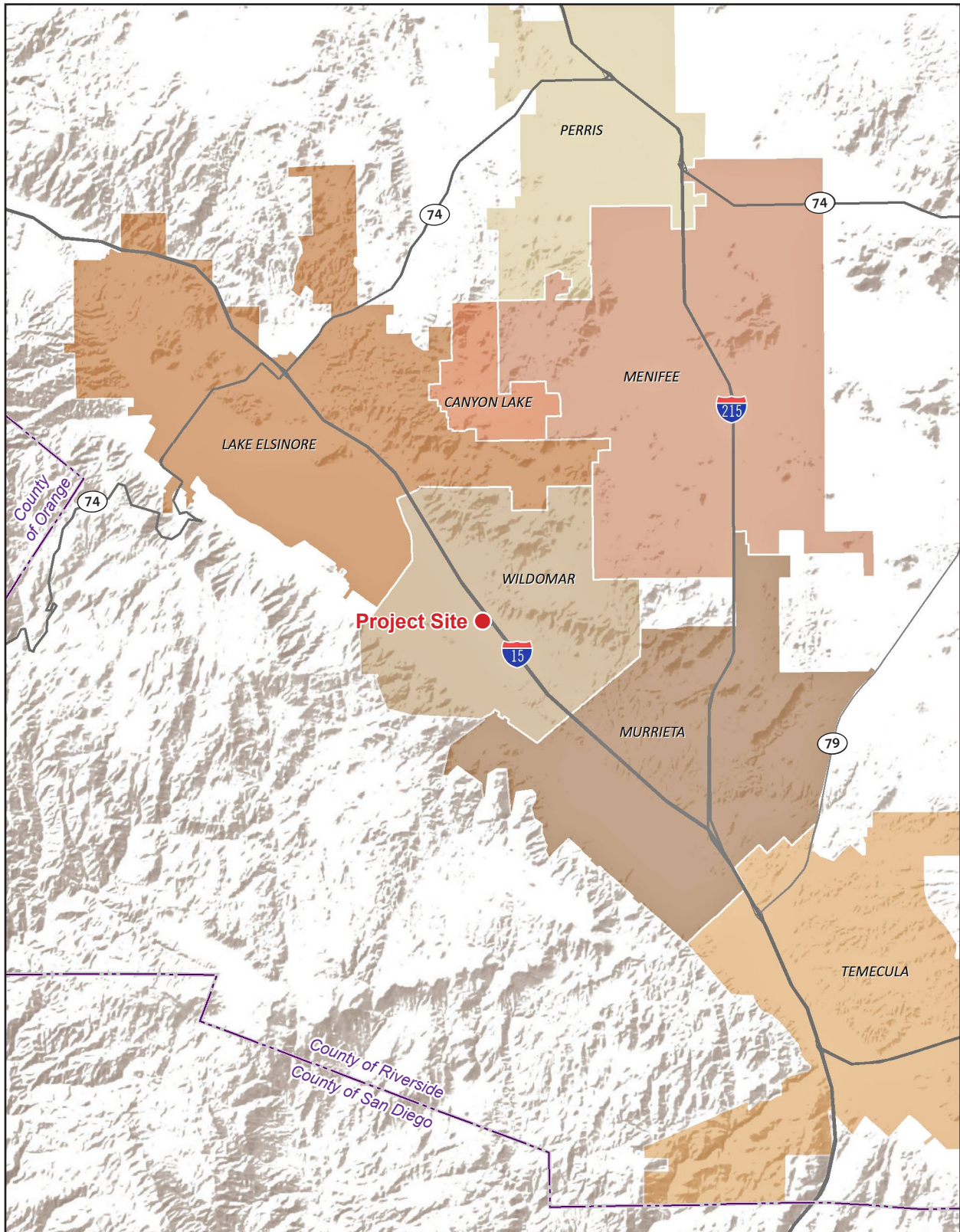
1.3 PROJECT LOCATION

The project site is within the City of Wildomar in western Riverside County, as shown in Figure 1-1, *Regional Location*. The entire Baxter Village site is approximately 36 acres and is bound to the north by Grove Street, Interstate 15 (I-15) to the east, Baxter Road to the south, and White Street to the west. The Modified Project affects approximately 10 acres of the site that fronts Baxter Road and extends from I-15 to approximately the point where Central Avenue intersects with Baxter Road. While the Original Project was approved on July 25, 2016, no development has occurred, and the site is vacant. The proposed MOB and hotel building would be in the southeastern portion of the site as shown in Figure 1-2, *Project Site Aerial Photograph*.

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Figure 1-1 - Regional Location
1. Introduction



Note: Unincorporated county areas are shown in white.

Source: ESRI, 2020

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Figure 1-2 - Project Site Aerial Photograph
1. Introduction



- Baxter Village Residential
- Baxter Village MOB & Hotel

0 400
Scale (Feet)



Source: ESRI, 2020

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1.3.1 SEIR Format

Chapter 1. Executive Summary: Summarizes the background and description of the Original Project and the Modified Project, the format of this SEIR, project alternatives, any critical issues remaining to be resolved, and the potential environmental impacts and mitigation measures identified for the Modified Project.

Chapter 2. Introduction: Describes the purpose of this SEIR, background on the Original and Modified Project, the notice of preparation (NOP), the use of incorporation by reference, and Final SEIR certification.

Chapter 3. Project Description: A detailed description of the Modified Project, including its objectives, its area and location, approvals anticipated to be required as part of the Modified Project, necessary environmental clearances, and the intended uses of this SEIR.

Chapter 4. Environmental Setting: A description of the physical environmental conditions in the vicinity of the Modified Project as they existed at the time the NOP was published, from local and regional perspectives. These provide the baseline physical conditions from which the lead agency determines the significance of the Modified Project's environmental impacts.

Chapter 5. Environmental Analysis: Each environmental topic is analyzed in a separate section that discusses the thresholds used to determine if a significant impact would occur; the methodology to identify and evaluate the potential impacts of the Modified Project; the existing environmental setting; the potential adverse and beneficial effects of the Modified Project; the level of impact significance before mitigation; the mitigation measures for the Original Project and the Modified Project; the level of significance after mitigation is incorporated; and the potential cumulative impacts of the Modified Project and other existing, approved, and proposed development in the area.

Chapter 6. Significant Unavoidable Adverse Impacts: Describes the significant unavoidable adverse impacts of the Modified Project.

Chapter 7. Alternatives to the Modified Project: Describes the alternatives and compares their impacts to the impacts of the Modified Project.

Chapter 8. Impacts Found Not to Be Significant: Briefly describes the potential impacts of the Modified Project that were determined not to be significant and were therefore not discussed in detail in this SEIR.

Chapter 9. Significant Irreversible Changes from the Modified Project: Describes the significant irreversible environmental changes associated with the Modified Project.

Chapter 10. Growth-Inducing Impacts of the Project: Describes the ways in which the Modified Project would cause increases in employment or population that could result in new physical or environmental impacts.

Chapter 11. Organizations and Persons Consulted: Lists the people and organizations that were contacted during the preparation of this SEIR.

Chapter 12. Qualifications of Persons Preparing the SEIR: Lists the people who prepared this SEIR for the Modified Project.

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Chapter 13. Bibliography: The technical reports and other sources used to prepare this SEIR.

Appendices: The appendices for this document (in PDF format on a CD attached to the front cover) comprise these supporting documents:

- Appendix A: NOP Comment Letters
- Appendix A-1: Baxter Village Development Plan – Hotel
- Appendix A-2: Baxter Village Development Plan – Medical Offices Building
- Appendix B: Baxter Village Air Quality Impact Analysis
- Appendix C: Baxter Village Greenhouse Gas Analysis
- Appendix D: Project-Specific Water Quality Management Plan
- Appendix E: Preliminary Technical Drainage Study – Baxter Village Hotel Development
- Appendix F: Site Hydrology and Hydraulics Report for Wildomar Medical Office Building
- Appendix G: Baxter Village Traffic Impact Analysis
- Appendix H: Baxter Village Vehicle Miles Traveled (VMT) Assessment
- Appendix I: Delay Tables

1.3.2 Impacts Considered Less than Significant

Chapter 8 of this Draft SEIR lists the environmental topics that would not result in any new, or more significant environmental effects, of the Modified Project when compared to the impacts disclosed in the 2016 EIR (Original Project). Therefore, the topics are not discussed in detail in Chapter 5 of this Draft SEIR.

1.3.3 Unavoidable Significant Adverse Impacts

If the City, as the lead agency, determines that unavoidable significant adverse impacts would result from the Modified Project, the City must prepare a “Statement of Overriding Considerations” before it can approve the Modified Project. A Statement of Overriding Considerations is a statement made by the decision-making body indicating that it has balanced the benefits of the Modified Project against its unavoidable significant environmental effects and has determined that the benefits of the Modified Project outweigh the adverse effects, and therefore, the adverse effects are considered acceptable.

The 2016 EIR for the Original Project identified the following significant and unavoidable adverse impacts, as defined by CEQA (numbering is from the 2016 EIR):

- **Impact 4.16.6.1: Exiting Conditions Plus Project:** The project will generate traffic onto local streets and intersections. The project would cause one intersection (Central Street/Baxter Road) to operate at an unsatisfactory Level of Service.
- **Impact 4.16.6.2: Opening Year (2018):** Intersection Level of Service impacts would exceed City standards at intersections under the Opening Year (2018) condition.
- **Impact 4.16.6.3: General Plan Buildout (Post-2035):** Intersection of Level of Service impacts would exceed City standards at intersections under the General Plan Buildout (post-2035).

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- **Impact 4.16.6.4: Freeway Impacts:** Intersection Level of Service impacts would exceed California Department of Transportation's (Caltrans') standards on freeway mainline segments or at freeway ramps.

1.4 ISSUES TO BE RESOLVED

Section 15123(b)(3) of the CEQA Guidelines requires that an EIR contain issues to be resolved, including the choice among alternatives and whether or how to mitigate significant impacts. Regarding the Modified Project, the major issues to be resolved include decisions by the lead agency as to:

1. Whether this Draft SEIR adequately describes the environmental impacts of the Modified Project.
2. Whether the benefits of the Modified Project override those environmental impacts that cannot be feasibly avoided or mitigated to a level of insignificance.
3. Whether the proposed land use changes are compatible with the character of the existing area.
4. Whether the identified goals, policies, or mitigation measures should be adopted or modified.
5. Whether there are other mitigation measures that should be applied to the Modified Project besides the mitigation measures identified in the Draft SEIR.
6. Whether there are any alternatives to the Modified Project that would substantially lessen any of the significant impacts of the Modified Project and achieve most of the basic project objectives.

1.5 AREAS OF CONTROVERSY

The NOP did not identify any areas of controversy.

1.6 NOTICE OF PREPARATION

The objective of distributing the NOP is to solicit public comment to identify and determine the full range and scope of issues of concern so that these issues might be fully examined in the SEIR. The comment period for the NOP began April 8, 2020, and ended May 7, 2020. Table 1-1, *NOP Comment Letters Received*, summarizes the comments received during the NOP period; the letters are included in Appendix A.

Table 1-1 NOP Comment Letters Received

Agency/Organization/Individual	Date	Comments	Section of SEIR Comment is Addressed
Trudy Curry	April 8, 2020	<ul style="list-style-type: none">• Commercial development is needed so that consistent revenue sales taxes and property taxes are ensured• Proposed project would not provide commercial uses for future residents	<ul style="list-style-type: none">• Not applicable (N/A)
Linda Beaudoin	April 8, 2020	<ul style="list-style-type: none">• Concern over design/architectural features of buildings	<ul style="list-style-type: none">• Chapter 3, Project Description• Chapter 8, Impacts Found Not to be Significant

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Table 1-1 NOP Comment Letters Received

Agency/Organization/Individual	Date	Comments	Section of SEIR Comment is Addressed
Native American Heritage Commission (Andrew Green)	April 8, 2020	<ul style="list-style-type: none"> • Recommends consultation with traditionally and culturally affiliated tribes 	<ul style="list-style-type: none"> • Chapter 8, Impacts Found Not to be Significant
Christina Gingrich	April 12, 2020	<ul style="list-style-type: none"> • Smaller-scale MOB should be proposed at Village Walk • Hotel is not needed in residential community 	<ul style="list-style-type: none"> • N/A
Monty Goddard	May 3, 2020	<ul style="list-style-type: none"> • Use of level of service (LOS) versus vehicle miles traveled (VMT) for analysis • Economic impact analysis (Measure AA) 	<ul style="list-style-type: none"> • Chapter 5.4, Transportation
South Coast Air Quality Management District (Lijin Sun, JD)	May 5, 2020	<ul style="list-style-type: none"> • Air quality impacts 	<ul style="list-style-type: none"> • Chapter 5.1, Air Quality
Grant Oberle	May 5, 2020	<ul style="list-style-type: none"> • Desire for higher-end hotel due to public safety concerns 	<ul style="list-style-type: none"> • Chapter 8, Impacts Found Not to be Significant
State Clearinghouse	May 7, 2020	<ul style="list-style-type: none"> • The proposed project has complied with the State Clearinghouse review requirements 	<ul style="list-style-type: none"> • N/A
Riverside County Flood Control and Water Conservation District (Deborah De Chambeau)	May 7, 2020	<ul style="list-style-type: none"> • Paying fees and obtaining an encroachment permit, as applicable 	<ul style="list-style-type: none"> • Chapter 5.3, Hydrology and Water Quality

1.7 SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Table 1-2, *Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation*, summarizes the conclusions of the environmental analysis contained in this SEIR. Impacts are identified as significant or less than significant, and mitigation measures are identified for all significant impacts. The following 2016 EIR (Original Project) mitigation measures are modified using *italic underline* or ~~strikeout~~ to be consistent with the analysis in this Draft SEIR. The level of significance after implementation of the mitigation measures is also presented.

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Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.1 AIR QUALITY			
Impact 5.1-1: Would the Modified Project result in a cumulatively considerable net increase of criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard during construction activities, or expose sensitive receptors to substantial pollutant concentrations during construction activities?	Less Than Significant	No mitigation measures are required.	Less Than Significant
Impact 5.1-2: Would the Modified Project result in a cumulatively considerable net increase of criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard during long-term operational activities, or expose sensitive receptors to substantial pollutant concentrations during long-term operational activities?	Potentially Significant	<p>Mitigation Measure 4.3.6.1C: During grading operations, no more than 5 acres of land will be disturbed per day to help reduce particulate air pollution on surrounding residences. Violation of this restriction will be cause for work to be halted for a period of one day for each violation.</p> <p>Mitigation Measure 4.3.6.3A: Prior to the issuance of building permits, the Project Applicant shall submit energy demand calculations to the City (Planning and Building Departments) demonstrating that the increment of the Project for which building permits are being requested would achieve a minimum 15% increase in energy efficiencies beyond current California Building Code Title 24 performance standards. Representative energy efficiency/energy conservation measures to be incorporated in the project would include, but would not be not limited to, those listed below (it being understood that the items listed below are not all required and merely present examples; the list is not all-inclusive and other features that would demonstrably reduce energy consumption and promote energy conservation would also be acceptable):</p> <ul style="list-style-type: none"> • Increase in insulation such that heat transfer and thermal bridging is minimized; • Limit air leakage through the structure and/or within the heating and cooling distribution system; • Use of energy-efficient space heating and cooling equipment; • Installation of electrical hook-ups at loading dock areas; • Installation of dual-paned or other energy efficient windows; • Use of interior and exterior energy efficient lighting that exceeds then incumbent California Title 24 Energy Efficiency performance standards; • Installation of automatic devices to turn off lights where they are not needed; 	Significant and Unavoidable

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Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<ul style="list-style-type: none"> Application of a paint and surface color palette that emphasizes light and off-white colors that reflect heat away from buildings; Design of buildings with “cool roofs” using products certified by the Cool Roof Rating Council, and/or exposed roof surfaces using light and off-white colors; Design of buildings to accommodate photovoltaic solar electricity systems or the installation of photo-voltaic solar electricity systems; and Installation of ENERGY STAR-qualified energy efficient appliances, heating and cooling systems, office equipment, and/or lighting products. <p>Mitigation Measure 4.3.6.3B: Prior to issuance of a building permit for each multi-family (apartment) building, the applicant shall demonstrate that the Heating, Ventilating, and Air Conditioning (HVAC) system in each unit is served by an air filtration system with an efficiency equal to or exceeding a Minimum Efficiency Reporting Value (MERV) 14 as defined by the American Society of Heating, Refrigerating and Air Conditioning Engineers (ASHRAE) Standard 52.2 (2)1.</p> <p>Mitigation Measure 4.3.6.3C: Prior to issuance of a building permit for each single family unit, the applicant shall demonstrate that the Heating, Ventilating, and Air Conditioning (HVAC) system in each unit has an air filtration system with an efficiency equal to or exceeding a Minimum Efficiency Reporting Value (MERV) 8 as defined by the American Society of Heating, Refrigerating and Air Conditioning Engineers (ASHRAE) Standard 52.2 (2)2.</p> <p>Mitigation Measure 4.3.6.3D: Prior to issuance of an occupancy permit for any residential unit, the applicant shall demonstrate that each unit has or is served by an appropriate air filtration system as outlined in Mitigation Measures 4.3.6.3B and 4.3.6.3C. In addition, the applicant shall provide each homeowner or apartment manager with information on filter system operation and maintenance and product warranties.</p> <p>Mitigation Measure 4.3.6.3E: Prior to issuance of the first certificate of occupancy, the Project Applicant shall coordinate with RTA and the City of Wildomar to provide its fair share contribution of a future bus stop improvement within walking distance (approximately a quarter mile or less) to the site.</p>	
Impact 5.1-3: Would the Modified Project expose sensitive receptors to substantial pollutant concentrations?	Potentially Significant	AQ-1: For equipment greater than 150 horsepower (>150 HP), the Construction Contractor shall ensure that off-road diesel construction equipment that complies with Environmental Protection Agency (EPA)/California Air Resources Board (CARB) Tier 3 emissions standards and shall ensure that all construction equipment is tuned and maintained in accordance with the manufacturer’s specifications.	Less Than Significant

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Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		Mitigation Measure 4.3.6.1A: All rubber-tired dozers and scrapers used during grading operations shall be California Air Resources Board (CARB) Tier 3 certified or better. The project contractor will provide specific equipment information to the City Public Works Department which shall be verified by inspection during construction.	
		Mitigation Measure 4.3.6.1B: Prior to the issuance of grading permits, the project applicant shall provide evidence to the City that grading plans include a requirement for the posting of an on-site sign instructing construction workers to shut off engines at or before five minutes of idling.	
		Mitigation Measure 4.3.6.3B: Prior to issuance of a building permit for each multi-family (apartment) building, the applicant shall demonstrate that the Heating, Ventilating, and Air Conditioning (HVAC) system in each unit is served by an air filtration system with an efficiency equal to or exceeding a Minimum Efficiency Reporting Value (MERV) 14 as defined by the American Society of Heating, Refrigerating and Air Conditioning Engineers (ASHRAE) Standard 52.2 (2)1.	
		Mitigation Measure 4.3.6.3C: Prior to issuance of a building permit for each single family unit, the applicant shall demonstrate that the Heating, Ventilating, and Air Conditioning (HVAC) system in each unit has an air filtration system with an efficiency equal to or exceeding a Minimum Efficiency Reporting Value (MERV) 8 as defined by the American Society of Heating, Refrigerating and Air Conditioning Engineers (ASHRAE) Standard 52.2 (2)2.	
		Mitigation Measure 4.3.6.3D: Prior to issuance of an occupancy permit for any residential unit, the applicant shall demonstrate that each unit has or is served by an appropriate air filtration system as outlined in Mitigation Measures 4.3.6.3B and 4.3.6.3C. In addition, the applicant shall provide each homeowner or apartment manager with information on filter system operation and maintenance and product warranties.	
		Mitigation Measure 4.3.6.3E: Prior to issuance of the first certificate of occupancy, the Project Applicant shall coordinate with RTA and the City of Wildomar to provide its fair share contribution of a future bus stop improvement within walking distance (approximately a quarter mile or less) to the site.	
Impact 5.1-4: Would the Modified Project conflict with or obstruct implementation of the applicable air quality plan?	Potentially Significant	Mitigation Measure 4.3.6.1A: All rubber-tired dozers and scrapers used during grading operations shall be California Air Resources Board (CARB) Tier 3 certified or better. The project contractor will provide specific equipment information to the City Public Works Department which shall be verified by inspection during construction.	Significant and Unavoidable

1. Executive Summary

Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>Mitigation Measure 4.3.6.1B: Prior to the issuance of grading permits, the project applicant shall provide evidence to the City that grading plans include a requirement for the posting of an on-site sign instructing construction workers to shut off engines at or before five minutes of idling.</p> <p>Mitigation Measure 4.3.6.1C: During grading operations, no more than 5 acres of land will be disturbed per day to help reduce particulate air pollution on surrounding residences. Violation of this restriction will be cause for work to be halted for a period of one day for each violation.</p> <p>Mitigation Measure 4.3.6.3A: Prior to the issuance of building permits, the Project Applicant shall submit energy demand calculations to the City (Planning and Building Departments) demonstrating that the increment of the Project for which building permits are being requested would achieve a minimum 15% increase in energy efficiencies beyond current California Building Code Title 24 performance standards. Representative energy efficiency/energy conservation measures to be incorporated in the project would include, but would not be not limited to, those listed below (it being understood that the items listed below are not all required and merely present examples; the list is not all-inclusive and other features that would demonstrably reduce energy consumption and promote energy conservation would also be acceptable):</p> <ul style="list-style-type: none"> • Increase in insulation such that heat transfer and thermal bridging is minimized; • Limit air leakage through the structure and/or within the heating and cooling distribution system; • Use of energy-efficient space heating and cooling equipment; • Installation of electrical hook-ups at loading dock areas; • Installation of dual-paned or other energy efficient windows; • Use of interior and exterior energy efficient lighting that exceeds then incumbent California Title 24 Energy Efficiency performance standards; • Installation of automatic devices to turn off lights where they are not needed; • Application of a paint and surface color palette that emphasizes light and off-white colors that reflect heat away from buildings; • Design of buildings with "cool roofs" using products certified by the Cool Roof Rating Council, and/or exposed roof surfaces using light and off-white colors; • Design of buildings to accommodate photovoltaic solar electricity systems or the installation of photo-voltaic solar electricity systems; and 	

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Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<ul style="list-style-type: none"> Installation of ENERGY STAR-qualified energy efficient appliances, heating and cooling systems, office equipment, and/or lighting products. 	
Impact 5.1-5: Would the Modified Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Less Than Significant	No mitigation measures are required.	Less Than Significant
5.2 GREENHOUSE GAS EMISSIONS			
Impact 5.2-1: Would the Modified Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Potentially Significant	<p>Mitigation Measure 4.3.6.1A: All rubber-tired dozers and scrapers used during grading operations shall be California Air Resources Board (CARB) Tier 3 certified or better. The project contractor will provide specific equipment information to the City Public Works Department which shall be verified by inspection during construction.</p> <p>Mitigation Measure 4.3.6.1B: Prior to the issuance of grading permits, the project applicant shall provide evidence to the City that grading plans include a requirement for the posting of an on-site sign instructing construction workers to shut off engines at or before five minutes of idling.</p> <p>Mitigation Measure 4.3.6.3A: Prior to the issuance of building permits, the Project Applicant shall submit energy demand calculations to the City (Planning and Building Departments) demonstrating that the increment of the Project for which building permits are being requested would achieve a minimum 15% increase in energy efficiencies beyond current California Building Code Title 24 performance standards. Representative energy efficiency/energy conservation measures to be incorporated in the project would include, but would not be not limited to, those listed below (it being understood that the items listed below are not all required and merely present examples; the list is not all-inclusive and other features that would demonstrably reduce energy consumption and promote energy conservation would also be acceptable):</p> <ul style="list-style-type: none"> Increase in insulation such that heat transfer and thermal bridging is minimized; Limit air leakage through the structure and/or within the heating and cooling distribution system; Use of energy-efficient space heating and cooling equipment; Installation of electrical hook-ups at loading dock areas; Installation of dual-paned or other energy efficient windows; 	Significant and Unavoidable

1. Executive Summary

Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<ul style="list-style-type: none"> • Use of interior and exterior energy efficient lighting that exceeds then incumbent California Title 24 Energy Efficiency performance standards; • Installation of automatic devices to turn off lights where they are not needed; • Application of a paint and surface color palette that emphasizes light and off-white colors that reflect heat away from buildings; • Design of buildings with “cool roofs” using products certified by the Cool Roof Rating Council, and/or exposed roof surfaces using light and off-white colors; • Design of buildings to accommodate photovoltaic solar electricity systems or the installation of photo-voltaic solar electricity systems; and • Installation of ENERGY STAR-qualified energy efficient appliances, heating and cooling systems, office equipment, and/or lighting products. 	
Impact 5.2-2: Would the Modified Project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Potentially Significant	<p>Mitigation Measure 4.3.6.1A: All rubber-tired dozers and scrapers used during grading operations shall be California Air Resources Board (CARB) Tier 3 certified or better. The project contractor will provide specific equipment information to the City Public Works Department which shall be verified by inspection during construction.</p> <p>Mitigation Measure 4.3.6.1B: Prior to the issuance of grading permits, the project applicant shall provide evidence to the City that grading plans include a requirement for the posting of an on-site sign instructing construction workers to shut off engines at or before five minutes of idling.</p> <p>Mitigation Measure 4.3.6.3A: Prior to the issuance of building permits, the Project Applicant shall submit energy demand calculations to the City (Planning and Building Departments) demonstrating that the increment of the Project for which building permits are being requested would achieve a minimum 15% increase in energy efficiencies beyond current California Building Code Title 24 performance standards. Representative energy efficiency/energy conservation measures to be incorporated in the project would include, but would not be not limited to, those listed below (it being understood that the items listed below are not all required and merely present examples; the list is not all-inclusive and other features that would demonstrably reduce energy consumption and promote energy conservation would also be acceptable):</p> <ul style="list-style-type: none"> • Increase in insulation such that heat transfer and thermal bridging is minimized; • Limit air leakage through the structure and/or within the heating and cooling distribution system; • Use of energy-efficient space heating and cooling equipment; 	Significant and Unavoidable

1. Executive Summary

Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<ul style="list-style-type: none"> • Installation of electrical hook-ups at loading dock areas; • Installation of dual-paned or other energy efficient windows; • Use of interior and exterior energy efficient lighting that exceeds then incumbent California Title 24 Energy Efficiency performance standards; • Installation of automatic devices to turn off lights where they are not needed; • Application of a paint and surface color palette that emphasizes light and off-white colors that reflect heat away from buildings; • Design of buildings with “cool roofs” using products certified by the Cool Roof Rating Council, and/or exposed roof surfaces using light and off-white colors; • Design of buildings to accommodate photovoltaic solar electricity systems or the installation of photo-voltaic solar electricity systems; and • Installation of ENERGY STAR-qualified energy efficient appliances, heating and cooling systems, office equipment, and/or lighting products. 	

1. Executive Summary

Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.3 HYDROLOGY AND WATER QUALITY			
Impact 5.3-1: Would the Modified Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	Less Than Significant	No mitigation measures are required.	Less Than Significant
Impact 5.3-2: Would the Modified Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?	Less Than Significant	No mitigation measures are required.	Less Than Significant
Impact 5.3-3: Would the Modified Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in a substantial erosion or siltation on- or off-site, substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite, 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, or impede or redirect flood flows?	Less Than Significant	No mitigation measures are required.	Less Than Significant
Impact 5.3-4: Would the Modified Project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation?	Less Than Significant	No mitigation measures are required.	Less Than Significant
Impact 5.3-5: Would the Modified Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Less Than Significant	No mitigation measures are required.	Less Than Significant
5.4 TRANSPORTATION			

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Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact 5.4-1: Would the Modified Project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	Potentially Significant	<p>Mitigation Measure 4.16.6.1A: Central Street/Baxter Road intersection #3: The following intersection improvements shall be completed prior to the issuance of a certificate of occupancy for <u>the hotel or medical office building or any other</u> development on the project site that would, combined with any previous development on the site, generate 50 or more AM peak-hour trips at this intersection:</p> <ul style="list-style-type: none"> • Traffic signal with protected left turn phasing on the eastbound approach of Baxter Road. • Northbound approach: N/A • Southbound approach: one left turn lane, one right turn lane. • Eastbound approach: one left turn lane, one through lane. • Westbound approach: one through lane, one right turn lane. • <u>Install a traffic signal.</u> • <u>Restripe the southbound shared through-right turn lane as a left turn lane and construct a right turn lane.</u> • <u>Construct an eastbound left turn lane.</u> • <u>Construct a westbound right turn lane.</u> <p>Any application for development prior to installation of the intersection improvements shall provide to the City an estimate of trips associated with the proposal prepared by a traffic engineer, demonstrating that the number of trips at this intersection are below the threshold of 50 AM outbound trips, or the intersection improvements shall be required prior to occupancy.</p> <p>Mitigation Measure 4.16.6.1B: Prior to the issuance of the first building permit, application shall be made to Caltrans and the City of Wildomar for construction of a traffic signal and associated improvements at the I-15 Southbound Ramps/Baxter Road intersection. Construction of the signal shall begin prior to construction of more than 22 single family dwelling units (or 30 apartments), or construction of more than 10,000 square feet of commercial retail uses.</p> <p>Mitigation Measure 4.16.6.1C: Construction activity associated with soil import activities shall occur outside of the typical morning and evening peak commute hours (i.e., 7:00–9:00 a.m. and 4:00–6:00 p.m.). Prior to the issuance of grading permits, the project applicant shall submit to the City for review and approval, a Construction Traffic Management Plan. Construction-related traffic (including soil import activity) shall operate on the routes and/or during the hours of operation defined in the Construction Traffic Management Plan.</p>	Significant and Unavoidable

1. Executive Summary

Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		Mitigation Measure 4.16.6.2A: Prior to the issuance of the first building permit, application shall be made to Caltrans and the City of Wildomar for construction of a traffic signal and associated improvements at the I-15 Northbound Ramps/Baxter Road intersection. Construction of the signals shall begin prior to construction of more than 22 single family dwelling units (or 30 apartments), or the construction of more than 10,000 square feet of commercial retail uses.	
Impact 5.4-2: Would the Modified Project conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?	Less Than Significant	<p>TDM Strategy #1: Increase Diversity of Land Uses – The Project proposes the 66 single family detached residential dwelling units, 204 multi-family dwelling units, 102 room hotel and 84,000 square feet (sf) of medical-dental office. In order for the above measure to apply, at least three of the following will be located on or off-site within ¼ mile of the Project: Residential Development, Retail Development, Park, Open Space, or Office. The Project includes residential, hotel and office in the development plan. The Project's proposed colocation of varied residential, hotel and office uses within ¼ mile proximity together with supporting amenities would tend to decrease the propensity for vehicle travel for local residents. The implementation of this measure could reduce commute VMT by 0 – 12 percent; ; the VMT memo assumed the midpoint of 6.0 percent.</p> <p>TDM Strategy #2: Provide Pedestrian Network Improvements – Pedestrian connections shall be provided to surrounding areas consistent with the City's General Plan. Providing a pedestrian access network to link areas of the Project site encourages people to walk instead of drive. The Project would provide a pedestrian access network that internally links all uses and connects to all existing or planned external streets and pedestrian facilities contiguous with the project site. The Project would minimize barriers to pedestrian access and interconnectivity. Implementation of this measure could reduce commute VMT by 0.5 – 5.7 percent; the VMT memo assumed the midpoint of 3.10 percent.</p> <p>TDM Strategy #3: Provide Traffic Calming Measures – It is recommended that applicable traffic calming measures be considered as part of the final site design to encourage pedestrian and bicycle activity. Implementation of this measure could reduce commute VMT by 0.0 – 1.7 percent; the VMT memo assumed the midpoint of 0.85 percent.</p>	Less Than Significant
Impact 5.4-3: Would the Modified Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible (e.g., farm	Less Than Significant	No mitigation measures are required.	Less Than Significant

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Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
equipment), or result in inadequate emergency access?			

2. Introduction

2.1 PURPOSE OF THE ENVIRONMENTAL IMPACT REPORT

The intent of the draft supplemental environmental impact report (SEIR) is to provide sufficient information on the potential environmental impacts of the proposed changes to the Baxter Village Mixed-Use Project (Modified Project) to allow the City of Wildomar (City) to make an informed decision regarding approval of the Modified Project. Specific discretionary actions to be reviewed by the City are described in Section 3.3, *Intended Uses of the SEIR*. The SEIR analyzed the incremental changes in environmental impacts as a result of the Modified Project.

This Draft SEIR has been prepared in accordance with requirements of the:

- California Environmental Quality Act (CEQA) of 1970, as amended (Public Resources Code, §§ 21000 et seq.)
- State Guidelines for the Implementation of the CEQA of 1970 (CEQA Guidelines), as amended (California Code of Regulations, §§ 15000 et seq.)

The City, as lead agency under CEQA, determined that an SEIR was appropriate to satisfy CEQA requirements (State CEQA Guidelines § 15163) by fully disclosing new impacts or changes in impacts that would occur as a result of the Modified Project.

According to State CEQA Guidelines, Section 15163, an SEIR is prepared when:

1. Any of the conditions described in Section 15162 would require the preparation of a subsequent EIR, and
2. Only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation.

Further, as explained therein:

- The supplement to the EIR need contain only the information necessary to make the previous EIR adequate for the project as revised.
- A supplement to an EIR shall be given the same kind of notice and public review as is given to a draft EIR under Section 15087.
- A supplement to an EIR may be circulated by itself without recirculating the previous draft or final EIR.
- When the agency decides whether to approve the project, the decision-making body shall consider the previous EIR as revised by the supplemental EIR. A finding under Section 15091 shall be made for each significant effect shown in the previous EIR as revised.

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State CEQA Guidelines Section 15162 states:

- a. When an EIR has been certified or negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:
 1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
 2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant effects or a substantial increase in the severity of previously identified significant effects; or
 3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or negative declaration was adopted, shows any of the following:
 - i. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - ii. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - iii. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - iv. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Here, the City determined that an SEIR was appropriate because there are new potential significant environmental effects as a result of changes to the Original Project. That said, the new potential significant environmental effects are merely the result of changes in air quality and greenhouse gas models adopted after the Original Project was approved. That is, the Modified Project will not substantially increase environmental effects beyond what was previously identified in the Original Project; however, due to changes in modelling, the Modified Project's environmental effects have conservatively been deemed new potentially significant effects, thus, triggering an SEIR versus an Addendum to the EIR.

2.2 NOTICE OF PREPARATION

The City determined that an SEIR would be appropriate for the Modified Project and issued a Notice of Preparation (NOP) on April 8, 2020 (see Appendix A). Comments received during the NOP public review period, from April 8, 2020, to May 7, 2020, are in Appendix A.

2. Introduction

The NOP process helps determine the scope of the environmental issues to be addressed in the Draft SEIR. Based on this process, certain environmental categories were identified as having the potential to result in significant impacts. Issues considered potentially significant are addressed in this Draft SEIR, but issues identified as less than significant or no impact are not.

2.3 SCOPE OF THIS DRAFT SEIR

This Draft SEIR only evaluates the potential impacts of the Modified Project, i.e., the proposed hotel and medical office building (MOB), and does not alter the existing approved residential components. While CEQA requires a plan-to-ground analysis, which in this case is a vacant site, many of the potential impacts of the Modified Project have been addressed in the 2016 EIR for the Original Project. All applicable mitigation measures included in the adopted Mitigation Monitoring and Reporting Plan (MMRP) will continue to apply to the area affected by the Modified Project and have been included in the appropriate Draft SEIR sections. For example, mitigation measures regulating dust control, grading, and other physical construction impacts that already apply to the Original Project and would continue to apply to the Modified Project. As a result, the Draft SEIR scope was limited to a change in transportation, air quality, greenhouse gas, and hydrology impacts.

The information in Chapter 3, *Project Description*, establishes the basis for analyzing future, project-related environmental impacts. However, further environmental review by the City may be required as more detailed information and plans are submitted on a project-by-project basis.

2.3.1 Significant and Unavoidable Impacts from the 2016 EIR

The Original Project resulted in significant and unavoidable impacts to Transportation. The Original Project would generate traffic onto local streets and intersections which would cause the intersection of Central Street and Baxter Road to operate at an unsatisfactory Level of Service. The Original Project would also result in significant impacts due to intersection level of service impacts exceeding the City standards under the Opening Year (2018) condition and the General Plan Buildout (post-2035) condition. The Original Project would result in significant and unavoidable impacts due to intersection level of service impacts exceeding Caltrans standards on freeway mainline segments or at freeway ramps.

2.3.2 Impacts Considered Less Than Significant

During preparation of the technical studies, the City determined that 15 environmental impact categories were not significantly affected by the Modified Project, or that the previously adopted mitigation measures remain adequate to address impacts associated with the Modified Project. Because the following environmental issues were found to be less than significant in the 2016 EIR and would have an identical finding for the Modified Project, they are not discussed in detail in this Draft SEIR (see Chapter 8, *Impacts Found Not to be Significant*).

- Aesthetics
- Agriculture and Forestry Resources
- Biological Resources
- Cultural Resources
- Mineral Resources
- Noise
- Population and Housing
- Public Services

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- Energy
- Geology and Soils
- Hazards and Hazardous Materials
- Land Use and Planning
- Recreation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

2.3.3 Potentially Significant Adverse Impacts

The City determined that four environmental factors would be different in the Modified Project and could be viewed as new potentially significant impacts. Therefore, the following topics are evaluated in this SEIR.

- Air Quality
- Greenhouse Gas Emissions
- Hydrology and Water Quality
- Transportation

2.3.4 Unavoidable Significant Adverse Impacts

The Modified Project would not increase effects on the environment beyond what was already identified and approved in the Original Project and EIR. However, a new air quality and greenhouse gas model has been adopted since the approval of the Original Project. Despite no increase in environmental effects as a result of the Modified Project, under the new model, the Modified Project's calculated impacts exceed the significance threshold. Additionally, the roadway improvements would not be in by the time the Modified Project is occupied, and the impacted intersection is outside the jurisdiction of the City. Therefore, this Draft SEIR conservatively identifies five significant and unavoidable adverse impacts, as defined by CEQA, that would result from implementation of the Modified Project. Unavoidable adverse impacts may be considered significant on a project-specific basis, cumulatively significant, and/or potentially significant. Because there are significant and unavoidable adverse impacts, the City must prepare a "statement of overriding considerations" before it can approve the Modified Project, attesting that the decision-making body has balanced the benefits of the Modified Project against its unavoidable significant environmental effects and has determined that the benefits outweigh the adverse effects, and therefore the adverse effects are considered acceptable. The impacts that were found in the Draft SEIR to be new significant and unavoidable are:

- Impact 5.1-2: Would the Modified Project result in a cumulatively considerable net increase of criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard during construction activities, or expose sensitive receptors to substantial pollutant concentrations during construction activities?
- Impact 5.1-4: Would the Modified Project conflict with or obstruct implementation of the applicable air quality plan?
- Impact 5.2-1: Would the Modified Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
- Impact 5.2-2: Would the Modified Project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

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- Impact 5.4-1: Would the Modified Project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

2.4 INCORPORATION BY REFERENCE

Some documents are incorporated by reference into this Draft SEIR, consistent with Section 15150 of the CEQA Guidelines, and they are available for review at the City.

- *Draft Environmental Impact Report Baxter Village Mixed-Use Project*, prepared by LSA, December 30, 2015
- *Final Environmental Impact Report Baxter Village Mixed-Use Project*, prepared by LSA, May 12, 2016
- City of Wildomar General Plan
- City of Wildomar Zoning Code (Title 17, City of Wildomar Municipal Code)
- City of Wildomar Development Standards (Title 17, City of Wildomar Municipal Code)
- City of Wildomar Commercial Design Guidelines (Title 17, City of Wildomar Municipal Code)

2.5 FINAL SEIR CERTIFICATION

This Draft SEIR is being circulated for public review for 45 days. Interested agencies and members of the public are invited to provide written comments on the Draft SEIR to the City address shown on the title page of this document. Upon completion of the 45-day review period, the City will review all written comments received and prepare written responses for each. A Final SEIR will incorporate the received comments, responses to the comments, and any changes to the Draft SEIR that result from comments. The Final SEIR will be presented to the City for potential certification as the environmental document for the Modified Project. All persons who comment on the Draft SEIR will be notified of the availability of the Final SEIR and the date of the public hearing before the City.

The Draft SEIR is available to the general public for review at various locations.

- On the City's website:
<http://www.cityofwildomar.org/cms/One.aspx?portalId=9894827&pageId=10911316>
- In person at the City of Wildomar, Planning Department: 23873 Clinton Keith Road, Suite 201, Wildomar, California, 92595

2.6 MITIGATION MONITORING

Public Resources Code Section 21081.6 requires that agencies adopt a monitoring or reporting program for any project for which it has made findings pursuant to Public Resources Code Section 21081 or adopted a Negative Declaration pursuant to Section 21080(c). Such a program is intended to ensure the implementation of all mitigation measures adopted through the preparation of an EIR.

The MMRP for the Modified Project will be completed as part of the Final SEIR, prior to consideration of the Modified Project by the Wildomar City Council.

3. Project Description

3.1 INTRODUCTION

The term “project,” as defined by the California Environmental Quality Act (CEQA) Guidelines, means “the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and that is any of the following: (1)...enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans or elements thereof pursuant to Government Code Sections 65100–65700” (CEQA Guidelines, §15378(a)). The CEQA Guidelines further explain that a “project” refers to the activity that is being approved and that may be subject to several discretionary approvals by governmental agencies (CEQA Guidelines §15378(c)).

3.1.1 Description of the Modified Project

The Modified Project would eliminate the approved 75,000-square-foot retail center to instead construct an 84,000-square-foot (3-story, 50-foot-high) outpatient medical office building (MOB) on 7.2 acres, a 102-room (5-story, 50-foot-high) hotel building on 2.4 acres, and associated road and storm drain improvements for a total of approximately 10 acres. Figure 3-1, *Site Plan*, shows the hotel and MOB site plan on the project site. The existing General Plan and zoning designations of the site, Commercial Retail (CR) and Scenic Highway Commercial (C-P-S), respectively, would remain unchanged. A sidewalk and crosswalk would be constructed around the perimeter of the site.

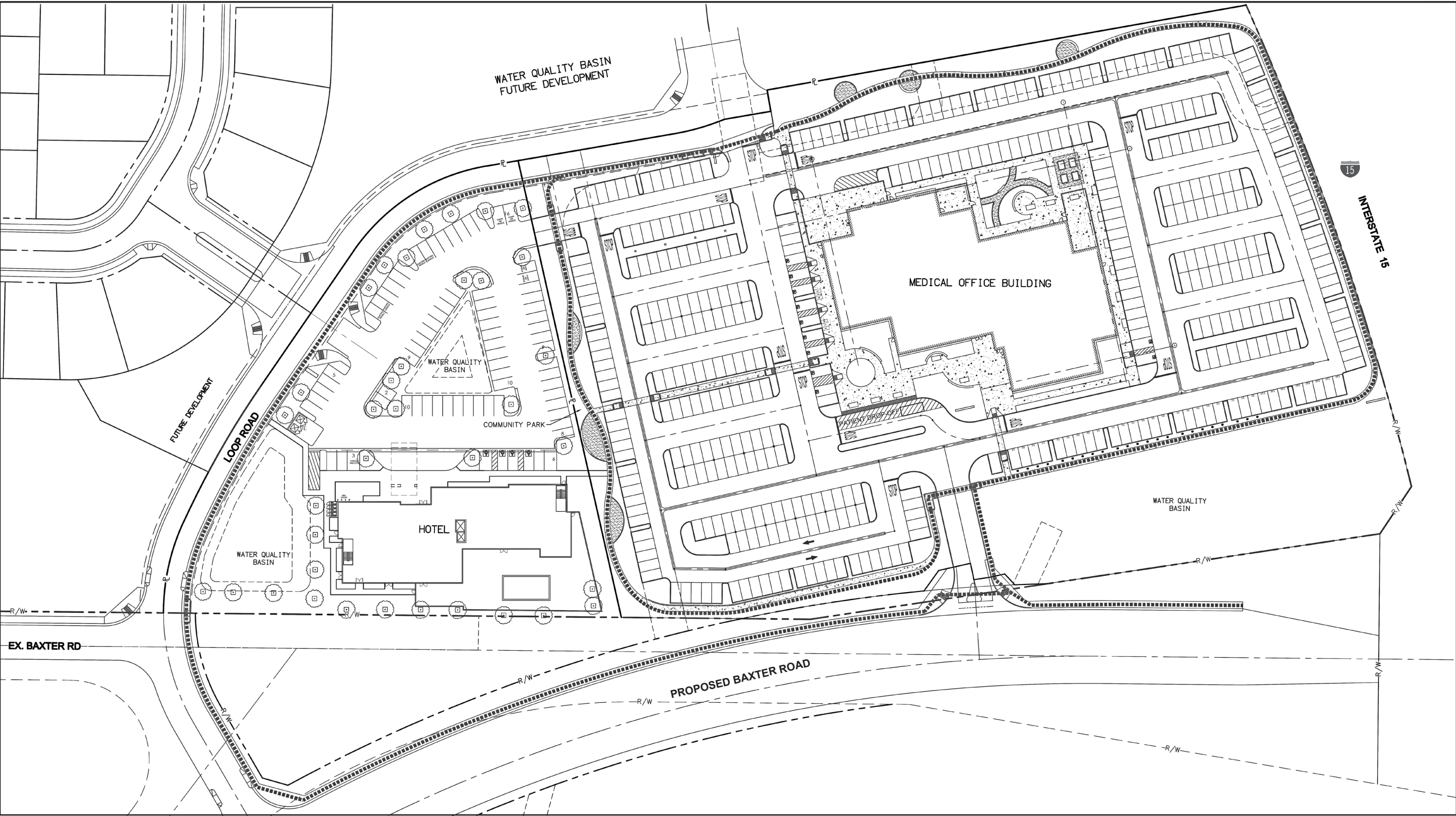
3.1.1.1 HOTEL

The proposed hotel would consist of 102 rooms on 2.4 acres. The building would be 5 stories tall (50 feet high). Figure 3-2a, *Hotel Elevations – North and South*, and Figure 3-2b, *Hotel Elevations – East and West*, show the building's elevation and exterior façade; with the parapet, the building would be 56 feet tall. The proposed hotel and MOB would have shared surface parking and shared site access arrangements. Primary ingress and egress would be from an unnamed future loop road that would connect to Baxter Road to the south, with secondary access through the MOB parking area. The hotel would include landscaping along the frontage of the building and in the parking lot. The hotel would be required to provide one parking space per room, and two spaces for managers (104 parking spaces); a total of 105 parking spaces would be available for hotel guests and employees (78 spaces on site and 27 shared spaces with MOB). Refer to Appendix A-1 Baxter Village Development Plan – Hotel.

3. Project Description

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Figure 3-1 - Site Plan
3. Project Description



▬▬▬▬▬▬ Sidewalk/Crosswalk

0 80
Scale (Feet)



Source: Michael Baker International, 2020

3. Project Description

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Figure 3-2a - Hotel Elevations - North and South
3. Project Description



COLORS & MATERIALS:

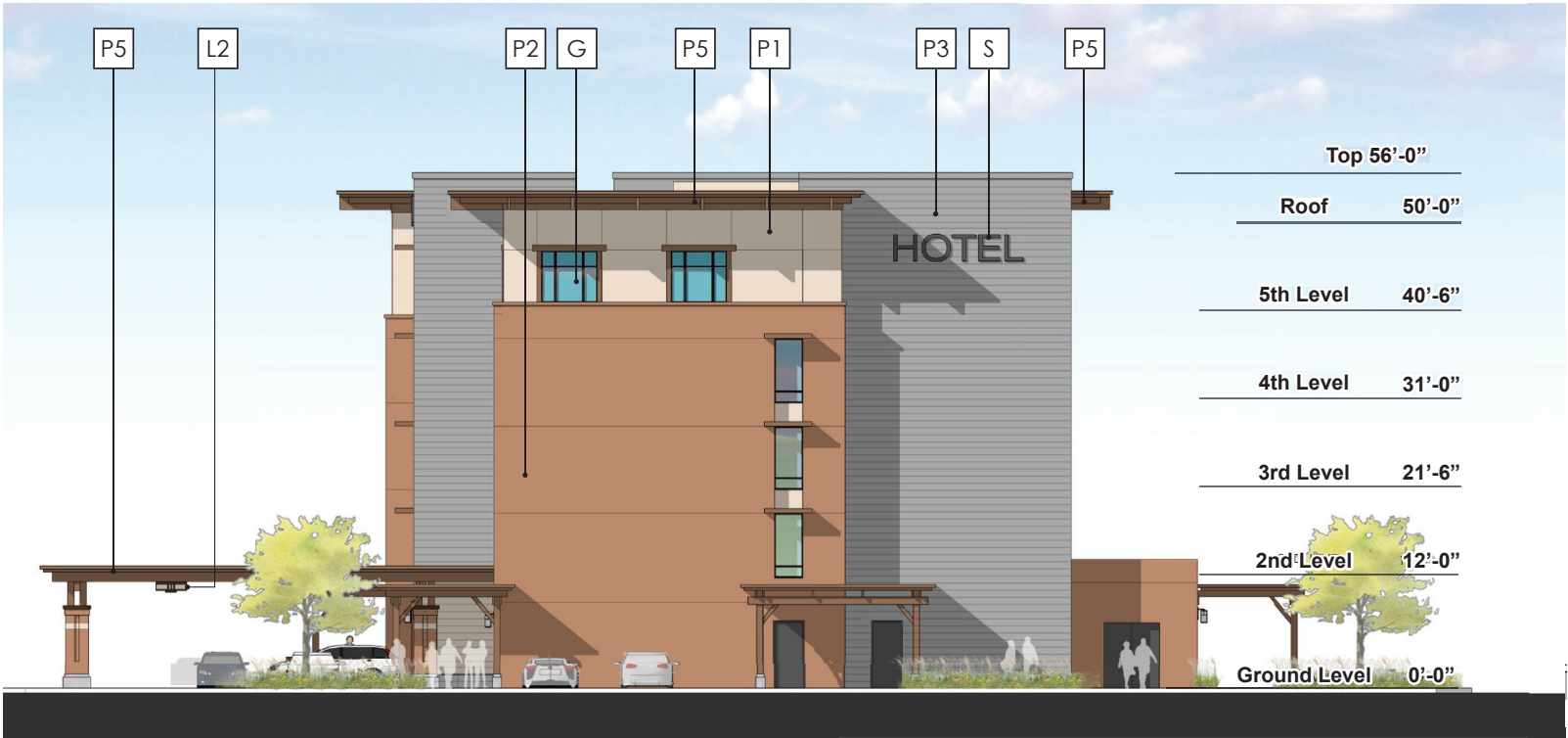
- P1** EIFS WITH FINE STUCCO FINISH
COLOR TO MATCH: DE6155 - SOFT IVORY
- P2** EIFS WITH FINE STUCCO FINISH
COLOR TO MATCH: DE6117 - COLORADO TRAIL
- P3** EIFS WITH FINE STUCCO FINISH WITH HORIZONTAL REVEALS
COLOR TO MATCH: DET620 - BARNWOOD GRAY
- P4** STUCCO TRIM
COLOR TO MATCH: DET631 - COCOA POWDER
- P5** STUCCO TRIM & METAL EAVES, CANOPY STRUCTURE, WINDOW SHADING
DEVICES, EXPOSED BEAMS & RAFTER TAILS
COLOR TO MATCH: DET6131 - TEDDY BEAR
- M1** WOOD - TEXTURED ENTRY DOORS
- M2** ANODIZED ALUMINUM STOREFRONT
DARK BRONZE
- L1** STRING LIGHTS
- L2** CRAFTSMAN STYLE LIGHT FIXTURES
- B1** BOLLARDS
- C1** DECORATIVE PAVING
- G** GLAZING - TINTED LIGHT GRAY
- W1** WOOD - TEXTURED SOFFIT
LIGHT OAK COLOR
- S** INDIVIDUAL INTERNALLY-LIT CHANNEL LETTERS WITH ACRYLIC FACE AND
METAL RETURNS AND BACKS

0 25
Scale (Feet)

3. Project Description

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Figure 3-2b - Hotel Elevations - East and West
3. Project Description



- COLORS & MATERIALS:
- P1** EIFS WITH FINE STUCCO FINISH
COLOR TO MATCH: DE6155 - SOFT IVORY
 - P2** EIFS WITH FINE STUCCO FINISH
COLOR TO MATCH: DE6117 - COLORADO TRAIL
 - P3** EIFS WITH FINE STUCCO FINISH WITH HORIZONTAL REVEALS
COLOR TO MATCH: DET620 - BARNWOOD GRAY
 - P4** STUCCO TRIM
COLOR TO MATCH: DET631 - COCOA POWDER
 - P5** STUCCO TRIM & METAL EAVES, CANOPY STRUCTURE, WINDOW SHADING DEVICES, EXPOSED BEAMS & RAFTER TAILS
COLOR TO MATCH: DET6131 - TEDDY BEAR
 - M1** WOOD - TEXTURED ENTRY DOORS
 - M2** ANODIZED ALUMINUM STOREFRONT
DARK BRONZE
 - L1** STRING LIGHTS
 - L2** CRAFTSMAN STYLE LIGHT FIXTURES
 - B1** BOLLARDS
 - C1** DECORATIVE PAVING
 - G** GLAZING - TINTED LIGHT GRAY
 - W1** WOOD - TEXTURED SOFFIT
LIGHT OAK COLOR
 - S** INDIVIDUAL INTERNALLY-LIT CHANNEL LETTERS WITH ACRYLIC FACE AND METAL RETURNS AND BACKS



3. Project Description

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3. Project Description

Operations

The hotel would require approximately 29 total employees throughout the day, and would operate 24-hours, 7-days a week.

3.1.1.2 MEDICAL OFFICE BUILDING

The MOB would be on 7.2 acres and would be an 84,000-square-foot, 3-story (50-foot-high) building. Figure 3-3a, *Medical Office Building Elevations – North and South*, and Figure 3-3b, *Medical Office Building Elevations – East and West*, show the building's elevation and exterior façade; with the parapet, the building would be 53 feet and 6 inches tall. Ingress and egress would be from Baxter Road to the south with additional access from the future loop road. The MOB would also include 7,500 square feet of community open space. The proposed hotel and MOB would have shared surface parking and shared site access arrangements in place. The MOB would need to provide 1 parking space per 200 square feet of leasable floor area (402 parking spaces). The MOB would provide 405 parking spaces and 12 bicycle spaces.

Site improvements include large courtyards fronting along the north and south building frontages, landscaping, building and directional signage, photovoltaic (solar) panels in the MOB's western parking lot, and designated electric vehicle charging stations. Refer to Appendix A-2 Baxter Village Development Plan – Medical Offices Building.

Construction

Construction will involve removal of vegetation, grading to finished design elevations, excavation to allow construction of building foundations, utilities, roadways, parking areas, sidewalks and landscaping. Equipment used during construction may include, but is not limited to, crawler tractors, rubber-tired dozers, excavators, graders, scrapers, cranes, forklifts, generator sets, welders, pavers, paving equipment, rollers, and air compressors. The Modified Project would require the haul of materials during grading activities.

Operations

Outpatient medical services include, but are not limited to, physician office, primary care, behavioral health, occupational therapy, optometry, allergy and dermatology, laboratory, and pharmacy. Ancillary services may include café, optical retail sales, and conference rooms. The MOB would require approximately 103 employees.

3. Project Description

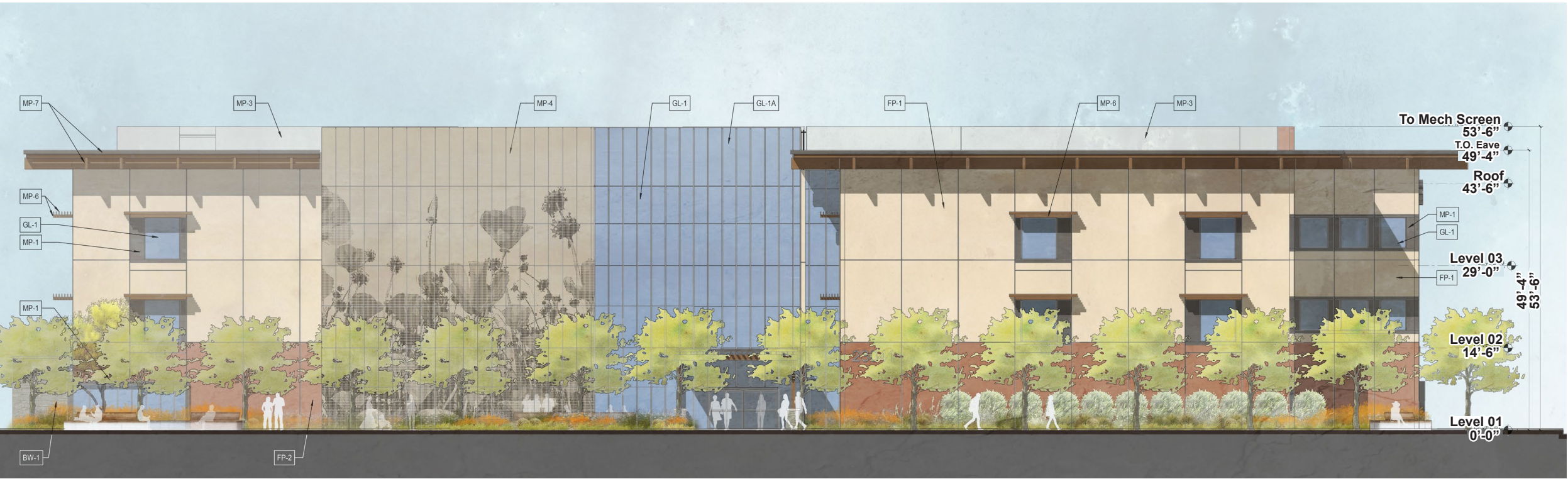
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Figure 3-3a - Medical Office Building Elevations - North and South
3. Project Description



North Elevation

- GL-1 INSULATED GLAZING UNIT
- GL-2 SPRANDREL GLAZING
- FP-1 MODULAR FACADE PANELS WITH EIFS FINISH
- FP-2 MODULAR FACADE PANELS WITH EIFS FINISH
- MP-1 MCM WINDOW TRIM
- MP-3 CONCEALED FASTENER METAL PANEL CLADDING SYSTEM
- MP-4 CUSTOM PERFORATED METAL PANELS
- MP-5 PAINTED STRUCTURAL STEEL SUPPORT
- MP-6 ALUMINUM EXTRU-SIONS WITH WOOD GRAIN FINISH
- MP-7 ALUMINUM PANELS WITH WOOD GRAIN FINISH



South Elevation

0 20
Scale (Feet)

3. Project Description

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Figure 3-3b - Medical Office Building Elevations - East and West
3. Project Description



East Elevation



West Elevation

- GL-1 INSULATED GLAZING UNIT
- GL-2 SPRANDREL GLAZING
- FP-1 MODULAR FACADE PANELS WITH EIFS FINISH
- FP-2 MODULAR FACADE PANELS WITH EIFS FINISH
- MP-1 MCM WINDOW TRIM
- MP-3 CONCEALED FASTENER METAL PANEL CLADDING SYSTEM
- MP-4 CUSTOM PERFORATED METAL PANELS
- MP-5 PAINTED STRUCTURAL STEEL SUPPORT
- MP-6 ALUMINUM EXTRU-SIONS WITH WOOD GRAIN FINISH
- MP-7 ALUMINUM PANELS WITH WOOD GRAIN FINISH



Source: Cannon Design, 2020

3. Project Description

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3. Project Description

3.2 STATEMENT OF OBJECTIVES

Objectives for the Baxter Village Mixed-Use Project will aid decision makers in their review of the Modified Project and associated environmental impacts:

1. Develop land located within the City consistent with the City's objectives, as set forth in the general plan and zoning code.
2. Deliver a commercial center that provides a mix of medical office and hotel uses, providing the City with increased employment opportunities, public health services, and tax revenues.
3. Incorporate architectural design elements that reflect the Contemporary Craftsman Architectural Style per the City's Commercial Design Guidelines.
4. Improve local public health and safety by serving the existing and projected growth in Wildomar and immediate surrounding communities.
5. Reduce vehicular trips outside the City for medical services by increasing the types and capacity of local medical services available.
6. Provide a comprehensive range of high-quality healthcare services in a seismically safe, state-of-the-art, advanced-care medical facility to serve the Wildomar region.
7. Create a comprehensively planned, advanced-care medical facility that provides community vitality and economic growth in Wildomar and the surrounding region.
8. Improve the jobs/housing balance within the City and surrounding area.
9. Implement green building features using the standards of the California Green Building Standards Code, and as well as the Leadership in Energy and Environmental Design (LEED) Silver certification requirements or equivalent.
10. Provide a freeway-adjacent hotel focused on business and leisure travelers.
11. Locate a public gathering place within the site for use by the Wildomar Historical Society to construct displays highlighting the City's historic heritage.

3.3 INTENDED USES OF THE SEIR

CEQA Guidelines, Section 15124(d) requires the lead agency to include in the project description a statement briefly describing the intended uses of the EIR. This Draft SEIR examines the environmental impacts of the Modified Project. In addition to approval from the City Council for the following actions, the encroachment permit would require approval from Caltrans:

3. Project Description

- Encroachment permit for modifications to Baxter Road as part of the project adjacent to the roadway, and from required mitigation measures
- Encroachment permit for modifications to I-15 as part of the project grading adjacent to the roadway, and from required mitigation measures (approval from Caltrans is required)
- Site plan approval
- Building permit

4. Environmental Setting

4.1 INTRODUCTION

This section provides a “description of the physical environmental conditions on the project site, and in the vicinity of the project, as they exist at the time the notice of preparation is published, ... from both a local and a regional perspective” (California Environmental Quality Act [CEQA] Guidelines § 15125[a]), pursuant to provisions of CEQA and the CEQA Guidelines. However, the scope of environmental review in this supplemental environmental impact report (SEIR) is guided by the principle that a lead agency, when preparing an SEIR, must evaluate only the changes to the project, changes in circumstances, or new information that led to the preparation of the SEIR. The purpose of CEQA’s supplemental review provisions is to fully disclose new impacts or incremental changes in impacts that would occur as a result of project modifications.

4.2 EXISTING CONDITIONS

The Modified Project is in the City of Wildomar (City) in western Riverside County. The 36-acre Baxter Village site is bounded to the north by Grove Street, Interstate (I-) 15 to the east, Baxter Road to the south, and White Street to the west. The proposed modifications would occur at the southeastern portion of the Baxter Village site, and would encompass approximately 10 acres on the site. The General Plan designation of the site is Commercial Retail (CR) and the zoning designation of the site is C-P-S (Scenic Highway Commercial).

4.2.1 Regional Planning Considerations

The Southern California Association of Governments (SCAG) is a council of governments representing Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties. SCAG is the federally recognized metropolitan planning organization for this region, which encompasses over 380,000 square miles. SCAG is a regional planning agency and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for the projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs.

The 2016–2040 Regional Transportation Plan/Sustainable Community Strategies (RTP/SCS) was adopted in April 2016. Major themes in the 2016 RTP/SCS include integrating strategies for land use and transportation; striving for sustainability; protecting and preserving existing transportation infrastructure; increasing capacity through improved systems management; providing more transportation choices; leveraging technology; responding to demographic and housing market changes; supporting commerce, economic growth, and opportunity; promoting the links between public health, environmental protection, and economic opportunity; and incorporating the principles of social equity and environmental justice into the plan. SCAG released the 2020–2045 RTP/SCS (Draft SoCal Plan) on November 7, 2019.

4. Environmental Setting

The SCS outlines a development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, would reduce greenhouse gas (GHG) emissions from transportation (excluding goods movement). The SCS is meant to provide growth strategies that will achieve the regional GHG emissions reduction targets identified by the California Air Resources Board. However, the SCS does not require that local general plans, specific plans, or zoning be consistent with the SCS; instead, it provides incentives to governments and developers for consistency.

4.2.1.1 SOUTH COAST AIR BASIN AIR QUALITY MANAGEMENT PLAN

The project area is in the South Coast Air Basin (SoCAB), which is managed by the South Coast Air Quality Management District (South Coast AQMD). Pollutants emitted into the ambient air by stationary and mobile sources are regulated by federal and state law, and standards are detailed in the SoCAB Air Quality Management Plan (AQMP). Air pollutants for which ambient air quality standards (AAQS) have been developed are known as criteria air pollutants, including ozone (O₃), carbon monoxide (CO), volatile organic compounds (VOC), nitrogen oxides (NO_x), sulfur dioxide, coarse inhalable particulate matter (PM₁₀), fine inhalable particulate matter (PM_{2.5}), and lead. VOC and NO_x are criteria pollutant precursors and go on to form secondary criteria pollutants, such as O₃, through chemical and photochemical reactions in the atmosphere. Air basins are classified as attainment/nonattainment areas for particular pollutants, depending on whether they meet AAQS for that pollutant. Based on the SoCAB AQMP, the SoCAB is designated nonattainment for O₃, PM_{2.5}, PM₁₀, and lead (Los Angeles County only) under the California and National AAQS and nonattainment for NO₂ under the California AAQS.

4.2.1.2 GREENHOUSE GAS EMISSIONS REDUCTION LEGISLATION

Current State of California guidance and goals for reductions in GHG emissions are generally embodied in Executive Order S-03-05; Assembly Bill (AB) 32, the Global Warming Solutions Act (2008); Executive Order B-15-30 and Senate Bill (SB) 32; SB 375; and Executive Order B-5518 and SB 100.

Executive Order S-03-05, signed June 1, 2005, set the following GHG reduction goals for the State of California:

- 2000 levels by 2010
- 1990 levels by 2020
- 80 percent below 1990 levels by 2050

AB 32 was passed by the state legislature on August 31, 2006, to place the state on a course toward reducing its contribution of GHG emissions. AB 32 established a legislative target for the year 2020 goal outlined in Executive Order S-03-05. CARB prepared its first Scoping Plan in 2008 outlining the state's plan for achieving the 2020 targets of AB 32.

In 2008, SB 375 was adopted to connect passenger-vehicle GHG emissions reduction targets for the transportation sector to local land use decisions that affect travel behavior. Its intent is to reduce GHG emissions from light-duty trucks and automobiles by aligning regional long-range transportation plans,

4. Environmental Setting

investments, and housing allocations to local land use planning to reduce vehicle miles traveled (VMT) and vehicle trips.

In September 2016, Governor Brown signed SB 32, making the Executive Order B-15-30 goal for year 2030 of a 40 percent reduction below 1990 levels by 2030 into a statewide-mandated legislative target. CARB issued an update to its Scoping Plan in 2017, which sets forth programs for meeting the SB 32 reduction target.

Executive Order B-55-18 sets a goal for the state to achieve carbon neutrality no later than 2045 and to achieve and maintain net negative emissions thereafter. SB 100 would help the state reach the goal set by Executive Order B-55-18 by requiring that the state's electricity suppliers have a source mix that consists of at least 60 percent renewable/zero carbon sources in 2030 and 100 percent renewable/zero carbon sources in 2045.

4.2.1.3 SENATE BILL 743

On September 27, 2013, SB 743 was signed into law. SB 743 started a process that could fundamentally change transportation impact analysis as part of CEQA compliance. The legislature found that with the adoption of SB 375, the state had signaled its commitment to encourage land use and transportation planning decisions and investments that reduce VMT and thereby contribute to the reduction of GHG emissions, as required by the California Global Warming Solutions Act of 2006 (AB 32).

SB 743 generally eliminates auto delay, level of service, and other similar measures of vehicular capacity or traffic congestion as the sole basis for determining significant impacts under CEQA. Pursuant to the CEQA Guidelines, the new criteria “shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses” (Public Resources Code § 21099[b](1)).

Pursuant to SB 743, the Natural Resources Agency adopted revisions to the CEQA Guidelines to implement SB 743 on December 28, 2018. The revised CEQA Guidelines establish new criteria for determining the significance of transportation impacts. Under the new guidelines, VMT-related metric(s) that evaluate the significance of transportation-related impacts under CEQA for development projects, land use plans, and transportation infrastructure projects, are required beginning July 1, 2020. The legislation does not preclude the application of local general plan policies, zoning codes, conditions of approval, or any other planning requirements that require evaluation of level of service, but these metrics can no longer constitute the sole basis for determining transportation under CEQA. The City of Wildomar adopted VMT standards on June 10, 2020.

4.3 LOCAL ENVIRONMENTAL SETTING

4.3.1 Air Quality

The SoCAB, which is managed by South Coast AQMD, is designated as nonattainment for O₃; PM_{2.5}, under the California and National AAQS; nonattainment for PM₁₀ under the California AAQS; and nonattainment for lead (Los Angeles County only) under the National AAQS. A discussion of regional air quality considerations is described in Section 4.2.1.1. Existing air quality conditions in the City are analyzed in Section 5.1, *Air Quality*, of this Draft SEIR.

4. Environmental Setting

4.3.2 Greenhouse Gas Emissions

Global climate change is not confined to a particular project area, and even very large projects do not generate enough GHG emissions on their own to influence global climate change significantly. A discussion of regional GHG considerations are described in Section 4.2.1.2. Refer to Section 5.2, *Greenhouse Gas Emissions*, of this Draft SEIR, for a discussion of existing GHG emissions in California.

4.3.3 Hydrology and Water Quality

The project site is currently vacant. A discussion of construction and operational activities of the proposed project, as well as drainage patterns, are discussed in Section 5.3, *Hydrology and Water Quality*, of this Draft SEIR.

4.3.4 Transportation

Regional access to the project area is provided by I-15, which runs north to south and is approximately 210 feet east of the site. Refer to Section 5.4, *Transportation*, for additional information concerning traffic and transportation.

4.4 ASSUMPTIONS REGARDING CUMULATIVE IMPACTS

Section 15130 of the CEQA Guidelines states that cumulative impacts shall be discussed where they are significant. It further states that this discussion shall reflect the level and severity of the impact and the likelihood of occurrence, but not in as great a level of detail as that necessary for the project alone. Section 15355 of the CEQA Guidelines defines cumulative impacts to be "...two or more individual effects which, when considered together, as considerable or which compound or increase other environmental impacts." Cumulative impacts represent the change caused by the incremental impact of a project when added to other proposed or committed projects in the vicinity.

The CEQA Guidelines (Section 15130 [b][1]) state that the information used in an analysis of cumulative impacts should come from one of two sources:

- A. A list of past, present, and probable future projects producing related cumulative impacts, including, if necessary, those projects outside the control of the agency; or
- B. A summary of projections contained in an adopted general plan or related planning document designed to evaluate regional or area-wide conditions.

Depending on the environmental category, the cumulative impact analysis may use either source A or B. Some impacts are site specific, and others may have impacts outside the city's boundaries, such as regional air quality. Please refer to Chapter 5, *Environmental Analysis*, for a discussion of the cumulative impacts associated with development and growth in the City and region for each environmental resource area.

Cumulative impact analyses for several topical sections are also based on the most appropriate geographic boundary for the respective impact. Several potential cumulative impacts that encompass regional boundaries (e.g., air quality and traffic) have been addressed in the context of various regional plans and defined significance

4. Environmental Setting

thresholds. Climate change is a global issue, and the cumulative impacts analysis has been addressed in the context of state regulations and regional plans designed to address the global cumulative impact.

5. Environmental Analysis

Chapter 5 examines the environmental setting of the Modified Project, analyzes its effects and the significance of its impacts, and recommends mitigation measures to reduce or avoid impacts. This chapter has a separate section for each environmental issue area that was determined to need further study in the SEIR. Environmental issues and their corresponding sections are:

- 5.1 Air Quality
- 5.2 Greenhouse Gas Emissions
- 5.3 Hydrology and Water Quality
- 5.4 Transportation

Sections 5.1 through 5.4 provide a detailed discussion of the environmental setting, impacts associated with the Modified Project, and mitigation measures designed to reduce significant impacts where required and when feasible. The residual impacts following the implementation of any mitigation measure are also discussed.

The NOP also determined that certain issues under an environmental topic would not be significantly affected by implementation of the Modified Project; these issues are not discussed further in this SEIR as described in Section 8, *Impacts Found Not to be Significant*.

5.1 ORGANIZATION OF ENVIRONMENTAL ANALYSIS

To assist the reader with comparing information between environmental issues, each section is organized under 11 major headings:

- Environmental Setting
- Thresholds of Significance
- The 2016 Approved Project (Original Project)
- Applicable Mitigation Measures from the 2016 EIR (Original Project)
- Environmental Impacts of the Modified Project
- Cumulative Impacts
- Level of Significance Before Additional Mitigation
- Additional Mitigation Measures for the Modified Project
- Level of Significance After Additional Mitigation
- References

In addition, Chapter 1, *Executive Summary*, has a table that summarizes all impacts by environmental issue.

5. Environmental Analysis

5.2 TERMINOLOGY USED IN THIS DRAFT SEIR

The level of significance is identified for each impact in this DSEIR. Although the criteria for determining significance are different for each topic area, the environmental analysis applies a uniform classification of the impacts based on definitions consistent with CEQA and the CEQA Guidelines:

- **No impact.** The project would not change the environment.
- **Less than significant.** The project would not cause any substantial, adverse change in the environment.
- **Less than significant with mitigation incorporated.** The SEIR includes mitigation measures that avoid substantial adverse impacts on the environment.
- **Significant and unavoidable.** The project would cause a substantial adverse effect on the environment, and no feasible mitigation measures are available to reduce the impact to a less than significant level.

5. Environmental Analysis

5.1 AIR QUALITY

This section of the Draft SEIR evaluates the potential air quality impacts of the Modified Project compared to the air quality impacts of the Original Project.

The analysis in this section is based in part on the following technical report:

- *Baxter Village Air Quality Impact Analysis*, Urban Crossroads, November 19, 2019

A complete copy of this study is included in as Appendix B to this Draft SEIR.

5.1.1 Environmental Setting

Criteria Air Pollutants

The pollutants emitted into the ambient air by stationary and mobile sources are categorized as primary and/or secondary pollutants. Primary air pollutants are emitted directly from sources. Carbon monoxide (CO), volatile organic compounds (VOC), nitrogen oxides (NO_x), sulfur dioxide (SO₂), coarse inhalable particulate matter (PM₁₀), fine inhalable particulate matter (PM_{2.5}), and lead (Pb) are primary air pollutants. Of these, CO, SO₂, NO₂, PM₁₀, and PM_{2.5} are “criteria air pollutants,” which means that ambient air quality standards (AAQS) have been established for them. VOC and NO_x are criteria pollutant precursors that form secondary criteria air pollutants through chemical and photochemical reactions in the atmosphere. Ozone (O₃) and nitrogen dioxide (NO₂) are the principal secondary pollutants.

A description of each of the primary and secondary criteria air pollutants and its known health effects is presented below.

- **Carbon Monoxide** is a colorless, odorless gas produced by incomplete combustion of carbon substances, such as gasoline or diesel fuel. CO is a primary criteria air pollutant. CO concentrations tend to be the highest during winter mornings with little to no wind, when surface-based inversions trap the pollutant at ground levels. The highest ambient CO concentrations are generally found near traffic-congested corridors and intersections. The primary adverse health effect associated with CO is interference with normal oxygen transfer to the blood, which may result in tissue oxygen deprivation (South Coast AQMD 2005; USEPA 2018). The SoCAB is designated under the California and National AAQS as being in attainment of CO criteria levels (CARB 2018).
- **Nitrogen Oxides** are a by-product of fuel combustion and contribute to the formation of ground-level O₃, PM₁₀, and PM_{2.5}. The two major forms of NO_x are nitric oxide (NO) and nitrogen dioxide (NO₂). NO is a colorless, odorless gas formed from atmospheric nitrogen and oxygen when combustion takes place under high temperature and/or high pressure. The principal form of NO_x produced by combustion is NO, but NO reacts quickly with oxygen to form NO₂, creating the mixture of NO and NO₂ commonly called NO_x. NO₂ is an acute irritant and more injurious than NO in equal concentrations. At atmospheric concentrations, however, NO₂ is only potentially irritating. NO₂ absorbs blue light; the result is a brownish-red cast to the atmosphere and reduced visibility. NO₂ exposure concentrations near roadways are of

5. Environmental Analysis

AIR QUALITY

particular concern for susceptible individuals, including asthmatics, children, and the elderly. Current scientific evidence links short-term NO₂ exposures, ranging from 30 minutes to 24 hours, with adverse respiratory effects, including airway inflammation in healthy people and increased respiratory symptoms in people with asthma. Also, studies show a connection between elevated short-term NO₂ concentrations and increased visits to emergency departments and hospital admissions for respiratory issues, especially asthma (South Coast AQMD 2005; USEPA 2018). The SoCAB is designated an attainment area for NO₂ under the National and California AAQS (CARB 2018).

- **Sulfur Dioxide** is a colorless, pungent, irritating gas formed by the combustion of sulfurous fossil fuels. It enters the atmosphere as a result of burning high-sulfur-content fuel oils and coal and chemical processes at plants and refineries. Gasoline and natural gas have very low sulfur content and do not release significant quantities of SO₂. When sulfur dioxide forms sulfates (SO₄) in the atmosphere, together these pollutants are referred to as sulfur oxides (SO_x). Thus, SO₂ is both a primary and secondary criteria air pollutant. At sufficiently high concentrations, SO₂ may irritate the upper respiratory tract. Current scientific evidence links short-term exposures to SO₂, ranging from 5 minutes to 24 hours, with an array of adverse respiratory effects, including bronchoconstriction and increased asthma symptoms. These effects are particularly adverse for asthmatics at elevated ventilation rates (e.g., while exercising or playing) at lower concentrations and when combined with particulates, SO₂ may do greater harm by injuring lung tissue. Studies also show a connection between short-term exposure and increased visits to emergency facilities and hospital admissions for respiratory illnesses, particularly in at-risk populations such as children, the elderly, and asthmatics (South Coast AQMD 2005; USEPA 2018). The SoCAB is designated attainment under the California and National AAQS (CARB 2018).
- **Suspended Particulate Matter** consists of finely divided solids or liquids such as soot, dust, aerosols, fumes, and mists. Two forms of fine particulates are now recognized and regulated. Inhalable coarse particles, or PM₁₀, include particulate matter with an aerodynamic diameter of 10 microns or less (i.e., ≤10 millionths of a meter or 0.0004 inch). Inhalable fine particles, or PM_{2.5}, have an aerodynamic diameter of 2.5 microns or less (i.e., ≤2.5 millionths of a meter or 0.0001 inch). Particulate discharge into the atmosphere results primarily from industrial, agricultural, construction, and transportation activities. Both PM₁₀ and PM_{2.5} may adversely affect the human respiratory system, especially in people who are naturally sensitive or susceptible to breathing problems. The US Environmental Protection Agency's (EPA) scientific review concluded that PM_{2.5}, which penetrates deeply into the lungs, is more likely than PM₁₀ to contribute to health effects and at far lower concentrations. These health effects include premature death in people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased lung function, and increased respiratory symptoms (e.g., irritation of the airways, coughing, or difficulty breathing) (South Coast AQMD 2005). There has been emerging evidence that ultrafine particulates, which are even smaller particulates with an aerodynamic diameter of <0.1 microns or less (i.e., ≤0.1 millionths of a meter or <0.000004 inch), have human health implications because their toxic components may initiate or facilitate biological processes that may lead to adverse effects to the heart, lungs, and other organs (South Coast AQMD 2013). However, the EPA and the California Air Resources Board (CARB) have not adopted AAQS to regulate these particulates. Diesel particulate matter is classified by CARB as a carcinogen (CARB

5. Environmental Analysis

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1998). Particulate matter can also cause environmental effects such as visibility impairment,¹ environmental damage,² and aesthetic damage³ (South Coast AQMD 2005; USEPA 2018). The SoCAB is a nonattainment area for PM_{2.5} under California and National AAQS and a nonattainment area for PM₁₀ under the California AAQS (CARB 2018).⁴

- **Ozone**, or O₃, is a key ingredient of “smog” and is a gas that is formed when VOCs and NO_x, both by-products of internal combustion engine exhaust, undergo photochemical reactions in sunlight. O₃ is a secondary criteria air pollutant. O₃ concentrations are generally highest during the summer months when direct sunlight, light winds, and warm temperatures create favorable conditions for its formation. O₃ poses a health threat to those who already suffer from respiratory diseases as well as to healthy people. Breathing O₃ can trigger a variety of health problems, including chest pain, coughing, throat irritation, and congestion. It can worsen bronchitis, emphysema, and asthma. Ground-level O₃ also can reduce lung function and inflame the linings of the lungs. Repeated exposure may permanently scar lung tissue. O₃ also affects sensitive vegetation and ecosystems, including forests, parks, wildlife refuges, and wilderness areas. In particular, O₃ harms sensitive vegetation during the growing season (South Coast AQMD 2005; USEPA 2018). The SoCAB is designated extreme nonattainment under the California AAQS (1-hour and 8-hour) and National AAQS (8-hour) (CARB 2018).
- **Volatile Organic Compounds** are composed primarily of hydrogen and carbon atoms. Internal combustion associated with motor vehicle usage is the major source of VOCs. Other sources include evaporative emissions from paints and solvents, asphalt paving, and household consumer products such as aerosols (South Coast AQMD 2005). There are no AAQS for VOCs. However, because they contribute to the formation of O₃, South Coast AQMD has established a significance threshold. The health effects for ozone are described above.
- **Lead** is a metal found naturally in the environment as well as in manufactured products. Once taken into the body, lead distributes throughout the body in the blood and accumulates in the bones. Depending on the level of exposure, lead can adversely affect the nervous system, kidney function, immune system, reproductive and developmental systems, and the cardiovascular system. Lead exposure also affects the oxygen-carrying capacity of the blood. The effects of lead most commonly encountered in current populations are neurological effects in children and cardiovascular effects in adults (e.g., high blood pressure and heart disease). Infants and young children are especially sensitive to even low levels of lead, which may contribute to behavioral problems, learning deficits, and lowered IQ (South Coast AQMD 2005; USEPA 2018). The major sources of lead emissions have historically been mobile and industrial sources. As a result

¹ PM_{2.5} is the main cause of reduced visibility (haze) in parts of the United States.

² Particulate matter can be carried over long distances by wind and then settle on ground or water, making lakes and streams acidic; changing the nutrient balance in coastal waters and large river basins; depleting the nutrients in soil; damaging sensitive forests and farm crops; and affecting the diversity of ecosystems.

³ Particulate matter can stain and damage stone and other materials, including culturally important objects such as statues and monuments.

⁴ CARB approved the SCAQMD’s request to redesignate the SoCAB from serious nonattainment for PM₁₀ to attainment for PM₁₀ under the National AAQS on March 25, 2010, because the SoCAB did not violate federal 24-hour PM₁₀ standards from 2004 to 2007. The EPA approved the State of California’s request to redesignate the South Coast PM₁₀ nonattainment area to attainment of the PM₁₀ National AAQS, effective on July 26, 2013.

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of the EPA's regulatory efforts to remove lead from gasoline, emissions of lead from the transportation sector dramatically declined by 95 percent between 1980 and 1999, and levels of lead in the air decreased by 94 percent between 1980 and 1999. Today, the highest levels of lead in air are usually found near lead smelters. The major sources of lead emissions today are ore and metals processing and piston-engine aircraft operating on leaded aviation gasoline. However, in 2008 the EPA and CARB adopted more strict lead standards, and special monitoring sites immediately downwind of lead sources recorded very localized violations of the new state and federal standards.⁵ As a result of these violations, the Los Angeles County portion of the SoCAB is designated nonattainment under the National AAQS for lead (South Coast AQMD 2012; CARB 2018). There are no lead-emitting sources associated with the Modified Project, and therefore lead is not a pollutant of concern for the Modified Project.

Table 5.1-1, *Criteria Air Pollutants Health Effects Summary*, summarizes the potential health effects associated with the criteria air pollutants.

Table 5.1-1 Criteria Air Pollutants Health Effects Summary

Pollutant	Health Effects	Examples of Sources
Carbon Monoxide (CO)	<ul style="list-style-type: none"> • Chest pain in heart patients • Headaches, nausea • Reduced mental alertness • Death at very high levels 	Any source that burns fuel such as cars, trucks, construction and farming equipment, and residential heaters and stoves
Ozone (O ₃)	<ul style="list-style-type: none"> • Cough, chest tightness • Difficulty taking a deep breath • Worsened asthma symptoms • Lung inflammation 	Atmospheric reaction of organic gases with nitrogen oxides in sunlight
Nitrogen Dioxide (NO ₂)	<ul style="list-style-type: none"> • Increased response to allergens • Aggravation of respiratory illness 	Same as carbon monoxide sources
Particulate Matter (PM ₁₀ & PM _{2.5})	<ul style="list-style-type: none"> • Hospitalizations for worsened heart diseases • Emergency room visits for asthma • Premature death 	Cars and trucks (particularly diesels) Fireplaces and woodstoves Windblown dust from overlays, agriculture, and construction
Sulfur Dioxide (SO ₂)	<ul style="list-style-type: none"> • Aggravation of respiratory disease (e.g., asthma and emphysema) • Reduced lung function 	Combustion of sulfur-containing fossil fuels, smelting of sulfur-bearing metal ores, and industrial processes
Lead (Pb)	<ul style="list-style-type: none"> • Behavioral and learning disabilities in children • Nervous system impairment 	Contaminated soil

Source: CARB 2009; South Coast AQMD 2005.

⁵ Source-oriented monitors record concentrations of lead at lead-related industrial facilities in the SoCAB, which include Exide Technologies in the City of Commerce; Quemetco, Inc. in the City of Industry; Trojan Battery Company in Santa Fe Springs; and Exide Technologies in Vernon. Monitoring conducted between 2004 through 2007 showed that the Trojan Battery Company and Exide Technologies exceed the federal standards (SCAQMD 2012).

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Toxic Air Contaminants

People exposed to toxic air contaminants (TAC) at sufficient concentrations and durations may have an increased chance of getting cancer or experiencing other serious health effects. These health effects can include damage to the immune system as well as neurological, reproductive (e.g., reduced fertility), developmental, respiratory, and other health problems (USEPA 2019). By the last update to the TAC list in December 1999, CARB had designated 244 compounds as TACs (CARB 1999). Additionally, CARB has implemented control measures for a number of compounds that pose high risks and show potential for effective control. There are no air quality standards for TACs. Instead, TAC impacts are evaluated by calculating the health risks associated with a given exposure. The majority of the estimated health risks from TACs can be attributed to relatively few compounds, the most relevant to the Modified Project being particulate matter from diesel-fueled engines.

In 1998, CARB identified diesel particulate matter (DPM) as a TAC. Previously, the individual chemical compounds in diesel exhaust were considered TACs. Almost all diesel exhaust particles are 10 microns or less in diameter. Because of their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lungs. Long-term (chronic) inhalation of DPM is likely a lung cancer risk. Short-term (i.e., acute) exposure can cause irritation and inflammatory systems and may exacerbate existing allergies and asthma systems (USEPA 2002).

5.1.1.1 REGULATORY BACKGROUND

Ambient air quality standards have been adopted at the state and federal levels for criteria air pollutants. In addition, both the state and federal government regulate the release of TACs. The Modified Project is in the SoCAB and is subject to the rules and regulations imposed by the South Coast AQMD as well as the California AAQS adopted by CARB and National AAQS adopted by the EPA. Federal, state, regional, and local laws, regulations, plans, or guidelines that are potentially applicable to the Modified Project are summarized in this section.

Federal and State

Ambient Air Quality Standards

The Clean Air Act was passed in 1963 by the US Congress and has been amended several times. The 1970 Clean Air Act amendments strengthened previous legislation and laid the foundation for the regulatory scheme of the 1970s and 1980s. In 1977, Congress again added several provisions, including nonattainment requirements for areas not meeting National AAQS and the Prevention of Significant Deterioration program. The 1990 amendments represent the latest in a series of federal efforts to regulate the protection of air quality in the United States. The Clean Air Act allows states to adopt more stringent standards or to include other pollution species. The California Clean Air Act, signed into law in 1988, requires all areas of the state to achieve and maintain the California AAQS by the earliest practical date. The California AAQS tend to be more restrictive than the National AAQS.

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The National and California AAQS are the levels of air quality considered to provide a margin of safety in the protection of the public health and welfare. They are designed to protect “sensitive receptors” most susceptible to further respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed.

Both California and the federal government have established health-based AAQS for seven air pollutants, which are shown in Table 5.1-2, *Ambient Air Quality Standards for Criteria Air Pollutants*. These pollutants are ozone (O₃), nitrogen dioxide (NO₂), carbon monoxide (CO), sulfur dioxide (SO₂), coarse inhalable particulate matter (PM₁₀), fine inhalable particulate matter (PM_{2.5}), and lead (Pb). In addition, the state has set standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. These standards are designed to protect the health and welfare of the populace with a reasonable margin of safety.

Table 5.1-2 Ambient Air Quality Standards for Criteria Air Pollutants

Pollutant	Averaging Time	California Standard ¹	Federal Primary Standard ²	Major Pollutant Sources
Ozone (O ₃) ³	1 hour	0.09 ppm	*	Motor vehicles, paints, coatings, and solvents.
	8 hours	0.070 ppm	0.070 ppm	
Carbon Monoxide (CO)	1 hour	20 ppm	35 ppm	Internal combustion engines, primarily gasoline-powered motor vehicles.
	8 hours	9.0 ppm	9 ppm	
Nitrogen Dioxide (NO ₂)	Annual Arithmetic Mean	0.030 ppm	0.053 ppm	Motor vehicles, petroleum-refining operations, industrial sources, aircraft, ships, and railroads.
	1 hour	0.18 ppm	0.100 ppm	
Sulfur Dioxide (SO ₂)	Annual Arithmetic Mean	*	0.030 ppm	Fuel combustion, chemical plants, sulfur recovery plants, and metal processing.
	1 hour	0.25 ppm	0.075 ppm	
	24 hours	0.04 ppm	0.14 ppm	
Respirable Coarse Particulate Matter (PM ₁₀)	Annual Arithmetic Mean	20 µg/m ³	*	Dust and fume-producing construction, industrial, and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
	24 hours	50 µg/m ³	150 µg/m ³	
Respirable Fine Particulate Matter (PM _{2.5}) ⁴	Annual Arithmetic Mean	12 µg/m ³	12 µg/m ³	Dust and fume-producing construction, industrial, and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
	24 hours	*	35 µg/m ³	

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Table 5.1-2 Ambient Air Quality Standards for Criteria Air Pollutants

Pollutant	Averaging Time	California Standard ¹	Federal Primary Standard ²	Major Pollutant Sources
Lead (Pb)	30-Day Average	1.5 µg/m ³	*	Present source: lead smelters, battery manufacturing & recycling facilities. Past source: combustion of leaded gasoline.
	Calendar Quarter	*	1.5 µg/m ³	
	Rolling 3-Month Average	*	0.15 µg/m ³	
Sulfates (SO ₄) ⁵	24 hours	25 µg/m ³	*	Industrial processes.
Visibility Reducing Particles	8 hours	ExCo =0.23/km visibility of 10≥ miles	No Federal Standard	Visibility-reducing particles consist of suspended particulate matter, which is a complex mixture of tiny particles that consists of dry solid fragments, solid cores with liquid coatings, and small droplets of liquid. These particles vary greatly in shape, size and chemical composition, and can be made up of many different materials such as metals, soot, soil, dust, and salt.
Hydrogen Sulfide	1 hour	0.03 ppm	No Federal Standard	Hydrogen sulfide (H ₂ S) is a colorless gas with the odor of rotten eggs. It is formed during bacterial decomposition of sulfur-containing organic substances. It can also be present in sewer gas and some natural gas and can be emitted as the result of geothermal energy exploitation.
Vinyl Chloride	24 hours	0.01 ppm	No Federal Standard	Vinyl chloride (chloroethene), a chlorinated hydrocarbon, is a colorless gas with a mild, sweet odor. Most vinyl chloride is used to make polyvinyl chloride (PVC) plastic and vinyl products. Vinyl chloride has been detected near landfills, sewage plants, and hazardous waste sites, due to microbial breakdown of chlorinated solvents.

Source: CARB 2016.

Notes: ppm: parts per million; µg/m³: micrograms per cubic meter

* Standard has not been established for this pollutant/duration by this entity.

¹ California standards for O₃, CO (except 8-hour Lake Tahoe), SO₂ (1 and 24 hour), NO₂, and particulate matter (PM₁₀, PM_{2.5}, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

² National standards (other than O₃, PM, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The O₃ standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM₁₀, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m³ is equal to or less than one. For PM_{2.5}, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard.

³ On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.

⁴ On December 14, 2012, the national annual PM_{2.5} primary standard was lowered from 15 µg/m³ to 12.0 µg/m³. The existing national 24-hour PM_{2.5} standards (primary and secondary) were retained at 35 µg/m³, as was the annual secondary standard of 15 µg/m³. The existing 24-hour PM₁₀ standards (primary and secondary) of 150 µg/m³ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.

⁵ On June 2, 2010, a new 1-hour SO₂ standard was established and the existing 24-hour and annual primary standards were revoked. The 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.

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California has also adopted a host of other regulations that reduce criteria pollutant emissions:

- **AB 1493: Pavley Fuel Efficiency Standards.** Pavley I is a clean-car standard that reduces GHG emissions from new passenger vehicles (light-duty auto to medium-duty vehicles) from 2009 through 2016. In January 2012, CARB approved the Advanced Clean Cars program (formerly known as Pavley II) for model years 2017 through 2025.
- **SB 1078 and SB 107: Renewables Portfolio Standards.** A major component of California's Renewable Energy Program is the renewables portfolio standard (RPS) established under Senate Bills 1078 (Sher) and 107 (Simitian). Under the RPS, certain retail sellers of electricity were required to increase the amount of renewable energy each year by at least 1 percent in order to reach at least 20 percent by December 30, 2010.
- **California Code of Regulations (CCR), Title 20: Appliance Energy Efficiency Standards.** The 2006 Appliance Efficiency Regulations (20 CCR §§ 1601–1608) were adopted by the CEC on October 11, 2006, and approved by the California Office of Administrative Law on December 14, 2006. The regulations include standards for both federally regulated appliances and non–federally regulated appliances.
- **24 CCR, Part 6: Building and Energy Efficiency Standards.** Energy conservation standards for new residential and non-residential buildings adopted by the California Energy Resources Conservation and Development Commission (now the CEC) in June 1977.
- **24 CCR, Part 11: Green Building Standards Code.** Establishes planning and design standards for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants.⁶

Tanner Air Toxics Act and Air Toxics Hot Spot Information and Assessment Act

Public exposure to TACs is a significant environmental health issue in California. In 1983, the California legislature enacted a program to identify the health effects of TACs and reduce exposure to them. The California Health and Safety Code defines a TAC as “an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health” (17 CCR § 93000). A substance that is listed as a hazardous air pollutant pursuant to Section 112(b) of the federal Clean Air Act (42 US Code § 7412[b]) is a toxic air contaminant. Under state law, the California Environmental Protection Agency, acting through CARB, is authorized to identify a substance as a TAC if it is an air pollutant that may cause or contribute to an increase in mortality or serious illness, or may pose a present or potential hazard to human health.

California regulates TACs primarily through AB 1807 (Tanner Air Toxics Act) and AB 2588 (Air Toxics “Hot Spot” Information and Assessment Act of 1987). The Tanner Air Toxics Act set up a formal procedure for CARB to designate substances as TACs. Once a TAC is identified, CARB adopts an “airborne toxics control measure” for sources that emit that TAC. If there is a safe threshold for a substance (i.e., a point below which there is no toxic effect), the control measure must reduce exposure to below that threshold. If there is no safe threshold, the measure must incorporate “toxics best available control technology” to minimize emissions. To date, CARB has established formal control measures for 11 TACs that are identified as having no safe threshold.

⁶ The green building standards became mandatory in the 2010 edition of the code.

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Under AB 2588, TAC emissions from individual facilities are quantified and prioritized by the air quality management district or air pollution control district. High-priority facilities are required to perform a health risk assessment, and if specific thresholds are exceeded, are required to communicate the results to the public through notices and public meetings.

CARB has promulgated the following specific rules to limit TAC emissions:

- **13 CCR Chapter 10 § 2485: Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling.** Generally restricts on-road diesel-powered commercial motor vehicles with a gross vehicle weight rating of greater than 10,000 pounds from idling more than five minutes.
- **13 CCR Chapter 10 § 2480: Airborne Toxic Control Measure to Limit School Bus Idling and Idling at Schools.** Generally restricts a school bus or transit bus from idling for more than five minutes when within 100 feet of a school.
- **13 CCR § 2477 and Article 8: Airborne Toxic Control Measure for In-Use Diesel-Fueled Transport Refrigeration Units (TRU) and TRU Generator Sets and Facilities Where TRUs Operate.** Regulations established to control emissions associated with diesel-powered TRUs.

Regional

Air Quality Management Planning

South Coast AQMD is the agency responsible for improving air quality in the SoCAB and ensuring that the National and California AAQS are attained and maintained. South Coast AQMD is responsible for preparing the air quality management plan (AQMP) for the SoCAB in coordination with the Southern California Association of Governments (SCAG). Since 1979, a number of AQMPs have been prepared.

2016 AQMP

On March 3, 2017, South Coast AQMD adopted the 2016 AQMP, which serves as an update to the 2012 AQMP. The 2016 AQMP addresses strategies and measures to attain the following National AAQS:

- 2008 National 8-hour ozone standard by 2031
- 2012 National annual PM_{2.5} standard by 2025⁷
- 2006 National 24-hour PM_{2.5} standard by 2019
- 1997 National 8-hour ozone standard by 2023
- 1979 National 1-hour ozone standard by year 2022

⁷ The 2016 AQMP requests a reclassification from moderate to serious nonattainment for the 2012 National PM_{2.5} standard.

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It is projected that total NO_x emissions in the SoCAB would need to be reduced to 150 tons per day (tpd) by year 2023 and to 100 tpd in year 2031 to meet the 1997 and 2008 federal 8-hour ozone standards. The strategy to meet the 1997 federal 8-hour ozone standard would also lead to attaining the 1979 federal 1-hour ozone standard by year 2022 (South Coast AQMD 2017), which requires reducing NO_x emissions in the SoCAB to 250 tpd. This is approximately 45 percent additional reductions to existing regulations for the 2023 ozone standard and 55 percent additional reductions to existing regulations to meet the 2031 ozone standard.

Reducing NO_x emissions would also reduce PM_{2.5} concentrations in the SoCAB. However, because the goal is to meet the 2012 federal annual PM_{2.5} standard no later than year 2025, South Coast AQMD is seeking to reclassify the SoCAB from “moderate” to “serious” nonattainment under this federal standard. A “moderate” nonattainment would require meeting the 2012 federal standard by no later than 2021.

Overall, the 2016 AQMP is composed of stationary and mobile-source emission reductions from regulatory control measures, incentive-based programs, co-benefits from climate programs, mobile-source strategies, and reductions from federal sources such as aircrafts, locomotives, and ocean-going vessels. Strategies outlined in the 2016 AQMP would be implemented in collaboration between CARB and the EPA (South Coast AQMD 2017).

Lead Implementation Plan

In 2008, the EPA designated the Los Angeles County portion of the SoCAB as a nonattainment area under the federal lead classification due to the addition of source-specific monitoring under the new federal regulation. This designation was based on two source-specific monitors in the City of Vernon and the City of Industry that exceeded the new standard in the 2007-to-2009 period. The remainder of the SoCAB, outside the Los Angeles County nonattainment area, remains in attainment of the new 2008 lead standard. On May 24, 2012, CARB approved the State Implementation Plan (SIP) revision for the federal lead standard, which the EPA revised in 2008. Lead concentrations in this nonattainment area have been below the level of the federal standard since December 2011. The SIP revision was submitted to the EPA for approval.

South Coast AQMD Rules and Regulations

All projects are subject to South Coast AQMD rules and regulations in effect at the time of activity, including:

- **Rule 401, Visible Emissions.** This rule is intended to prevent the discharge of pollutant emissions from an emissions source that results in visible emissions. Specifically, the rule prohibits the discharge of any air contaminant into the atmosphere by a person from any single source of emission for a period or periods aggregating more than three minutes in any one hour that is as dark as or darker than designated No. 1 on the Ringelmann Chart, as published by the US Bureau of Mines.
- **Rule 402, Nuisance.** This rule is intended to prevent the discharge of pollutant emissions from an emissions source that results in a public nuisance. Specifically, this rule prohibits any person from discharging quantities of air contaminants or other material from any source such that it would result in an injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public. Additionally, the discharge of air contaminants would also be prohibited where it would endanger the comfort, repose, health, or safety of any number of persons or the public, or that cause, or have a natural

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tendency to cause, injury or damage to business or property. This rule does not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

- **Rule 403, Fugitive Dust.** This rule is intended to reduce the amount of particulate matter entrained in the ambient air as a result of anthropogenic (human-made) fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions. Rule 403 applies to any activity or human-made condition capable of generating fugitive dust and requires best available control measures to be applied to earth moving and grading activities. In general, the rule prohibits new developments from the installation of wood-burning devices.
- **Rule 445, Wood Burning Devices.** This rule is intended to reduce the emission of particulate matter from wood-burning devices and applies to manufacturers and sellers of wood-burning devices, commercial sellers of firewood, and property owners and tenants that operate a wood-burning device.
- **Rule 1113, Architectural Coatings.** This rule serves to limit the VOC content of architectural coatings used on projects in the South Coast AQMD. Any person who supplies, sells, offers for sale, or manufactures any architectural coating for use on projects in the South Coast AQMD must comply with the current VOC standards set in this rule.
- **Rule 1403, Asbestos Emissions from Demolition/Renovation Activities.** The purpose of this rule is to specify work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of asbestos-containing materials (ACM). The requirements for demolition and renovation activities include asbestos surveying, notification, ACM removal procedures and time schedules, ACM handling and clean-up procedures, and storage, disposal, and landfilling requirements for asbestos-containing waste materials. All operators are required to maintain records, including waste shipment records, and are required to use appropriate warning labels, signs, and markings.

5.1.1.2 EXISTING CONDITIONS

South Coast Air Basin

The project area is in the SoCAB, which includes all of Orange County and the nondesert portions of Los Angeles, Riverside, and San Bernardino counties. The SoCAB is in a coastal plain with connecting broad valleys and low hills and is bounded by the Pacific Ocean in the southwest quadrant, with high mountains forming the remainder of the perimeter. The general region lies in the semi-permanent high-pressure zone of the eastern Pacific. As a result, the climate is mild, tempered by cool sea breezes. This usually mild weather pattern is interrupted infrequently by periods of extremely hot weather, winter storms, and Santa Ana winds (South Coast AQMD 2005).

Meteorology

Temperature and Rainfall

The annual average temperature varies little throughout the SoCAB, ranging from the low to middle 60s, measured in degrees Fahrenheit (°F). With a more pronounced oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland areas. More than 90 percent of the

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SCAB's rainfall occurs from November through April. The annual average rainfall varies from approximately nine inches in Riverside to 14 inches in downtown Los Angeles (Urban Crossroads 2019).

Humidity

Although the SoCAB has a semiarid climate, the air near the earth's surface is typically moist because of a shallow marine layer. This "ocean effect" is dominant except for infrequent periods when dry, continental air is brought into the SoCAB by offshore winds. Periods of heavy fog are frequent, especially along the coast. Low clouds, often referred to as high fog, are a characteristic climatic feature. Annual average humidity is 70 percent at the coast and 57 percent in the eastern portions of the SoCAB (South Coast AQMD 1993).

Wind

Wind speed is somewhat greater during the dry summer months than during the rainy winter season. Between periods of wind, periods of air stagnation may occur in the morning and evening hours. Air stagnation is one of the critical determinants of air quality conditions on any given day. During the winter and fall months, surface high-pressure systems over the SoCAB, combined with other meteorological conditions, can result in very strong, downslope Santa Ana winds. These winds normally continue a few days before predominant meteorological conditions are reestablished.

The mountain ranges to the east inhibit the eastward transport and diffusion of pollutants. The entire region experiences heavy concentrations of air pollutants during prolonged periods of stable atmospheric conditions (South Coast AQMD 2005).

Inversions

In conjunction with the two characteristic wind patterns that affect the rate and orientation of horizontal pollutant transport, two distinct types of temperature inversions control the vertical depth through which pollutants are mixed. These inversions are the marine/subsidence inversion and the radiation inversion. The height of the base of the inversion at any given time is known as the "mixing height." The combination of winds and inversions are critical determinants in leading to the highly degraded air quality in summer and the generally good air quality in the winter in the project area (South Coast AQMD 2005).

SoCAB Nonattainment Areas

The AQMP provides the framework for air quality basins to achieve attainment of the state and federal ambient air quality standards through the SIP. Areas are classified as attainment or nonattainment areas for particular pollutants depending on whether they meet the ambient air quality standards. Severity classifications for ozone nonattainment range in magnitude from marginal, moderate, and serious to severe and extreme.

- ***Unclassified.*** A pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or nonattainment.
- ***Attainment.*** A pollutant is in attainment if the AAQS for that pollutant was not violated at any site in the area during a three-year period.

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- **Nonattainment.** A pollutant is in nonattainment if there was at least one violation of an AAQS for that pollutant in the area.
- **Nonattainment/Transitional.** A subcategory of the nonattainment designation. An area is designated nonattainment/transitional to signify that the area is close to attaining the AAQS for that pollutant.

The attainment status for the SoCAB is shown in Table 5.1-3, *Attainment Status of Criteria Air Pollutants in the South Coast Air Basin*.

Table 5.1-3 Attainment Status of Criteria Air Pollutants in the South Coast Air Basin

Pollutant	State	Federal
Ozone – 1-hour	Extreme Nonattainment	No Federal Standard
Ozone – 8-hour	Extreme Nonattainment	Extreme Nonattainment
PM ₁₀	Serious Nonattainment	Attainment
PM _{2.5}	Nonattainment	Nonattainment
CO	Attainment	Attainment
NO ₂	Attainment	Attainment/Maintenance
SO ₂	Attainment	Attainment
Lead	Attainment	Nonattainment (Los Angeles County only) ¹
All others	Attainment/Unclassified	Attainment/Unclassified

Source: CARB 2018.

¹ In 2010, the Los Angeles portion of the SoCAB was designated nonattainment for lead under the new 2008 federal AAQS as a result of large industrial emitters. Remaining areas in the SoCAB are unclassified.

Multiple Air Toxics Exposure Study IV

The Multiple Air Toxics Exposure Study (MATES) is a monitoring and evaluation study on existing ambient concentrations of TACs and the potential health risks from air toxics in the SoCAB. In 2008, South Coast AQMD conducted its third update, MATES III, based on the Office of Environmental Health Hazards Assessment's (OEHHA) 2003 Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments (2003 HRA Guidance Manual). The results showed that the overall risk for excess cancer from a lifetime exposure to ambient levels of air toxics was about 1,200 in a million. The largest contributor to this risk was diesel exhaust, which accounted for 84 percent of the cancer risk (South Coast AQMD 2008a).

South Coast AQMD recently released the fourth update, MATES IV, which was also based on OEHHA's 2003 HRA Guidance Manual. The results showed that the overall monitored risk for excess cancer from a lifetime exposure to ambient levels of air toxics decreased to approximately 418 in one million. Compared to the 2008 MATES III, monitored excess cancer risks decreased by approximately 65 percent. Approximately 90 percent of the risk is attributed to mobile sources, and 10 percent is attributed to TACs from stationary sources, such as refineries, metal processing facilities, gas stations, and chrome plating facilities. The largest contributor to this risk was diesel exhaust, which accounted for approximately 68 percent of the air toxics risk. Compared to MATES III, MATES IV found substantial improvement in air quality and associated decrease in air toxics

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exposure. As a result, the estimated basin-wide population-weighted risk decreased by approximately 57 percent since MATES III (South Coast AQMD 2015a).

OEHHA updated the guidelines for estimating cancer risks on March 6, 2015 (OEHHA 2015). The new method uses higher estimates of cancer potency during early life exposures, which result in a higher calculation of risk. There are also differences in the assumptions on breathing rates and length of residential exposures. When combined, South Coast AQMD estimates that risks for a given inhalation exposure level will be about 2.7 times higher than the risk identified in MATES IV using the 2015 OEHHA guidance methodology (e.g., 2.7 times higher than 418 in one million overall excess cancer risk) (South Coast AQMD 2015a).

Local Air Quality

The project site is within the Source Receptor Area (SRA) 25. Within SRA 25, the SCQAMD Lake Elsinore monitoring station, located approximately 6 miles northwest of the site, is the nearest long-term air quality monitoring station for O₃, CO, NO₂, and PM₁₀. The Lake Elsinore monitoring station does not include data for PM_{2.5}. As such, the next nearest monitoring station, Saddleback Valley monitoring station located in SRA 19, was used. Saddleback Valley monitoring station is approximately 23 miles west of the project site.

The most recent three years of data available is shown in Table 5.1-4, *Project Area Air Quality Monitoring Summary 2016-2018*, and identifies the number of days ambient air quality standards were exceeded for the study area, which is considered to be representative of the local air quality at the project site (Urban Crossroads 2019). Data for O₃, CO, NO₂, PM₁₀, and PM_{2.5} for 2016 through 2018 was obtained from the SCAQMD Air Quality Tables. Additionally, data for SO₂ has been omitted as attainment is regularly met in the SCAB and few monitoring stations measure SO₂ concentrations.

Table 5.1-4 Project Area Air Quality Monitoring Summary 2016-2018

Pollutant	Standard	Year		
		2016	2017	2018
O ₃				
Maximum Federal 1-Hour Concentration (ppm)		0.124	0.121	0.116
Maximum Federal 8-Hour Concentration (ppm)		0.093	0.098	0.095
Number of Days Exceeding State 1-Hour Standard	>0.09 ppm	15	23	16
Number of Days Exceeding State/Federal 8-Hour Standard	>0.070 ppm	45	54	30
CO				
Maximum Federal 1-Hour Concentration	>35 ppm	1.2	1.2	1.1
Maximum Federal 8-Hour Concentration	>20 ppm	0.6	0.8	0.8
NO ₂				
Maximum Federal 1-Hour Concentration	>0.100 ppm	0.051	0.049	0.041
Annual Average		0.008	0.008	0.009
PM ₁₀				
Maximum Federal 24-Hour Concentration (µg/m ₃)	>150 µg/m ₃	99	133	104
Annual Federal Arithmetic Mean (µg/m ₃)		21.4	22.5	22.4
Number of Days Exceeding Federal 24-Hour Standard	>150 µg/m ₃	0	0	0
Number of Days Exceeding State 24-Hour Standard	>50 µg/m ₃	4	9	9
PM _{2.5}				

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Table 5.1-4 Project Area Air Quality Monitoring Summary 2016-2018

Pollutant	Standard	Year		
		2016	2017	2018
Maximum Federal 24-Hour Concentration ($\mu\text{g}/\text{m}^3$)	>35 $\mu\text{g}/\text{m}^3$	24.79	19.50	20.80
Annual Federal Arithmetic Mean ($\mu\text{g}/\text{m}^3$)	>12 $\mu\text{g}/\text{m}^3$	7.36	8.11	8.31
Number of Days Exceeding Federal 24-Hour Standard	>35 $\mu\text{g}/\text{m}^3$	0	0	0

Source: Urban Crossroads 2019
 $\mu\text{g}/\text{m}^3$ = Microgram per Cubic Meter

5.1.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- AQ-1 Conflict with or obstruct implementation of the applicable air quality plan.
- AQ-2 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.
- AQ-3 Expose sensitive receptors to substantial pollutant concentrations.
- AQ-4 Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

South Coast Air Quality Management District Thresholds

CEQA allows the significance criteria established by the applicable air quality management district or air pollution control district to be used to assess impacts of a project on air quality. The SCAQMD has established thresholds of significance for air quality for construction activities and project operation as shown below in Table 5.1-5, *SCAQMD Significance Thresholds*:

Table 5.1-5 SCAQMD Significance Thresholds

Air Pollutant	Construction Phase	Operational Phase
NO _x	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM ₁₀	150 lbs/day	150 lbs/day
PM _{2.5}	55 lbs/day	55 lbs/day
SO _x	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Pb	3 lbs/day	3 lbs/day

Source: Urban Crossroads 2019

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In addition to the daily thresholds listed above, projects are also subject to the ambient air quality standards. These are addressed through an analysis of localized CO impacts. The California 1 hour and 8 hour CO standards are:

- 1 hour = 20 parts per million
- 8 hour = 9 parts per million

The significance of localized project impacts depends on whether ambient CO levels in the vicinity of the project are above or below state and federal CO standards. If ambient levels are below the standards, a project is considered to have significant impacts if project emissions result in an exceedance of one or more of these standards. If ambient levels already exceed a state or federal standard, then project emissions are considered significant if they increase ambient concentrations by a measurable amount. The SCAQMD defines a measurable amount as 1.0 ppm or more for the 1-hour CO concentration or 0.45 ppm or more for the 8-hour CO concentration.

5.1.3 The 2016 Approved Project (Original Project)

As stated in the 2016 EIR, the Original Project would reduce emissions below applicable LSTs, making it consistent with SCAQMD's consistency Criterion No. 1 upon the implementation of Mitigation Measures 4.3.6.1A through 4.3.6.1D. The Original Project required a General Plan Amendment and zone change to modify land use designations/boundaries on the site; however, the Original Project is less intense than the uses that would have been built prior to the General Plan Amendment and zone change. The Original Project was consistent with SCAQMD's consistency Criterion No. 2 as the Original Project would not exceed the assumptions of the AQMP.

The Original Project's primary mobile-source pollutant of local concern is CO. The Original Project would need to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour where vertical and/or horizontal air does not mix to cause a significant CO impact. The Original Project would increase traffic volumes by approximately 4,777 trips per day and there are no topographical features in the area that would inhibit the dispersion of CO particles; the Original Project would not have a significant impact related to CO hotspots.

With the exception of short-term construction-related odors, the Original Project's uses would not generate offensive odors. The application of architectural coatings and installation of asphalt may generate odors, however, these odors would be temporary and not likely to be noticeable beyond the Project boundaries.

Construction activities for the Original Project would have exceeded SCAQMD thresholds; Mitigation Measures 4.3.6.1A and 4.3.6.1B would reduce impacts to less than significant. Additionally, with the implementation of existing regulations and the incorporation of Mitigation Measures 4.3.6.1A and 4.3.6.1B, localized construction emissions at the nearest receptor to the project site would not exceed thresholds established by the SCAQMD. Long-term operational emissions associated with the Original Project would result from architectural coatings, consumer projects, hearths, and landscaping. Without mitigation measures the 2016 EIR concluded that NO_x emissions would exceed SCAQMD daily emissions thresholds, however,

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with the implementation of Mitigation Measure 4.3.6.3A, operational emissions would not exceed thresholds established by the SCAQMD.

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5.1.4 Applicable Mitigation Measures from the 2016 EIR (Original Project)

The following mitigation measures from the 2016 EIR (Original Project) would be applicable to the Modified Project:

- **Mitigation Measure 4.3.6.1A:** All rubber-tired dozers and scrapers used during grading operations shall be California Air Resources Board (CARB) Tier 3 certified or better. The project contractor will provide specific equipment information to the City Public Works Department which shall be verified by inspection during construction.
- **Mitigation Measure 4.3.6.1B:** Prior to the issuance of grading permits, the project applicant shall provide evidence to the City that grading plans include a requirement for the posting of an on-site sign instructing construction workers to shut off engines at or before five minutes of idling.
- **Mitigation Measure 4.3.6.1C:** During grading operations, no more than 5 acres of land will be disturbed per day to help reduce particulate air pollution on surrounding residences. Violation of this restriction will be cause for work to be halted for a period of one day for each violation.
- **Mitigation Measure 4.3.6.3A:** Prior to the issuance of building permits, the Project Applicant shall submit energy demand calculations to the City (Planning and Building Departments) demonstrating that the increment of the Project for which building permits are being requested would achieve a minimum 15% increase in energy efficiencies beyond current California Building Code Title 24 performance standards. Representative energy efficiency/energy conservation measures to be incorporated in the project would include, but would not be not limited to, those listed below (it being understood that the items listed below are not all required and merely present examples; the list is not all-inclusive and other features that would demonstrably reduce energy consumption and promote energy conservation would also be acceptable):
 - Increase in insulation such that heat transfer and thermal bridging is minimized;
 - Limit air leakage through the structure and/or within the heating and cooling distribution system;
 - Use of energy-efficient space heating and cooling equipment;
 - Installation of electrical hook-ups at loading dock areas;
 - Installation of dual-paned or other energy efficient windows;
 - Use of interior and exterior energy efficient lighting that exceeds then incumbent California Title 24 Energy Efficiency performance standards;
 - Installation of automatic devices to turn off lights where they are not needed;
 - Application of a paint and surface color palette that emphasizes light and off-white colors that reflect heat away from buildings;
 - Design of buildings with “cool roofs” using products certified by the Cool Roof Rating Council, and/or exposed roof surfaces using light and off-white colors;
 - Design of buildings to accommodate photovoltaic solar electricity systems or the installation of photo-voltaic solar electricity systems; and
 - Installation of ENERGY STAR-qualified energy efficient appliances, heating and cooling systems, office equipment, and/or lighting products.

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- **Mitigation Measure 4.3.6.3E:** Prior to issuance of the first certificate of occupancy, the Project Applicant shall coordinate with RTA and the City of Wildomar to provide its fair share contribution of a future bus stop improvement within walking distance (approximately a quarter mile or less) to the site.

5.1.5 Environmental Impacts of the Modified Project

Impact 5.1-1: Would the Modified Project result in a cumulatively considerable net increase of criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard during construction activities, or expose sensitive receptors to substantial pollutant concentrations during construction activities? [Thresholds AQ-2 and AQ-3]

Construction activities associated with the Modified Project would result in emissions of VOCs, NO_x, SO_x, CO, PM₁₀, and PM_{2.5}. Construction related emissions are expected from the site preparation, grading, building construction, paving, and architectural coatings.

Dust is typically a major concern during grading activities. The Modified Project is expected to require 142,652 cubic yards (CY) of import. Construction is expected to take approximately 20 months. Under the assumed scenarios, emissions resulting from the construction of the Modified Project would not exceed criteria pollutant thresholds established by the SCAQMD for emissions of any criteria pollutant (Urban Crossroads 2019).

The Original Project concluded that with the implementation of Mitigation Measure 4.3.6.1A and Mitigation Measure 4.3.6.1B, which require the use of Tier 3 certified construction equipment or better and signage for construction workers to shut-off engines at or before five minutes of idling, impacts would be reduced to less than significant levels. The Modified Project's impacts would also be less than significant because the Modified Project would not exceed SCAQMD thresholds. Thus, the Modified Project would not result in new or substantially more severe significant impacts in this regard.

Level of Significance Before Mitigation: Impact 5.1-1 would less than significant.

Additional Mitigation Measures for the Modified Project

No additional mitigation measures are required for the Modified Project beyond the applicable mitigation measures from the Original Project.

Level of Significance After Mitigation: Impact 5.1-1 would be less than significant.

The Modified Project would not result in new or substantially more severe significant impacts.

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Impact 5.1-2: Would the Modified Project result in a cumulatively considerable net increase of criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard during long-term operational activities, or expose sensitive receptors to substantial pollutant concentrations during long-term operational activities? [Thresholds AQ-2 and AQ-3]

Operational activities associated with the Modified Project would result in emissions of VOCs, NO_x, SO_x, CO, PM₁₀, and PM_{2.5}. Operational emissions would be expected from the following primary sources: area source emissions, energy source emissions, and mobile source emissions.

Area Source Emissions

Architectural Coatings

Over a period of time, the buildings that are part of the Modified Project would be subject to emissions resulting from the evaporation of solvents contained in paints, varnishes, primers, and other surface coatings as part of the Modified Project's maintenance.

Consumer Products

Consumer products include, but are not limited to detergents, cleaning compounds, polishes, personal care products, and lawn and garden products. Many of these products contain organic compounds which when released in the atmosphere can react to form ozone and other photochemically reactive pollutants.

Hearths/Fireplaces

The Modified Project must comply with SCAQMD Rule 445, which prohibits the use of wood burning stoves and fireplaces in new development. To account for the requirements of this Rule, the unmitigated CalEEMod model estimates were adjusted to remove wood burning stoves and fireplaces. As the Modified Project must comply with SCAQMD Rule 445, the removal of wood burning stoves and fireplaces is not considered mitigation, although it must be identified as such in CalEEMod in order to treat the case appropriately. No wood burning stoves or fireplaces are included with the Modified Project.

Landscape Maintenance Equipment

Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping of the Modified Project.

Energy Source Emissions

Combustion Emissions Associated with Natural Gas and Electricity

Electricity and natural gas are used by almost every project. Criteria pollutant emissions are emitted through the generation of electricity and consumption of natural gas. However, because electrical generating facilities for the project area are located either outside the region (state) or offset through the use of pollution credits

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(RECLAIM) for generation within the SCAB, criteria pollutant emissions from offsite generation of electricity is generally excluded from the evaluation of significance and only natural gas is considered.

Title 24 Energy Efficiency Standards

California's Energy Efficiency Standards for Residential and Nonresidential Buildings are adopted periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. Energy efficient buildings require less electricity.

Mobile Source Emissions

Project mobile source air quality impacts are dependent on both overall daily vehicle trip generation and the effect of the Modified Project on peak hour traffic volumes and traffic operations in the vicinity of the Modified Project. The Project-related operational air quality impacts are derived from the vehicles generated by the Modified Project.

Fugitive Dust Related to Vehicular Travel

Vehicle traveling on paved roads would be a source of fugitive emissions due to the generation of road dust inclusive of brake and tire wear particulates.

Impacts of the Original Project were less than significant with the incorporation of Mitigation Measure 4.3.6.3A, which requires the Project applicant to submit energy demand calculations to the City. The Modified Project impacts would not substantially increase mobile source emissions as compared to the Original Project's previously identified effects. However, a new air quality model has been adopted since the approval of the Original Project. The model (CalEEMod) calculates maximum daily emissions for summer and winter periods. Solely as a result of the new model, Project operational-source emissions would exceed the thresholds of significance of NO_x (Appendix B). It is important to note that over 84 percent of operational-source NO_x emissions would be generated from the mobile activities from vehicles that cannot be mitigated. Neither the Modified Project nor the City can substantively or materially affect reductions in Project mobile-source emissions beyond the regulatory requirements and mitigation measures identified herein. The emissions are considered potentially significant even with the implementation of CALGreen Section 5.106.5.3, which requires six percent of parking spaces in new nonresidential buildings to be electric vehicle capable. Therefore, as a result of the new model, the Modified Project is conservatively deemed to have a new potentially significant impact.

Level of Significance Before Mitigation: Impact 5.1-2 would be potentially significant.

Additional Mitigation Measures for the Modified Project

No additional mitigation measures are feasible to substantially reduce the Modified Project's significant impact beyond the applicable mitigation measures from the Original Project because over 84 percent of operational-source NO_x emissions would be generated from the mobile activities from vehicles. Neither the Modified Project nor the City can substantively or materially affect reductions in Project mobile-source emissions beyond the regulatory requirements and mitigation measures identified herein.

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Level of Significance After Mitigation: Impact 5.1-2 would be significant and unavoidable.

While the increase in emissions associated with the Modified Project is considered minor when compared to the Original Project, the increase results in a new significant effect because of the new air quality model.

Impact 5.-3: Would the Modified Project expose sensitive receptors to substantial pollutant concentrations? [Threshold AQ-3]

The significance of localized emissions impacts depends on whether ambient levels in the vicinity of any given project are above or below State standards. In the case of CO and NO₂, if ambient levels are below the standards, a project is considered to have a significant impact if project emissions result in an exceedance of one or more of these standards. If ambient levels already exceed a state or federal standard, then project emissions are considered by a measurable amount. This would apply to PM₁₀ and PM_{2.5}; both of which are non-attainment pollutants.

The Modified Project could actively disturb approximately 3.5 acres per day during site preparation activities and 4 acres per day for grading activities of the approximately 10-acre site. LSTs represent the maximum emissions from a project that would not cause or contribute to an exceedance of the most stringent applicable NAAQS and CAAQS at the nearest residence or sensitive receptor. Receptor locations are off-site locations where individuals may be exposed to emissions from the Modified Project's activities.

Localized Significance – Short-Term Construction Activity

Commercial and industrial facilities are not included in the definition of sensitive receptors because employees and patrons do not typically remain onsite for a full 24 hours but are typically onsite for eight hours or less. Sensitive receptors in the vicinity of the project site include the residential uses approximately 50 feet north adjacent to the project boundaries opposite Grove Street, south of Baxter Road approximately 440 feet south of the project boundaries, and the homes located west of the project site boundary at a distance of approximately 140 feet across White Street.

The Air Quality Analysis Report analyzed localized construction and operational emissions impacts at the nearest sensitive receptors. The nearest receptor where an individual can stay for a 24-hour period is represented by the single residential home located 50 feet north of the project site. For the evaluation of localized NO₂ and CO impacts, the nearest receptor location where an individual can remain onsite for an 8-hour period is the same single residential home. Since the total acreage disturbed is less than five acres per day for the site preparation phase and the grading phase, the SCAQMD's screening look-up tables are used in determining impacts. The look-up tables identify thresholds at 1 acre, 2 acres, and 5 acres, linear regression has been used, consistent with SCAQMD guidance to interpolate the threshold values for the other disturbed acreage and distances not identified in the look-up tables.

Table 5.1-6, *Localized Significance Summary of Construction - Without Mitigation*, identifies the localized impacts at the nearest receptor location in the vicinity of the project site under the Original Project and Modified Project conditions.

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ORIGINAL PROJECT				
Construction Emission Sources	Emissions (lbs/day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Maximum Daily Emissions	80.72	51.58	12.69	7.19
Local Significance Threshold	279.67	1,388.33	9	5.33
Threshold Exceeded?	No	No	Yes	Yes
MODIFIED PROJECT				
On-Site Site Preparation Emissions	Emissions (lbs/day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Maximum Daily Emissions	63.79	22.39	11.28	6.59
SCAQMD Localized Threshold	303	1,533	10	6
Threshold Exceeded?	No	No	Yes	Yes
Original and Modified Project Net Change – Maximum Daily Emissions	-16.93	-29.19	-1.41	-0.60
Original and Modified Project Net Change – SCAQMD Localized Threshold	23.33	144.67	1.00	0.67
On-Site Grading Emissions	Emissions (lbs/day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Maximum Daily Emissions	60.88	32.40	6.53	3.75
SCAQMD Localized Threshold	325	1,677	11	7
Threshold Exceeded?	No	No	No	No
Original and Modified Project Net Change – Maximum Daily Emissions	-19.84	-19.18	-6.16	-3.44
Original and Modified Project Net Change – SCAQMD Localized Threshold	45.33	288.67	2.00	1.67

Source: LSA 2016, Urban Crossroads 2019.

As shown in Table 5.1-6, without mitigation, localized construction emissions would exceed the applicable SCAQMD LSTs for emissions of PM₁₀ and PM_{2.5} under both the Original Project and Modified Project conditions. Notably, the Modified Project would result in less daily emissions than the Original Project, as shown in Table 5.1-6.

Table 5.1-7, *Localized Significance Summary of Construction - With Mitigation*, identifies the localized impacts at the nearest receptor location in the vicinity of the project site under the Original Project and Modified Project conditions. Mitigation Measures AQ-1, which is in addition to the mitigation measures of the Original Project, is recommended to reduce the PM₁₀ and PM_{2.5} impacts. After implementation of MM AQ-1, construction emissions would not exceed the applicable SCAQMD LSTs for any criteria pollutant. Mitigation Measure AQ-1 requires that for construction equipment greater than 150 horsepower (>150 HP), the construction contractor shall ensure that off-road diesel construction equipment complies with EPA/CARB Tier 3 emissions

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standards and shall ensure that all construction equipment is tuned and maintained in accordance with the manufacturer's specifications.

Table 5.1-7 Localized Significance Summary of Construction - With Mitigation

ORIGINAL PROJECT				
Construction Emission Sources	Emissions (lbs/day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Maximum Daily Emissions	46.48	37.24	5.80	3.64
Local Significance Threshold	279.67	1,388.33	9	5.33
Threshold Exceeded?	No	No	No	No
MODIFIED PROJECT				
On-Site Site Preparation Emissions	Emissions (lbs/day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Maximum Daily Emissions	27.05	30.31	9.52	5.06
SCAQMD Localized Threshold	303	1,533	10	6
Threshold Exceeded?	No	No	No	No
Original and Modified Project Net Change – Maximum Daily Emissions	-19.43	-6.93	3.72	1.42
Original and Modified Project Net Change – SCAQMD Localized Threshold	23.33	144.67	1.00	0.67
On-Site Grading Emissions	Emissions (lbs/day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Maximum Daily Emissions	33.97	40.40	5.40	2.82
SCAQMD Localized Threshold	325	1,677	11	7
Threshold Exceeded?	No	No	No	No
Original and Modified Project Net Change – Maximum Daily Emissions	-12.51	3.16	-0.40	-0.82
Original and Modified Project Net Change – SCAQMD Localized Threshold	45.33	288.67	2.00	1.67
Source: LSA 2016, Urban Crossroads 2019.				

As shown in Table 5.1-7, mitigation measures would reduce impacts to less than significant under both the Original Project and Modified Project conditions. Although the Modified Project would not exceed thresholds, the Modified Project would result in more daily emissions of CO during grading activities (3.16 lbs/day), and more daily emissions of PM₁₀ and PM_{2.5} during site preparation activities (3.72 lbs/day and 1.42 lbs/day, respectively).

Localized Significance – Long-Term Operational Activity

The development of the Modified Project is located on approximately 36 acres. As previously stated, the total development proposed for the site includes 66 single-family detached dwelling units and 204 multi-family

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dwelling units (as analyzed in the Original Project), as well as the Modified Project's 102-room hotel and 84,000 square feet of medical office building (MOB) space. According to SCAQMD LST methodology, LSTs would apply to the operational phase of a project, if the Modified Project includes stationary sources, or attracts mobile sources that may spend long periods queuing and idling at the site (e.g. transfer facilities and warehouse buildings). Neither the Original Project nor the Modified Project includes such uses, and therefore, due to the lack of significant stationary source emissions, no long-term localized significance threshold analysis is needed.

CO Hot Spot Analysis

The Modified Project would not result in potentially adverse CO concentrations or "hot spots." Detailed modeling of project-specific CO "hot spots" is not needed to reach this conclusion. It has been long recognized that CO hotspots are caused by vehicular emissions, primarily when idling at congested intersections. In response, vehicle emissions standards have become increasingly stringent in the last twenty years. Currently, the allowable CO emissions standard in California is a maximum of 3.4 grams/mile for passenger cars. With the turnover of older vehicles, introduction of cleaner fuels, and implementation of increasingly sophisticated and efficient emissions controls technologies, CO concentration in the SCAB is now designated as attainment. Also, CO concentrations in the project vicinity have steadily declined.

Based on the SCAQMD's 2003 AWMP and the 1992 Federal Attainment Plan for Carbon Monoxide, peak carbon monoxide concentrations in the SCAB were a result of unusual meteorological and topographical conditions and not a result of traffic volumes and congestion at a particular intersection. The Modified Project would not produce the volume of traffic required to generate a CO "hot spot" either in the context of the 2003 Los Angeles hot spot study (which did not predict any violation of CO standards) or based on representative BAAQMD CO threshold considerations (which concluded that under existing and future vehicle emission rates, a given project would have to increase traffic volumes at a single intersection by more than 44,000 vehicle per hour or 24,000 vehicles per hour where vertical and/or horizontal air does not mix, in order to generate a significant CO impact). Therefore, as with the Original Project, CO "hot spots" are not an environmental impact of concern for the Modified Project; localized air quality impacts related to mobile-source emissions would be less than significant.

The Original Project concluded that with the implementation of Mitigation Measure 4.3.6.1A and Mitigation Measure 4.3.6.1B, which require the use of Tier 3 certified construction equipment or better and signage for construction workers to shut-off engines at or before five minutes of idling, impacts would be reduced to less than significant levels. In addition to these mitigation measures, the Modified Project would implement Mitigation Measure AQ-1, which requires construction equipment greater than 150 horsepower (>150 HP) to comply with EPA/CARB Tier 3 emission standards, in order to reduce impacts to PM₁₀ and PM_{2.5}.

The Modified Project would not result in new or substantially more severe significant impacts in this regard.

Level of significance Before Mitigation: Impact 5.1-3 would be potentially significant.

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Additional Mitigation Measures for the Modified Project

In addition to the applicable mitigation measures from the Original Project, the following mitigation measure would be implemented for the Modified Project:

- AQ-1 For equipment greater than 150 horsepower (>150 HP), the Construction Contractor shall ensure that off-road diesel construction equipment that complies with Environmental Protection Agency (EPA)/California Air Resources Board (CARB) Tier 3 emissions standards and shall ensure that all construction equipment is tuned and maintained in accordance with the manufacturer's specifications.

Level of significance After Mitigation: Impact 5.1-3 is less than significant with mitigation measures incorporated.

The Modified Project would not result in new or substantially more significant impacts.

Impact 5.1-4:	Would the Modified Project conflict with or obstruct implementation of the applicable air quality plan? [Threshold AQ-1]
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The project site is located within the SCAB, which is characterized by relatively poor air quality. The SCAQMD has jurisdiction over an approximately 10,743 square-mile area consisting of the four-county Basin and the Los Angeles County and Riverside County portions of what used to be referred to as the Southeast Desert Air Basin. In these areas, the SCAQMD is principally responsible for air pollution control, and works directly with the SCAG, county transportation commissions, local governments, as well as state and federal agencies to reduce emissions from stationary, mobile, and indirect sources to meet state and federal ambient air quality standards. Currently, these state and federal air quality standards are exceeded in most parts of the SCAB. In response, the SCAQMD has adopted a series of AQMPs to meet the state and federal ambient air quality standards. AQMPs are updated regularly in order to more effectively reduce emissions, accommodate growth, and to minimize any negative fiscal impacts of air pollution control on the economy. There are two criteria for assessing consistency with the AQMP.

Consistency Criterion 1

Consistency Criterion No. 1 refers to violations of the CAAQS and NAAQS. CAAQS and NAAQS violations would occur if regional or localized significance thresholds were exceeded.

Construction Impacts

Consistency Criterion No. 1 refers to violations of the CAAQS and NAAQS. CAAQS and NAAQS violations would occur if LSTs or regional significance thresholds were exceeded. The Original Project determined that with the implementation of Mitigation Measures 4.3.6.1A through 4.3.6.1D, and 4.3.6.2A, impacts would be reduced to less than significant and the Original Project would be consistent with Consistency Criterion No. 1.

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As evaluated, the Modified Project's regional and localized construction-source emissions would not exceed applicable regional significance threshold and LST thresholds after implementation of applicable mitigation measures (Urban Crossroads 2019). As such, a less than significant impact is expected.

Operational Impacts

The regional operational emissions of the Original Project was found to exceed the applicable thresholds for NO_x, but with the implementation of Mitigation Measure 4.3.6.3A, impacts would be less than significant.

As discussed under Impact 5.1-2, due solely to a change in the air quality model adopted after the Original Project was approved, the Modified Project's regional analysis shows that operational-source emissions have the potential to exceed applicable thresholds for NO_x (Urban Crossroad 2019). As such, Project operational-source emissions would result in or cause violations of the CAAQS and NAAQS, and the Modified Project would be inconsistent with the first criterion.

Consistency Criterion 2

The 2016 AQMP demonstrates that the applicable ambient air quality standards can be achieved within the timeframes required under federal law. Growth projections from local general plans adopted by cities in the district are provided to the SCAG, which develops regional growth forecasts, which are then used to develop future air quality forecasts for the AQMP. Development consistent with the growth projections in the City's General Plan is considered to be consistent with the AQMP.

Construction Impacts

Peak day emissions generated by construction activities are largely independent of land use assignments, but rather are a function of development scope and maximum area of disturbance. Development of the site to its maximum potential would likely occur with disturbance of the entire site occurring during construction activities.

Operational Impacts

The City of Wildomar General Plan designates the project site for CR, MHDR, and VHDR uses. The CR land use designation allows for the development of CR uses at a neighborhood, community, and regional level, as well as for professional office and tourist-oriented commercial uses. The MHDR land use designation allows for the development of smaller lot, single-family residences. Typical allowable uses in this category include detached, small-lot single family homes, patio homes, and townhouses. The potential for clustered development is provided for in this category. Lastly, the VHDR land use designation allows for the development of multi-family apartments, duplexes, and condominiums. As previously stated, total development would include the residential development of 66 single-family units and 204 multi-family units from the Original Project, and the Modified Project would include a 102-room hotel and 84,000 square feet of MOB space. The uses proposed by the Project are consistent with the City's land use designation. The Original Project, which required a General Plan Amendment, was determined to be no more intensive than what was allowed under the General Plan (prior to the General Plan Amendment) and the zoning designations, therefore, the Original Project was found

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to not exceed the assumptions of the AQMP. As a result, the Original Project was found to be consistent with the Consistency Criterion No. 2.

However, as discussed under Impact 5.1-2, a new air quality model has been adopted since the approval of the Original Project. Solely as a result of the new model, the calculated impacts of the Modified Project's operational-source emissions have the potential to exceed the threshold of significance and therefore, the Modified Project has the potential to conflict with the goals and objectives of the AQMP. Therefore, the Modified Project is determined to be inconsistent with the second criterion.

Conclusion

The Modified Project's impacts would not substantially increase air emissions as compared to the Original Project's previously identified effects. The Modified Project is consistent with the land use and growth intensities reflected in the adopted General Plan. However, a new air quality model has been adopted since the approval of the Original Project. Solely as a result of the new model, the Modified Project has the potential to result in or cause NAAQS or CAAQS violations, and operational-source emissions have the potential to exceed the applicable regional thresholds of significance. Therefore, as a result of the new model, the Modified Project is conservatively considered to conflict with the goal and objectives of the AQMP and have a potentially significant impact with respect to this threshold.

Level of Significance Before Mitigation: Impact 5.1-4 would be potentially significant.

Additional Mitigation Measures for the Modified Project

No additional mitigation measures are feasible to substantially reduce the Modified Project's significant impact beyond the applicable mitigation measures from the Original Project because over 84 percent of operational-source NO_x emissions would be generated from the mobile activities from vehicles. Neither the Modified Project nor the City can substantively or materially affect reductions in Project mobile-source emissions beyond the regulatory requirements and mitigation measures identified herein

Level of Significance After Mitigation: Impact 5.1-4 would be significant and unavoidable.

While the increase in emissions associated with the Modified Project is considered minor when compared to the Original Project, the increase results in a new significant effect because of the new air quality model.

Impact 5.1-5: Would the Modified Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? [Threshold AQ-4]

The potential for the Modified Project to generate objectionable odors has been considered. Land uses generally associated with the following are associated with odor complaints: agricultural uses (livestock and farming), wastewater treatment plants, food processing plants, chemical plants, composting operations, refineries, landfills, dairies, and fiberglass molding facilities. Neither the Original Project nor the Modified Project contain land uses that are associated with emitting objectionable odors. Potential odor sources associated with the Modified Project may result from construction equipment exhaust and the application of asphalt and

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architectural coatings during construction activities and the temporary storage of typical solid waste (refuse) associated with the Modified Project's (long-term operational) uses.

Standard construction requirements would minimize odors from construction under the Original Project and Modified Project conditions. The construction odor emissions would temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction. Therefore, this is considered to be less than significant. It is expected that Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the City's solid waste regulations, Chapter 8.104, Solid Waste Collection and Disposal, of the City of Wildomar Municipal Code. The Modified Project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. The Original Project determined that impacts as a result of odors would be less than significant. Additionally, odors associated with the Modified Project's construction and operations would also be less than significant. The Modified Project impacts would not result in new significant environmental effects or a substantial increase in the severity of the Original Project's previously identified significant effects, and the Modified Project would not result in new or more significant impacts in this regard.

Level of Significance Before Mitigation: Impact 5.1-5 would not result in new significant environmental effects or a substantial increase in the severity of the Original Project's previously identified significant effects.

Additional Mitigation Measures for the Modified Project

No additional mitigation measures are required.

Level of Significance After Mitigation: Impact 5.1-5 would be less than significant.

The Modified Project would not result in new or substantially more severe significant impacts.

5.1.6 Cumulative Impacts

The CAAQS designates the City, and therefore the project site, as nonattainment for O₃, PM₁₀, and PM_{2.5} while the NAAQS designates the project site as nonattainment for O₃ and PM_{2.5}. This analysis assumes that individual projects that do not generate operational or construction emissions that exceed SCAQMD's recommended daily thresholds for project-specific impacts would also not cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment, and therefore, would not be considered to have a significant, adverse air quality impact. Alternatively, individual project-related construction and operational emissions that exceed SCAQMD thresholds for project-specific impacts would be considered cumulatively considerable.

Construction Impacts

The Modified Project-specific evaluation of emissions presented in the preceding analysis demonstrates that, Project construction-source air pollutant emissions would not result in exceedances of regional thresholds. Therefore, Project construction-source emissions would be considered less than significant in a Project-specific and cumulative basis.

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Operational Impacts

The Project-specific evaluation of emissions presented in the preceding analysis demonstrates that the Modified Project operational-source air pollutant emissions would result in exceedances of regional thresholds for emissions of NO_x. This is because a new air quality model has been adopted since the certification of the Original Project, and therefore, the calculated impacts exceed the thresholds. As previously stated, over 84 percent of operational-source NO_x emissions would be generated from the mobile activities from vehicles that cannot be mitigated. Neither the Project applicant nor the City can substantively or materially affect reductions in Project mobile-source emissions beyond the regulatory requirements and mitigation measures identified herein. Therefore, these emissions are considered significant and unavoidable.

5.1.7 Level of Significance Before Additional Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, some impacts would be less than significant: 5.1-1 and 5.1-5.

Without mitigation, these impacts would be **potentially significant**:

- Impact 5.1-2 Would the Modified Project result in a cumulatively considerable net increase of criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard during long-term operational activities, or expose sensitive receptors to substantial pollutant concentrations during long-term operational activities?
- Impact 5.1-3 Would the Modified Project expose sensitive receptors to substantial pollutant concentrations?
- Impact 5.1-4 Would the Modified Project conflict with or obstruct implementation of the applicable air quality plan?

5.1.8 Additional Mitigation Measures for the Modified Project

The following mitigation measure is in addition to the existing mitigation measures that apply to the Modified Project from the Original Project:

Impact 5.1-3

- AQ-1 For equipment greater than 150 horsepower (>150 HP), the Construction Contractor shall ensure that off-road diesel construction equipment that complies with Environmental Protection Agency (EPA)/California Air Resources Board (CARB) Tier 3 emissions standards and shall ensure that all construction equipment is tuned and maintained in accordance with the manufacturer's specifications.

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5.1.9 Level of Significance After Additional Mitigation

Impact 5.1-3

Upon implementation of Mitigation Measures AQ-1, impacts would be less than significant as construction equipment would comply with Tier 3 emission standards, and equipment would be maintained and tuned so that construction emissions would not exceed the applicable SCAQMD localized significance thresholds.

Impact 5.1-2 and Impact 5.1-4

The Modified Project would exceed regional thresholds of significance established by the SCAQMD for emissions of NO_x. It is important to note that approximately 84 percent of NO_x emissions are derived from vehicle usage. Since neither the Project applicant nor the City have regulatory authority to control vehicle tailpipe emissions, no feasible mitigation measures exist that would reduce NO_x emissions to levels that are less than significant. Even with the implementation of electric vehicle charging stations, NO_x emissions are considered significant and unavoidable.

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5.2 GREENHOUSE GAS EMISSIONS

This section of the Draft Supplemental Environmental Impact Report (DSEIR) evaluates the potential for the implementation of the Modified Project to cumulatively contribute to greenhouse gas (GHG) emissions impacts. Because no single project is large enough to result in a measurable increase in global concentrations of GHG, climate change impacts of a project are considered on a cumulative basis. This evaluation is based on the methodology recommended by the South Coast Air Quality Management District (SCAQMD).

The analysis in this section is based in part on the following technical report:

- *Baxter Village Greenhouse Gas Analysis*, Urban Crossroads, November 19, 2019

A complete copy of this study is included in as Appendix C to this Draft SEIR.

5.2.1 Environmental Setting

Global Climate Change (GCC) is defined as the change in average meteorological conditions on the earth with respect to temperature, precipitation, and storms. The majority of scientists believe that the climate shift taking place since the Industrial Revolution is occurring at a quicker rate and magnitude than in the past. Scientific evidence suggests that GCC is the result of increased concentrations of GHGs in the earth's atmosphere, include carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), and fluorinated gases. The majority of scientists also believe that is increased rate of climate change is the result of GHGs resulting from human activity and industrialization over the past 200 years.

An individual project like the Modified Project evaluated in the GHG Analysis Report cannot generate enough GHG emissions to affect a discernable change in global climate. However, the Modified Project may participate in the potential for GCC by its incremental contribution of GHGs combined with the cumulative increase of all other sources of GHGs, which when taken together constitute potential influences on GCC.

Global Climate Change Defined

GCC refers to the change in average meteorological conditions on the earth with respect to temperature, wind patterns, precipitation, and storms. Global temperatures are regulated by naturally occurring gases such as water (H₂O) vapor, CO₂, N₂O, CH₄, hydrofluorocarbons (HFC), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). These particular gases are important due to their residence time in the atmosphere, which ranges from 10 years to more than 100 years. These gases allow solar radiation into the earth's atmosphere, but prevent radioactive heat from escaping, therefore, warming the earth's atmosphere. GCC can occur naturally as it has in the past with previous ice ages. Gases that trap heat in the atmosphere are often referred to as GHGs. GHGs are released into atmosphere by both natural and anthropogenic activity. Without the natural GHG effect, the earth's average temperature would be approximately 61° F cooler than it is currently. The accumulation of these gases in the earth's atmosphere is considered to be the cause for the observed increase in the earth's temperature.

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GREENHOUSE GAS EMISSIONS

Greenhouse Gases and Health Effects

GHGs trap heat in the atmosphere, creating a GHG effect that results in global warming and climate change. The GHG Analysis Report analyzed evaluated emissions from CO₂, CH₄, and N₂O because these gases are the primary contributors to GCC from development projects. Although there are other substances such as fluorinated gases that also contribute to GCC, these fluorinated gases were not evaluated in the GHG Analysis Report as their sources are not well-defined and do not contain accepted emissions factors or methodology to accurately calculate these gases.

The potential health effects related directly to the emissions of CO₂, CH₄, and N₂O as they relate to development projects, such as the Modified Project, as still being debated in the scientific community. Their cumulative effects to GCC have the potential to cause adverse effects to human health. Increases in Earth's ambient temperatures would result in more intense heat waves, causing more heat-related deaths. Scientists also purport that higher ambient temperatures would increase disease survival rates and result in more widespread disease. Climate change will likely cause shifts in weather patterns potentially resulting in devastating droughts and food shortages in some areas.

Global Warming Potential

GHGs have varying Global Warming Potential (GWP) values. GWP of a GHG indicates the amount of warming a gas causes over a given period of time and represents the potential of a gas to trap heat in the atmosphere. CO₂ is utilized as the reference gas for GWP, and therefore, has a GWP of 1. Carbon dioxide equivalent (CO₂e) is a term used for describing the different GHGs in a common unit. CO₂e signifies the amount of CO₂ which would have the equivalent GWP.

Greenhouse Gas Emissions Inventories

Global

Worldwide anthropogenic GHG emissions are tracked by the Intergovernmental Panel on Climate Change (IPCC) for industrialized nations (referred to as Annex I) and developing nations (referred to as Non-Annex I). Human GHG emissions data for Annex I nations are available through 2017. Based on the latest available data, the sum of these emissions totaled approximately 29,216,501 Gg CO₂e¹. The United States was the number two producer of GHG emissions in 2017.

State of California

California has significantly slowed the rate of growth of GHG emissions in the state due to the implementation of energy efficiency programs as well as adoption of strict emission controls, but is still a substantial contributor to the U.S. emissions inventory total. The California Air Resource Board (CARB) compiles GHG inventories for the State of California. Based upon the 2019 GHG inventory data (i.e., the latest year for which data are

¹ The global emissions are the sum of Annex I and non-Annex I countries, without counting Land-Use, Land-Use Change and Forestry (LULUCF). For countries without 2017 data, the United Nations Framework Convention on Climate Change (UNFCCC) data for the most recent year was used. United Nations Framework Convention on Climate Change, "Annex I Parties – GHG total without LULUCF," the most recent GHG emissions for China and India are from 2014.

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available) for the 2000-2017 GHG emissions period, California emitted an average 424.1 million metric tons of CO₂e (MMTCO₂e) per year.

Effects of Climate Change in California

Public Health

Higher temperatures may increase the frequency, duration, and intensity of conditions conducive to air pollution formation. For example, days with weather conducive to ozone formation could increase from 25 to 35 percent under the lower warming range to 75 to 85 percent under the medium range. In addition, if global background ozone levels increase as predicted in some scenarios, it may become impossible to meet local air quality standards. Air quality could be further compromised by increases in wildfires, which emit fine particulate matter that can travel long distances, depending on wind conditions. The Climate Scenarios report indicates that large wildfires could become up to 55 percent more frequent if GHG emissions are not significantly reduced.

In addition, under the higher warming range scenario, there could be up to 100 more days per year with temperatures above 90°F in Los Angeles and 95°F in Sacramento by 2100. This is a large increase over historical patterns and approximately twice the increase projected if temperatures remain within or below the lower warming range. Rising temperatures could increase the risk of death from dehydration, heat stroke/exhaustion, heart attack, stroke, and respiratory distress caused by extreme heat.

Water Resources

A vast network of man-made reservoirs and aqueducts captures and transports water throughout the state from northern California rivers and the Colorado River. The current distribution system relies on Sierra Nevada snowpack to supply water during the dry spring and summer months. Rising temperatures, potentially compounded by decreases in precipitation, could severely reduce spring snowpack, increasing the risk of water shortages.

If temperatures continue to increase, more precipitation could fall as rain instead of snow, and the snow that does fall could melt earlier, reducing the Sierra Nevada spring snowpack by as much as 70 to 90 percent. Under the lower warming range scenario, snowpack losses could be only half as large as those possible if temperatures were to rise to the higher warming range.

The State's water supplies are also at risk from rising sea levels. An influx of saltwater could degrade California's estuaries, wetlands, and groundwater aquifers. Saltwater intrusion caused by rising sea levels is a major threat to the quality and reliability of water within the southern edge of the Sacramento/San Joaquin Delta – a major fresh water supply.

Agriculture

Increased temperatures could cause widespread changes to the agriculture industry reducing the quantity and quality of agricultural products statewide. First, California farmers could possibly lose as much as 25 percent of the water supply needed. Although higher CO₂ levels can stimulate plant production and increase plant

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water-use efficiency, California's farmers could face greater water demand for crops and a less reliable water supply as temperatures rise. Crop growth and development could change, as could the intensity and frequency of pest and disease outbreaks. Rising temperatures could aggravate ozone pollution, which makes plants more susceptible to disease and pests and interferes with plant growth.

Plant growth tends to be slow at low temperatures, increasing with rising temperatures up to a threshold. However, faster growth can result in less-than-optimal development for many crops, so rising temperatures could worsen the quantity and quality of yield for several California's agricultural products. Products likely to be most affected include wine grapes, fruits, and nuts.

In addition, continued GCC could shift the ranges of existing invasive plants and weeds and alter competition patterns with native plants. Range expansion could occur in many species while range contractions may be less likely in rapidly evolving species with significant populations already established. Should range contractions occur, new or different weed species could fill the emerging gaps. Continued GCC could alter the abundance and types of many pests, lengthen pests' breeding season, and increase pathogen growth rates.

Forest and Landscapes

GCC has the potential to intensify the current threat to forests and landscapes by increasing the risk of wildfire and altering the distribution and character of natural vegetation. If temperatures rise into the medium warming range, the risk of large wildfires in California could increase by as much as 55 percent, which is almost twice the increase expected if temperatures stay in the lower warming range. However, since wildfire risk is determined by a combination of factors, including precipitation, winds, temperature, and landscape and vegetation conditions, future risks will not be uniform throughout the state. In contrast, wildfires in northern California could increase by up to 90 percent due to decreased precipitation.

Moreover, continued GCC has the potential to alter natural ecosystems and biological diversity within the state. For example, alpine and subalpine ecosystems could decline by as much as 60 to 80 percent by the end of the century because of increasing temperatures. The productivity of the state's forest has the potential to decrease because of GCC.

Rising Sea Levels

Rising sea levels, more intense coastal storms, and warmer water temperatures could increasingly threaten the state's coastal regions. Under the higher warming range scenario, sea level is anticipated to rise 22 to 25 inches by 2100. Elevations of this magnitude would inundate low-lying coastal areas with saltwater, accelerate coastal erosion, threaten vital levees and inland water systems, and disrupt wetlands and natural habitats. Under the lower warming range scenario, sea level could rise 12-14 inches.

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5.2.1.1 REGULATORY BACKGROUND

This section describes the federal, state, and local regulations applicable to GHG emissions.

Federal

The EPA announced on December 7, 2009, that GHG emissions threaten the public health and welfare of the American people and that GHG emissions from on-road vehicles contribute to that threat. The EPA's final findings respond to the 2007 U.S. Supreme Court decision that GHG emissions fit within the Clean Air Act definition of air pollutants. The findings do not in and of themselves impose any emission reduction requirements but allow the EPA to finalize the GHG standards proposed in 2009 for new light-duty vehicles as part of the joint rulemaking with the Department of Transportation (USEPA 2009).

To regulate GHGs from passenger vehicles, EPA was required to issue an endangerment finding. The finding identifies emissions of six key GHGs—CO₂, CH₄, N₂O, hydrofluorocarbons, perfluorocarbons, and SF₆—that have been the subject of scrutiny and intense analysis for decades by scientists in the United States and around the world. The first three are applicable to the project's GHG emissions inventory because they constitute the majority of GHG emissions and, per South Coast AQMD guidance, are the GHG emissions that should be evaluated as part of a project's GHG emissions inventory.

US Mandatory Reporting Rule for GHGs (2009)

In response to the endangerment finding, the EPA issued the Mandatory Reporting of GHG Rule that requires substantial emitters of GHG emissions (large stationary sources, etc.) to report GHG emissions data. Facilities that emit 25,000 MTCO₂e or more per year are required to submit an annual report.

Update to Corporate Average Fuel Economy Standards (2010/2012)

The current Corporate Average Fuel Economy standards (for model years 2011 to 2016) incorporate stricter fuel economy requirements issued by the federal government and California into one uniform standard. Additionally, automakers must cut GHG emissions in new vehicles by roughly 25 percent by 2016 (resulting in a fleet average of 35.5 miles per gallon by 2016). Rulemaking to adopt these new standards was completed in 2010. California agreed to allow automakers who show compliance with the national program to also be deemed in compliance with state requirements. The federal government issued new standards in 2012 for model years 2017–2025 that will require a fleet average of 54.5 miles per gallon in 2025.

While the EPA is reexamining the 2017–2025 emissions and CAFE standards, a consortium of automakers and California have agreed on a voluntary framework to reduce emissions that can serve as an alternative path forward for clean vehicle standards nationwide. Automakers who agreed to the framework are Ford, Honda, BMW of North America, and Volkswagen Group of America. The framework supports continued annual reductions of vehicle greenhouse gas emissions through the 2026 model year, encourages innovation to accelerate the transition to electric vehicles, and provides industry the certainty needed to make investments and create jobs. This commitment means that the auto companies party to the voluntary agreement will only sell cars in the United States that meet these standards (CARB 2019).

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EPA Regulation of Stationary Sources under the Clean Air Act (Ongoing)

Pursuant to its authority under the Clean Air Act, the EPA has been developing regulations for new, large, stationary sources of emissions, such as power plants and refineries. Under former President Obama's 2013 Climate Action Plan, the EPA was directed to develop regulations for existing stationary sources as well. On June 19, 2019, the EPA issued the final Affordable Clean Energy (ACE) rule which became effective on August 19, 2019. The ACE rule was crafted under the direction of President Trump's Energy Independence Executive Order. It officially rescinds the Clean Power Plan rule issued during the Obama Administration and sets emissions guidelines for states in developing plans to limit CO₂ emissions from coal-fired power plants.

State

Current State of California guidance and goals for reductions in GHG emissions are generally embodied in Executive Order S-3-05, Executive Order B-30-15, Assembly Bill 32 (AB 32), Senate Bill 32 (SB 32) and Senate Bill 375 (SB 375).

Executive Order S-03-05

Executive Order S-03-05, signed June 1, 2005, set the following GHG reduction targets for the state:

- 2000 levels by 2010
- 1990 levels by 2020
- 80 percent below 1990 levels by 2050

Assembly Bill 32, the Global Warming Solutions Act (2006)

Current State of California guidance and goals for reductions in GHG emissions are generally embodied in AB 32. AB 32 was passed by the California state legislature on August 31, 2006, to place the state on a course toward reducing its contribution of GHG emissions. AB 32 follows the 2020 tier of emissions reduction targets established in Executive Order S-03-05.

CARB 2008 Scoping Plan

The first Scoping Plan was adopted by the California Air Resources Board (CARB) on December 11, 2008. The 2008 Scoping Plan identified that GHG emissions in California are anticipated to be 596 MMTCO₂e in 2020. In December 2007, CARB approved a 2020 emissions limit of 427 MMTCO₂e (471 million tons) for the state (CARB 2008). To effectively implement the emissions cap, AB 32 directed CARB to establish a mandatory reporting system to track and monitor GHG emissions levels for large stationary sources that generate more than 25,000 MTTCO₂e per year, prepare a plan demonstrating how the 2020 deadline can be met, and develop appropriate regulations and programs to implement the plan by 2012.

First Update to the Scoping Plan

CARB completed a five-year update to the 2008 Scoping Plan, as required by AB 32. The First Update to the Scoping Plan, adopted May 22, 2014, highlights California's progress toward meeting the near-term 2020 GHG emission reduction goals defined in the 2008 Scoping Plan. As part of the update, CARB recalculated the 1990

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GHG emission levels with the updated AR4 GWPs, and the 427 MMTCO₂e 1990 emissions level and 2020 GHG emissions limit, established in response to AB 32, are slightly higher at 431 MMTCO₂e (CARB 2014).

As identified in the Update to the Scoping Plan, California is on track to meet the goals of AB 32. The update also addresses the state's longer-term GHG goals in a post-2020 element. The post-2020 element provides a high-level view of a long-term strategy for meeting the 2050 GHG goal, including a recommendation for the state to adopt a midterm target. According to the Update to the Scoping Plan, local government reduction targets should chart a reduction trajectory that is consistent with or exceeds the trajectory created by statewide goals (CARB 2014). CARB identified that reducing emissions to 80 percent below 1990 levels will require a fundamental shift to efficient, clean energy in every sector of the economy. Progressing toward California's 2050 climate targets will require significant acceleration of GHG reduction rates. Emissions from 2020 to 2050 will have to decline several times faster than the rate needed to reach the 2020 emissions limit (CARB 2014).

Executive Order B-30-15

Executive Order B-30-15, signed April 29, 2015, sets a goal of reducing GHG emissions in the state to 40 percent below 1990 levels by year 2030. Executive Order B-30-15 also directs CARB to update the Scoping Plan to quantify the 2030 GHG reduction goal for the state and requires state agencies to implement measures to meet the interim 2030 goal as well as the long-term goal for 2050 in Executive Order S-03-05. It also requires the Natural Resources Agency to conduct triennial updates of the California adaption strategy, Safeguarding California, to ensure climate change is accounted for in state planning and investment decisions.

Senate Bill 32 and Assembly Bill 197

In September 2016, Governor Brown signed Senate Bill 32 and Assembly Bill 197, making the Executive Order goal for year 2030 into a statewide, mandated legislative target. AB 197 established a joint legislative committee on climate change policies and requires the CARB to prioritize direction emissions reductions rather than the market-based cap-and-trade program for large stationary, mobile, and other sources.

2017 Climate Change Scoping Plan

Executive Order B-30-15 and SB 32 required CARB to prepare another update to the Scoping Plan to address the 2030 target for the state. On December 24, 2017, CARB approved the 2017 Climate Change Scoping Plan Update, which outlines potential regulations and programs, including strategies consistent with AB 197 requirements, to achieve the 2030 target. The 2017 Scoping Plan establishes a new emissions limit of 260 MMTCO₂e for the year 2030, which corresponds to a 40 percent decrease in 1990 levels by 2030 (CARB 2017).

California's climate strategy will require contributions from all sectors of the economy, including enhanced focus on zero- and near-zero emission (ZE/NZE) vehicle technologies; continued investment in renewables such as solar roofs, wind, and other types of distributed generation; greater use of low carbon fuels; integrated land conservation and development strategies; coordinated efforts to reduce emissions of short-lived climate pollutants (methane, black carbon, and fluorinated gases); and an increased focus on integrated land use planning to support livable, transit-connected communities and conserve agricultural and other lands. Requirements for GHG reductions at stationary sources complement local air pollution control efforts by the

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local air districts to tighten criteria air pollutants and TACs emissions limits on a broad spectrum of industrial sources. Major elements of the 2017 Scoping Plan framework include:

- Implementing and/or increasing the standards of the Mobile Source Strategy, which include increasing ZE buses and trucks;
- Low Carbon Fuel Standard (LCFS), with an increased stringency (18 percent by 2030).
- Implementation of SB 350, which expands the Renewables Portfolio Standard (RPS) to 50 percent RPS and doubles energy efficiency savings by 2030.
- California Sustainable Freight Action Plan, which improves freight system efficiency and utilizes near-zero emissions technology and deployment of ZE trucks.
- Implementing the proposed Short-Lived Climate Pollutant Strategy, which focuses on reducing methane and hydrofluorocarbon emissions by 40 percent and anthropogenic black carbon emissions by 50 percent by year 2030.
- Post-2020 Cap-and-Trade Program that includes declining caps.
- Continued implementation of SB 375.
- Development of a Natural and Working Lands Action Plan to secure California's land base as a net carbon sink.

In addition to the statewide strategies listed above, the 2017 Climate Change Scoping Plan also identified local governments as essential partners in achieving the state's long-term GHG reduction goals and recommended local actions to reduce GHG emissions—for example, statewide targets of no more than 6 MTCO_{2e} or less per capita by 2030 and 2 MTCO_{2e} or less per capita by 2050. CARB recommends that local governments evaluate and adopt robust and quantitative locally appropriate goals that align with the statewide per capita targets and sustainable development objectives and develop plans to achieve the local goals. The statewide per capita goals were developed by applying the percent reductions necessary to reach the 2030 and 2050 climate goals (i.e., 40 percent and 80 percent, respectively) to the state's 1990 emissions limit established under AB 32. For CEQA projects, CARB states that lead agencies have discretion to develop evidenced-based numeric thresholds (mass emissions, per capita, or per service population) consistent with the Scoping Plan and the state's long-term GHG goals. To the degree a project relies on GHG mitigation measures, CARB recommends that lead agencies prioritize on-site design features that reduce emissions, especially from vehicle miles traveled (VMT), and direct investments in GHG reductions within the project's region that contribute potential air quality, health, and economic co-benefits. Where further project design or regional investments are infeasible or not proven to be effective, CARB recommends mitigating potential GHG impacts through purchasing and retiring carbon credits.

The Scoping Plan scenario is set against what is called the “business as usual” yardstick—that is, what would the GHG emissions look like if the state did nothing at all beyond the policies that are already required and in place to achieve the 2020 limit, as shown in Table 5.2-1, *2017 Climate Change Scoping Plan Emissions Reductions Gap*. It includes the existing renewables requirements, advanced clean cars, the “10 percent” LCFS, and the SB 375 program for more vibrant communities, among others. However, it does not include a range of new policies or measures that have been developed or put into statute over the past two years. Also shown in the table, the known commitments are expected to result in emissions that are 60 MMTCO_{2e} above the target in 2030. If

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the estimated GHG reductions from the known commitments are not realized due to delays in implementation or technology deployment, the post-2020 Cap-and-Trade Program would deliver the additional GHG reductions in the sectors it covers to ensure the 2030 target is achieved.

Table 5.2-1 2017 Climate Change Scoping Plan Emissions Reductions Gap

Modeling Scenario	2030 GHG Emissions MMTCO ₂ e
Reference Scenario (Business-as-Usual)	389
With Known Commitments	320
2030 GHG Target	260
Gap to 2030 Target	60
Source: CARB 2017.	

Table 5.2-2, *2017 Climate Change Scoping Plan Emissions Change by Sector*, provides estimated GHG emissions by sector, compared to 1990 levels, and the range of GHG emissions for each sector estimated for 2030.

Table 5.2-2 2017 Climate Change Scoping Plan Emissions Change by Sector

Scoping Plan Sector	1990 MMTCO ₂ e	2030 Proposed Plan Ranges MMTCO ₂ e	% Change from 1990
Agricultural	26	24-25	-8% to -4%
Residential and Commercial	44	38-40	-14% to -9%
Electric Power	108	30-53	-72% to -51%
High GWP	3	8-11	267% to 367%
Industrial	98	83-90	-15% to -8%
Recycling and Waste	7	8-9	14% to 29%
Transportation (including TCU)	152	103-111	-32% to -27%
Net Sink ¹	-7	TBD	TBD
Sub Total	431	294-339	-32% to -21%
Cap-and-Trade Program	NA	24-79	NA
Total	431	260	-40%

Source: CARB 2017.

Notes: TCU = Transportation, Communications, and Utilities; TBD = To Be Determined.

¹ Work is underway through 2017 to estimate the range of potential sequestration benefits from the natural and working lands sector.

Senate Bill 375

In 2008, SB 375, the Sustainable Communities and Climate Protection Act, was adopted to connect the GHG emissions reductions targets established in the 2008 Scoping Plan for the transportation sector to local land use decisions that affect travel behavior. Its intent is to reduce GHG emissions from light-duty trucks and automobiles (excludes emissions associated with goods movement) by aligning regional long-range transportation plans, investments, and housing allocations to local land use planning to reduce VMT and vehicle

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trips. Specifically, SB 375 required CARB to establish GHG emissions reduction targets for each of the 18 metropolitan planning organizations (MPOs). The Southern California Association of Governments (SCAG) is the MPO for the Southern California region, which includes the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial.

Pursuant to the recommendations of the Regional Transportation Advisory Committee, CARB adopted per capita reduction targets for each of the MPOs rather than a total magnitude reduction target. SCAG's targets are an 8 percent per capita reduction from 2005 GHG emission levels by 2020 and a 13 percent per capita reduction from 2005 GHG emission levels by 2035 (CARB 2010). The 2020 targets are smaller than the 2035 targets because a significant portion of the built environment in 2020 has been defined by decisions that have already been made. In general, the 2020 scenarios reflect that more time is needed for large land use and transportation infrastructure changes. Most of the reductions in the interim are anticipated to come from improving the efficiency of the region's transportation network. The targets would result in 3 MMTCO_{2e} of reductions by 2020 and 15 MMTCO_{2e} of reductions by 2035. Based on these reductions, the passenger vehicle target in CARB's Scoping Plan (for AB 32) would be met (CARB 2010).

2017 Update to the SB 375 Targets

CARB is required to update the targets for the MPOs every eight years. In June 2017, CARB released updated targets and technical methodology and recently released another update in February 2018. The updated targets consider the need to further reduce VMT, as identified in the 2017 Scoping Plan Update, while balancing the need for additional and more flexible revenue sources to incentivize positive planning and action toward sustainable communities. Like the 2010 targets, the updated SB 375 targets are in units of percent per capita reduction in GHG emissions from automobiles and light trucks relative to 2005. This excludes reductions anticipated from implementation of state technology and fuels strategies and any potential future state strategies such as statewide road user pricing. The proposed targets call for greater per capita GHG emission reductions from SB 375 than are currently in place, which for 2035, translate into proposed targets that either match or exceed the emission reduction levels in the MPOs' currently adopted SCSs. As proposed, CARB staff's proposed targets would result in an additional reduction of over 8 MMTCO_{2e} in 2035 compared to the current targets. For the next round of SCS updates, CARB's updated targets for the SCAG region are an 8 percent per capita GHG reduction in 2020 from 2005 levels (unchanged from the 2010 target) and a 19 percent per capita GHG reduction in 2035 from 2005 levels (compared to the 2010 target of 13 percent) (CARB 2018). CARB adopted the updated targets and methodology on March 22, 2018. All SCSs adopted after October 1, 2018 are subject to these new targets.

SCAG's RTP/SCS

SB 375 requires each MPO to prepare an SCS in their regional transportation plan. For the SCAG region, the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) was adopted on April 7, 2016, and is an update to the 2012 RTP/SCS (SCAG 2016). SCAG recently released the 2020-2045 RTP/SCS (Draft Connect SoCal Plan) on November 7, 2019 (SCAG 2019). In general, the SCS outlines a development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, would reduce vehicle miles traveled from automobiles and light duty trucks and thereby reduce GHG emissions from these sources.

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The 2016-2040 RTP/SCS projects that the SCAG region will meet or exceed the passenger per capita targets set in 2010 by CARB. It is projected that VMT per capita in the region for year 2040 would be reduced by 7.4 percent with implementation of the 2016-2040 RTP/SCS compared to a no-plan year 2040 scenario. Under the 2016-2040 RTP/SCS, SCAG anticipates lowering GHG emissions 8 percent below 2005 levels by 2020, 18 percent by 2035, and 21 percent by 2040. The 18 percent reduction by 2035 over 2005 levels represents a 2 percent increase in reduction compared to the 2012 RTP/SCS projection. Overall, the SCS is meant to provide growth strategies that will achieve the aforementioned regional GHG emissions reduction targets. Land use strategies to achieve the region's targets include planning for new growth around high quality transit areas and livable corridors and creating neighborhood mobility areas to integrate land use and transportation and plan for more active lifestyles (SCAG 2016). However, the SCS does not require that local general plans, specific plans, or zoning be consistent with the SCS; instead, it provides incentives to governments and developers for consistency.

Transportation Sector Specific Regulations

Assembly Bill 1493

California vehicle GHG emission standards were enacted under AB 1493 (Pavley I). Pavley I is a clean-car standard that reduces GHG emissions from new passenger vehicles (light-duty auto to medium-duty vehicles) from 2009 through 2016 and is anticipated to reduce GHG emissions from new passenger vehicles by 30 percent in 2016. California implements the Pavley I standards through a waiver granted to California by the EPA. In 2012, the EPA issued a Final Rulemaking that sets even more stringent fuel economy and GHG emissions standards for model years 2017 through 2025 light-duty vehicles (see also the discussion on the update to the Corporate Average Fuel Economy standards under *Federal Laws*, above). In January 2012, CARB approved the Advanced Clean Cars program (formerly known as Pavley II) for model years 2017 through 2025. The program combines the control of smog, soot, and global warming gases with requirements for greater numbers of ZE vehicles into a single package of standards. Under California's Advanced Clean Car program, by 2025 new automobiles will emit 34 percent less global warming gases and 75 percent less smog-forming emissions.

Executive Order S-01-07

On January 18, 2007, the state set a new LCFS for transportation fuels sold in the state. Executive Order S-01-07 sets a declining standard for GHG emissions measured in CO₂e gram per unit of fuel energy sold in California. The LCFS requires a reduction of 2.5 percent in the carbon intensity of California's transportation fuels by 2015 and a reduction of at least 10 percent by 2020. The standard applies to refiners, blenders, producers, and importers of transportation fuels, and would use market-based mechanisms to allow these providers to choose how they reduce emissions during the "fuel cycle" using the most economically feasible methods.

Executive Order B-16-2012

On March 23, 2012, the state identified that CARB, the California Energy Commission (CEC), the Public Utilities Commission, and other relevant agencies worked with the Plug-in Electric Vehicle Collaborative and the California Fuel Cell Partnership to establish benchmarks to accommodate ZE vehicles in major

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metropolitan areas, including infrastructure to support them (e.g., electric vehicle charging stations). The executive order also directed the number of ZE vehicles in California's state vehicle fleet to increase through the normal course of fleet replacement so that at least 10 percent of fleet purchases of light-duty vehicles are ZE by 2015 and at least 25 percent by 2020. The executive order also establishes a target for the transportation sector of reducing GHG emissions 80 percent below 1990 levels.

Renewables Portfolio – Carbon Neutrality Regulations

Senate Bills 1078, 107, X1-2, and Executive Order S-14-08

A major component of California's Renewable Energy Program is the renewables portfolio standard established under Senate Bills 1078 (Sher) and 107 (Simitian). Under the RPS, certain retail sellers of electricity were required to increase the amount of renewable energy each year by at least 1 percent in order to reach at least 20 percent by December 30, 2010. Executive Order S-14-08, signed in November 2008, expanded the state's renewable energy standard to 33 percent renewable power by 2020. This standard was adopted by the legislature in 2011 (SB X1-2). Renewable sources of electricity include wind, small hydropower, solar, geothermal, biomass, and biogas. The increase in renewable sources for electricity production will decrease indirect GHG emissions from development projects, because electricity production from renewable sources is generally considered carbon neutral.

Senate Bill 350

Senate Bill 350 (de Leon) was signed into law September 2015 and establishes tiered increases to the RPS—40 percent by 2024, 45 percent by 2027, and 50 percent by 2030. SB 350 also set a new goal to double the energy-efficiency savings in electricity and natural gas through energy efficiency and conservation measures.

Senate Bill 100

On September 10, 2018, Governor Brown signed SB 100, which raises California's RPS requirements to 60 percent by 2030, with interim targets, and 100 percent by 2045. The bill also establishes a state policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all state agencies by December 31, 2045. Under the bill, the state cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

Executive Order B-55-18

Executive Order B-55-18, signed September 10, 2018, sets a goal "to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter." Executive Order B-55-18 directs CARB to work with relevant state agencies to ensure future Scoping Plans identify and recommend measures to achieve the carbon neutrality goal. The goal of carbon neutrality by 2045 is in addition to other statewide goals, meaning not only should emissions be reduced to 80 percent below 1990 levels by 2050, but that, by no later than 2045, the remaining emissions be offset by equivalent net removals of CO₂e from the atmosphere, including through sequestration in forests, soils, and other natural landscapes.

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Energy Efficiency Regulations

California Building Code: Building Energy Efficiency Standards

Energy conservation standards for new residential and non-residential buildings were adopted by the California Energy Resources Conservation and Development Commission (now the CEC) in June 1977 and most recently revised in 2019 (Title 24, Part 6, of the California Code of Regulations [CCR]). Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods.

Four key areas the 2019 standards focus on include 1) smart residential photovoltaic systems; 2) updated thermal envelope standards (preventing heat transfer from the interior to exterior and vice versa); 3) residential and nonresidential ventilation requirements; 4) and nonresidential lighting requirements (CEC 2018a). Under the 2019 standards, nonresidential buildings will be 30 percent more energy efficient compared to the 2016 standards while single-family homes will be 7 percent more energy efficient (CEC 2018b).

California Building Code: CALGreen

On July 17, 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code (24 CCR, Part 11, known as "CALGreen") was adopted as part of the California Building Standards Code. CALGreen established planning and design standards for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants.² The mandatory provisions of the California Green Building Code Standards became effective January 1, 2011, and were last updated in 2016. The 2016 Standards became effective on January 1, 2017. The CEC adopted the voluntary standards of the 2019 CALGreen on October 3, 2018. The 2019 CALGreen standards become effective January 1, 2020.

2006 Appliance Efficiency Regulations

The 2006 Appliance Efficiency Regulations (20 CCR §§ 1601–1608) were adopted by the CEC on October 11, 2006, and approved by the California Office of Administrative Law on December 14, 2006. The regulations include standards for both federally regulated appliances and non–federally regulated appliances. Though these regulations are now often viewed as "business as usual," they exceed the standards imposed by all other states, and they reduce GHG emissions by reducing energy demand.

Solid Waste Diversion Regulations

AB 939 – Integrated Waste Management Act of 1989

California's Integrated Waste Management Act of 1989 (AB 939, Public Resources Code §§ 40050 et seq.) set a requirement for cities and counties throughout the state to divert 50 percent of all solid waste from landfills by January 1, 2000, through source reduction, recycling, and composting. In 2008, the requirements were modified to reflect a per capita requirement rather than tonnage. To help achieve this, the act requires that each

² The green building standards became mandatory in the 2010 edition of the code.

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city and county prepare and submit a source reduction and recycling element. AB 939 also established the goal for all California counties to provide at least 15 years of ongoing landfill capacity.

AB 342

AB 341 (Chapter 476, Statutes of 2011) increased the statewide goal for waste diversion to 75 percent by 2020 and requires recycling of waste from commercial and multifamily residential land uses. Section 5.408 of the CALGreen also requires that at least 65 percent of the nonhazardous construction and demolition waste from nonresidential construction operations be recycled and/or salvaged for reuse.

AB 1327

The California Solid Waste Reuse and Recycling Access Act (AB 1327, Public Resources Code §§ 42900 et seq.) requires areas to be set aside for collecting and loading recyclable materials in development projects. The act required the California Integrated Waste Management Board to develop a model ordinance for adoption by any local agency requiring adequate areas for collection and loading of recyclable materials as part of development projects. Local agencies are required to adopt the model or an ordinance of their own.

AB 1826

In October of 2014, Governor Brown signed AB 1826, requiring businesses to recycle their organic waste on and after April 1, 2016, depending on the amount of waste they generate per week. This law also requires that on and after January 1, 2016, local jurisdictions across the state implement an organic waste recycling program to divert organic waste generated by businesses and multifamily residential dwellings that consist of five or more units. Organic waste means food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed in with food waste.

Water Efficiency Regulations

SBX7-7

The 20x2020 Water Conservation Plan was issued by the Department of Water Resources (DWR) in 2010 pursuant to Senate Bill 7, which was adopted during the 7th Extraordinary Session of 2009–2010 and therefore dubbed “SBX7-7.” SBX7-7 mandated urban water conservation and authorized the DWR to prepare a plan implementing urban water conservation requirements (20x2020 Water Conservation Plan). In addition, it required agricultural water providers to prepare agricultural water management plans, measure water deliveries to customers, and implement other efficiency measures. SBX7-7 requires urban water providers to adopt a water conservation target of 20 percent reduction in urban per capita water use by 2020 compared to 2005 baseline use.

AB 1881 – Water Conservation in Landscaping Act

The Water Conservation in Landscaping Act of 2006 (AB 1881) requires local agencies to adopt the updated DWR model ordinance or an equivalent. AB 1881 also requires the CEC to consult with the DWR to adopt, by regulation, performance standards and labeling requirements for landscape irrigation equipment, including irrigation controllers, moisture sensors, emission devices, and valves to reduce the wasteful, uneconomic, inefficient, or unnecessary consumption of energy or water.

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Short-Lived Climate Pollutant Reduction Strategy

Senate Bill 1383

On September 19, 2016, the Governor signed SB 1383 to supplement the GHG reduction strategies in the Scoping Plan to consider short-lived climate pollutants, including black carbon and CH₄. Black carbon is the light-absorbing component of fine particulate matter produced during incomplete combustion of fuels. SB 1383 requires the state board, no later than January 1, 2018, to approve and begin implementing that comprehensive strategy to reduce emissions of short-lived climate pollutants to achieve a reduction in methane by 40 percent, hydrofluorocarbon gases by 40 percent, and anthropogenic black carbon by 50 percent below 2013 levels by 2030, as specified. The bill also establishes targets for reducing organic waste in landfill. On March 14, 2017, CARB adopted the “Final Proposed Short-Lived Climate Pollutant Reduction Strategy,” which identifies the state’s approach to reducing anthropogenic and biogenic sources of short-lived climate pollutants. Anthropogenic sources of black carbon include on- and off-road transportation, residential wood burning, fuel combustion (charbroiling), and industrial processes. According to CARB, ambient levels of black carbon in California are 90 percent lower than in the early 1960s despite the tripling of diesel fuel use (CARB 2017). In-use on-road rules are expected to reduce black carbon emissions from on-road sources by 80 percent between 2000 and 2020. South Coast AQMD is one of the air districts that requires air pollution control technologies for chain-driven broilers, which reduces particulate emissions from these char broilers by over 80 percent (CARB 2017). Additionally, South Coast AQMD Rule 445 limits installation of new fireplaces in the SoCAB.

Regional

South Coast Air Quality Management District

SCAQMD is the agency responsible for air quality planning and regulation in the SCAB. The SCAQMD addresses the impacts to climate change of projects subject to SCAQMD permits as a lead agency if they are the only agency having discretionary approval for the project and acts as a responsible agency when a land use agency must also approve discretionary permits for the project. The SCAQMD acts as an expert commenting agency for impacts to air quality. This expertise carries over to GHG emissions, so the agency helps local land use agencies through the development of models and emission thresholds that can be used to address GHG emissions.

In 2008, SCAQMD formed a Working Group to identify GHG emissions thresholds for land use projects that could be used by local lead agencies in the SCAB. The Working Group developed several different options that are contained in the SCAQMD Draft Guidance Document – Interim CEQA GHG Significance Threshold, that could be applied by lead agencies. The Working Group has not provided additional guidance since release of the interim guidance in 2008. The SCAQMD Board has not approved the thresholds; however, the Guidance Document provides substantial evidence supporting the approaches to significance of GHG emissions that can be considered by the lead agency in adopting its own threshold. The current interim thresholds consist of the following tiered approach:

- Tier 1 consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA.

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- Tier 2 consists of determining whether the project is consistent with a GHG reduction plan. If a project is consistent with a qualifying local GHG reduction plan, it does not have significant GHG emissions.
- Tier 3 consists of screening values, which the lead agency can choose, but must be consistent with all projects within its jurisdiction. A project's construction emissions are averaged over 30 years and are added to the project's operational emissions. If a project's emissions are below one of the following screening thresholds, then the project is less than significant:
 - Residential and Commercial land use: 3,000 MTCO_{2e} per year
 - Industrial land use: 10,000 MTCO_{2e} year
 - Based on land use type: residential: 3,500 MTCO_{2e} per year; commercial: 1,400 MTCO_{2e} per year; or mixed use: 3,000 MTCO_{2e} per year
- Tier 4 has the following options:
 - Option 1: Reduce BAU emissions by a certain percentage; this percentage is currently undefined.
 - Option 2: Early implementation of applicable AB 32 Scoping Plan measures.
 - Option 3, 2020 target for service populations (SP), which include residents and employees: 4.8 MTCO_{2e}/SP/year for projects and 6.6 MTCO_{2e}/SP/year for plans;
 - Option 3, 2035 target: 3.0 MTCO_{2e}/SP/year for projects and 4.1 MTCO_{2e}/SP/year for plans
- Tier 5 involves mitigation offsets to achieve target significance threshold.

The SCAQMD's interim thresholds used the Executive Order S-3-05 year 2050 goal as the basis Tier 3 screening level. Achieving the Executive Order's objective would contribute to worldwide efforts to cap CO₂ concentrations at 450 ppm, therefore stabilizing global climate.

SCAQMD only has authority over GHG emissions from development projects that include air quality permits. At this time, it is unknown if the project would include stationary sources of emissions subject to SCAQMD permits. Notwithstanding, if the project requires a stationary permit, it would be subject to the applicable SCAQMD regulations.

SCAQMD Regulation XXVII, adopted in 2009 includes the following rules:

- Rule 2700 defines terms and post global warming potentials.
- Rule 2701, SoCal Climate Solutions Exchange, establishes a voluntary program to encourage, quantify, and certify voluntary, high quality certified GHG emission reductions in the SCAQMD.
- Rule 2702, GHG Reduction Program created a program to produce GHG emission reductions within the SCAQMD. The SCAQMD will fund projects through contracts in response to requests for proposals or purchase reductions from other parties.

Western Riverside Council of Governments

The City of Wildomar is a participant in the Western Riverside Council of Government's (WRCOG) Climate Action Plan (CAP). In order to aggressively address the threats of global climate change, the WRCOG has prepared a CAP, which provides a framework for reducing GHG emissions and managing resources to best prepare for a changing climate. The CAP establishes a community-wide emissions reduction target of 15 percent below 2010, based on guidance from CARB and OPR. The CAP recommends GHG emissions targets

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that are consistent to the reduction targets of the State of California and presents several strategies that will make it possible for the City to meet the recommended targets. Projects that demonstrate consistency with the strategies, actions, and emission reduction targets contained in the CAP would have a less than significant impact on climate change.

5.2.1.2 EXISTING CONDITIONS

The project site is currently vacant and does not produce sources of greenhouse gas emissions.

5.2.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- GHG-1 Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.
- GHG-2 Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

5.2.3 The 2016 Approved Project (Original Project)

The 2016 EIR indicated that the Original Project was consistent the CARB Scoping Plan, and that the Original Project's contribution to cumulative GHG emissions would have been reduced to a less than significant level. Additionally, Mitigation Measures 4.3.6.1A, 4.3.6.1B, and 4.3.6.3A would have ensured that the Original Project complies with, and would not conflict with or impede, the implementation of reduction goals identified in AB 32, the Governor's EO S-3-05, and other strategies to help reduce GHGs to the level proposed by the Governor. The Original Project falls within the SCS growth allocation for the City and would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emission of GHGs. The Original Project would be consistent with the policies on energy and sustainability from the City's General Plan. Therefore, impacts would be less than significant.

Short-term construction and long-term operation of the Original Project would have generated GHG emissions with most of the energy consumption (and associated generation of GHG emissions) occurring during the Original Project's operation. Construction activities, area sources, gas and electricity use, solid waste disposal, water usage, and mobile sources would directly or indirectly contribute to the generation of GHG emissions. Emissions from the Original Project would predominantly consist of CO₂ which persist in the atmosphere for a substantially longer period of time, compared to O₃ and PM₁₀. The business as usual projections of the Original Project, prior to the incorporation of mitigation would have been 9,444 MTCO_{2e} per year; the emissions for the entire state are estimated at approximately 480.9 MMTCO_{2e} per year. With the implementation of Mitigation Measures 4.3.6.1A, 4.3.6.1B, and 4.3.6.3A, impacts would be less than significant.

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5.2.4 Applicable Mitigation Measures from the 2016 EIR (Original Project)

The following mitigation measures from the Air Quality Chapter of the 2016 EIR would be applicable to the Modified Project:

- **Mitigation Measure 4.3.6.1A:** All rubber-tired dozers and scrapers used during grading operations shall be California Air Resources Board (CARB) Tier 3 certified or better. The project contractor will provide specific equipment information to the City Public Works Department which shall be verified by inspection during construction.
- **Mitigation Measure 4.3.6.1B:** Prior to the issuance of grading permits, the project applicant shall provide evidence to the City that grading plans include a requirement for the posting of an on-site sign instructing construction workers to shut off engines at or before five minutes of idling.
- **Mitigation Measures 4.3.6.3A:** Prior to the issuance of building permits, the Project Applicant shall submit energy demand calculations to the City (Planning and Building Departments) demonstrating that the increment of the project for which building permits are being requested would achieve a minimum 15 percent increase in energy efficiencies beyond current California Building Code Title 24 performance standards. Representative energy efficiency/energy conservation measures to be incorporated in the project would include, but would not be limited to, those listed below (it being understood that the items listed below are not all required and merely present examples; the list is not all-inclusive and other features that would demonstrably reduce energy consumption and promote energy conservation would also be acceptable:
 - Increase in insulation such that heat transfer and thermal bridging is minimized;
 - Limit air leakage through the structure and/or within the heating and cooling distribution system;
 - Use of energy-efficient space heating and cooling equipment;
 - Installation of electrical hook-ups at loading dock areas;
 - Installation of dual-paned or other energy efficient windows;
 - Use of interior and exterior energy efficient lighting that exceeds then incumbent California Title 24 Energy Efficiency performance standards;
 - Installation of automatic devices to turn off lights where they are not needed;
 - Application of a paint and surface color palette that emphasizes light and off-white colors that reflect heat away from buildings;
 - Design of buildings with “cool roofs” using products certified by the Cool Roof Rating Council and/or exposed roof surfaces using light and off-white colors;
 - Design of buildings to accommodate photo-voltaic solar electricity systems or the installation of photo-voltaic solar electricity systems; and
 - Installation of ENERGY STAR-qualified energy-efficient appliances, heating and cooling systems, office equipment, and/or lighting products.

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5.2.5 Environmental Impacts of the Modified Project

Impact 5.2-1: Would the Modified Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? [Threshold GHG-1])

Construction Emissions

Refer to Section 5.1, *Air Quality*, of this DSEIR for the Modified Project's construction emissions. Construction of the Modified Project would take approximately 20 months. For construction phase Project emissions, GHGs are quantified and amortized over the life of the Project. To amortize the emissions over the life of the Modified Project, the SCAQMD recommends calculating the total GHG emissions for the construction activities, dividing it by a 30-year project life then adding that number to the annual operational phase GHG emissions. As such, construction emissions were amortized over a 30-year period and added to the annual operational phase GHG emissions. The amortized construction emissions for the Original Project and the Modified Project are presented in Table 5.2-3, *Amortized Annual Construction Emissions*.

Table 5.2-3 Amortized Annual Construction Emissions

Year	Emissions (MT/yr)			
	CO ₂	CH ₄	N ₂ O	Total CO ₂ e
ORIGINAL PROJECT				
2020 (Annual Construction Emissions)	113.94	0.013	0	114.22
MODIFIED PROJECT				
2020	1,466.20	0.22	0	1,471.72
2021	1,893.98	0.21	0	1,899.22
Total Annual Construction Emissions	3,360.18	0.43	0	3,370.94
Amortized Construction Emissions (MTCO₂e)	112.01	0.01	0	112.36
Net Change	-1.93	-0.003	0	-1.86

Source: 2016 DEIR, Urban Crossroads 2019

As shown in Table 5.2-3, the amortized annual construction emissions of the Modified Project are less than the amortized construction emissions of the Original Project.

Operation Emissions

Area Source Emissions

Landscape Maintenance Equipment

Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment would include lawnmowers, shedder/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping of the Modified Project.

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Energy Source Emissions

Combustion Emissions Associated with Natural Gas and Electricity

GHGs are emitted from buildings because of activities for which electricity and natural gas are typically used as energy sources. Combustion of any type of fuel emits CO₂ and other GHGs directly into the atmosphere; these emissions are considered direct emissions associated with a building; the building energy use emissions do not include street lighting. GHGs are also emitted during the generation of electricity from fossil fuels; these emissions are indirect emissions.

Title 24 Energy Efficiency Standards

California's Energy Efficiency Standards for Residential and Nonresidential Buildings was adopted in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. Energy efficient buildings require less electricity.

Mobile Source Emissions

Project mobile source GHG impacts are dependent on both overall daily vehicle trip generation and the effect of the Modified Project on peak hour traffic volumes and traffic operations in the vicinity of the Modified Project. The Project-related GHG impacts are derived primarily from vehicle trips generated by the Modified Project.

Water Supply, Treatment, and Distribution

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

Solid Waste

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

Emission Summary

The City of Wildomar has not adopted a threshold of significance for determining impacts with respect to GHG emissions. A screening threshold of 3,000 MTCO₂e per year to determine if additional analysis is required is an acceptable approach for small projects. This approach is a widely accepted screening threshold used by the County of Riverside and numerous cities in the SCAB and is based on the SCAQMD staff's proposed GHG screening threshold for stationary source emissions for non-industrial projects. The SCAQMD Interim GHG Threshold identifies a screening threshold to determine whether additional analysis is required.

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The Original Project and Modified Project would result in approximately 1,219.52 MTCO₂e and 2,231.76 MTCO₂e per year, respectively, from construction, area, energy, waste, and water usage, as shown in Table 5.2-4, *Project GHG Emissions*. In addition, the Original Project has the potential to result in an additional 5,052.42 MTCO₂e. The Modified Project has the potential to result in an additional 5,609 MTCO₂e per year from mobile sources if the assumption is made that all of the vehicle trips to and from the Modified Project are “new” trips resulting from the development of the Modified Project.

Table 5.2-4 Project GHG Emissions

Emissions Source	Emissions (MT/yr)			
	CO ₂	CH ₄	N ₂ O	Total CO ₂ E
ORIGINAL PROJECT				
Annual construction-related emissions amortized over 30 years	113.94	0.013	0	114.22
Area Source	69.67	5.76e-3	1.19e-3	70.16
Energy Source	788.95	0.04	0.01	793.31
Mobile Source	5,049.20	0.15	5,052.42	5,052.42
Waste	51.01	3.01	0	114.32
Water Usage	105.58	0.76	0.02	127.51
Total CO ₂ E (all Sources)	6,271.94			
MODIFIED PROJECT				
Annual construction-related emissions amortized over 30 years	112.01	0.01	0.00	112.36
Area Source	69.41	5.72e-03	1.19e-03	69.91
Energy Source	1,250.72	0.04	0.01	1,255.97
Mobile Source	5,603.15	0.23	0.00	5,609.00
Waste	232.60	13.75	0.00	576.25
Water Usage	184.58	1.01	0.03	217.27
Total CO ₂ E (all Sources)	7,840.76			
Net Change of Total CO ₂ E (all Sources)	1,568.82			
Source: 2016 DEIR, Urban Crossroads 2019				

As shown in Table 5.2-4, *Project GHG Emissions*, the Modified project has the potential to generate a total of approximately 7,840.76 MTCO₂e per year. As such, the Modified Project would exceed the SCAQMD’s recommended numeric threshold of 3,000 MTCO₂e if it were applied. As such, Project-related emissions would have a potential significant direct or indirect impact on GHG and climate change. Approximately 70 percent of all GHG emissions (by weight) would be generated by the Modified Project’s mobile sources (traffic). Neither the Project applicant nor the City of Wildomar can substantively or materially affect reductions in project mobile-source (vehicle) emissions beyond the state regulatory requirements. Furthermore, even if all non-mobile source emissions were completely offset, the mobile-source emissions alone would still exceed the applicable numeric thresholds. As such, no feasible mitigation exists that would reduce the Modified Project’s impacts to less than significant levels, even with the implementation of CALGreen Section 5.106.5.3 which requires six percent of parking spaces in new nonresidential buildings to be electric vehicle capable.

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The Original Project was estimated to generate 6,271.94 MTCO₂e per year, with the implementation of Mitigation Measures 4.3.6.1A, 4.3.6.1B, and 4.3.6.3A, which would result in a 33.6 percent reduction in GHG emissions compared to the Original Project's Business-As-Usual model (9,443.37 MTCO₂e).

Although impacts of the Original Project were identified as less than significant with the incorporation of mitigation measures, the Modified Project impacts would not result in new significant environmental effects or a substantial increase in the severity of the Original Project's previously identified significant effects, and the Modified Project would not result in new or more significant impacts in this regard. However, because a new greenhouse gas model has been adopted since the certification of the Original Project, the calculated impacts exceed the threshold.

Level of Significance Before Mitigation: Impact 5.2-1 would be potentially significant.

Additional Mitigation Measures for the Modified Project

No additional mitigation measures are feasible for the Modified Project beyond the applicable mitigation measures from the Original Project.

Level of Significance After Mitigation: Impact 5.2-1 would be significant and unavoidable.

While the increase in emissions associated with the Modified Project is considered minor when compared to the Original Project, the increase results in a new significant effect because of the new GHG emissions model.

Impact 5.2-2:	Would the Modified Project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases? [Threshold GHG-2])
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Pursuant to CEQA Guidelines Section 15604.4 of the CEQA Guidelines, a lead agency may rely on qualitative analysis or performance-based standards to determine the significance of impacts from greenhouse gas emissions.

2008 Scoping Plan Consistency

The Scoping Plan identifies strategies to reduce California's greenhouse gas emissions in support of AB32 which requires the State to reduce its GHG emissions to 1990 levels by 2020. Many of the strategies identified in the Scoping Plan are not applicable at the project level, such as long-term technological improvements to reduce emissions from vehicles. Some measures are applicable and supported by the Modified Project, such as energy efficiency. Finally, while some measures are not directly applicable, the Modified Project would not conflict with their implementation. Reduction measures are grouped into 18 action categories, that include: California Cap-and-Trade Project Linked to Western Climate Initiative Partner Jurisdictions, California Light-Duty Vehicle Greenhouse Gas Standards, and Energy Efficiency.

As summarized in Table 5.2-5, *2008 Scoping Plan Consistency Summary*, the Modified Project would not conflict with any of the provisions of the Scoping Plan, and would support seven of the action categories through energy efficiency, water conservation, recycling, and landscaping.

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Table 5.2-5 2008 Scoping Plan Consistency Summary

Action	Supporting Measures	Consistency
Cap-and-Trade Program	-	Not Applicable. These programs involve capping emissions from electricity generation, industrial facilities, and broad scoped fuels. Caps do not directly affect commercial projects.
Light-Duty Vehicle Standards	T-1	Not Applicable. While these are CARB-enforced measure that are not directly applicable to the Modified Project, vehicles that access the project site are required to comply with the standards and will comply with this strategy. Electric Vehicle (EV) charging stations are required to be installed onsite per the 2019 24 standards.
Energy Efficiency	E-1	Consistent. The Modified Project would include a variety of building, water, and solid waste efficiencies consistent with the most current CALGreen requirements.
	E-2	
	CR-1	
	CR-2	
Renewables Portfolio Standard	E-3	Not Applicable. Establishes the minimum statewide renewable energy mix.
Low Carbon Fuel Standard	T-2	Not Applicable. Establishes reduced carbon intensity of transportation fuels.
Regional Transportation-Related GHG	T-3	Not Applicable. This is a statewide measure and is not within the purview of the Modified Project.
Vehicle Efficiency Measures	T-4	Not Applicable. Identifies measures such as minimum tire-fuel efficiency, lower friction oil, and reduction in air conditioning use.
Goods Movement	T-5	Not Applicable. Identifies measures to improve goods movement efficiencies such as advanced combustions strategies, friction reduction, waste heat recovery, and electrification of accessories. While these measures are not directly applicable to the Modified Project, any commercial activity associated with Goods Movement would be required to comply with these measures as adopted. As such, the Modified Project would not interfere with their implementation.
	T-6	
Million Solar Roofs (MSR) Program	E-4	Consistent. The MSR program sets a goal for use of solar systems throughout the state as a whole. While the Modified Project currently does not include solar energy generation, the building roof structure will be designed to support solar panels in the future, consistent with Title 24 requirements.
Medium- and Heavy-Duty Vehicles	T-7	Not Applicable. MD and HD trucks and trailers for industrial uses are subject to aerodynamic and hybridization requirements as established by CARB; the Modified Project would interfere with implementation of these requirements and programs.
	T-8	
Industrial Emissions	I-1	Not Applicable. These measures are applicable to large industrial facilities (>500,000 MTCO ₂ e/year) and other intensive uses such as refineries.
	I-2	
	I-3	
	I-4	
	I-5	
High Speed Rail	T-9	Not Applicable. Supports increased mobility choice.
Green Building Strategy	GB-1	Consistent. The Modified Project will include a variety of building, water, and solid waste efficiencies consistent with the current CALGreen requirements.
High Global Warming Potential Gases	H-1	Not Applicable. The Modified Project is not a substantial source of high GWP emissions and will comply with any future changes in air conditioning, fire protection suppressant, and other requirements.
	H-2	
	H-3	

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GREENHOUSE GAS EMISSIONS

Table 5.2-5 2008 Scoping Plan Consistency Summary

Action	Supporting Measures	Consistency
	H-4	
	H-5	
	H-6	
	H-7	
Recycling and Waste	RW-1	Consistent. The Modified Project will be required to recycle a minimum of 65 percent from construction activities and operations per State and County requirements.
	RW-2	
	RW-3	
Sustainable Forests	F-1	Consistent. The Modified Project will increase carbon sequestration by increasing onsite trees per the Modified Project's landscaping plan.
Water	W-1	Consistent. The Modified Project will include use of low-flow fixtures and efficient landscaping per state requirements.
	W-2	
	W-3	
	W-4	
	W-5	
	W-6	
Agriculture	A-1	Not Applicable. The Modified Project is not an agricultural use.

Source: Urban Crossroads 2019.

2017 Scoping Plan Consistency

The 2017 Scoping Plan Update reflects the 2030 target of a 40 percent reduction below 1990 levels, set by Executive Order B-30-15 and codified by SB32. Table 5.2-6, *2017 Scoping Plan Consistency Summary*, summarizes the Modified Project's consistency with 2017 Scoping Plan.

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Table 5.2-6 2017 Scoping Plan Consistency Summary

Action	Responsible Parties	Consistency
Implement SB 350 by 2030		
Increase the Renewables Portfolio Standard to 50 percent of retail sales by 2030 and ensure grid reliability.	CPUC CEC CARB	Consistent. This measure is not directly applicable to development projects, but the Modified Project would use energy from Southern California Edison, which has committed to diversifying its portfolio of energy sources by increasing energy from wind and solar sources.
Establish annual targets for statewide energy efficiency savings and demand reduction that will achieve a cumulative doubling of statewide energy efficiency savings in electricity and natural gas end uses by 2030.		Consistent. Although this measure is directed towards policymakers, the Modified Project would be designed and constructed to implement the energy efficiency measures for new commercial developments and would include several measures designed to reduce energy consumption.
Reduce GHG emissions in the electricity sector through the implementation of the above measures and other actions as modeled in the Integrated Resource Planning (IRP) to meet GHG emissions reductions planning targets in the IRP process. Load-serving entities and publicly-owned utilities meet GHG emissions reductions planning targets through a combination of measures as described in IRPs.		Consistent. The Modified Project would be designed and constructed to implement the energy efficiency measures, where applicable by including several measures designed to reduce energy consumption. The Modified Project includes energy efficient field lighting and fixtures that meet the current Title 24 Standards throughout the project site and would be a modern development with energy efficient boilers, heaters, and air conditions systems.
Implement Mobile Source Strategy (Cleaner Technology and Fuels)		
At least 1.5 million zero emission and plug-in hybrid light-duty electric vehicles by 2025.	CARB California State Transportation Agency (CalSTA) Strategic Growth Council (SGC) California Department of Transportation (CalTrans) CEC OPR Local Agencies	Consistent. These are CARB enforced standards; vehicles that access the project site that are required to comply with standards will comply with the strategy.
At least 4.2 million zero emission and plug-in hybrid light-duty electric vehicles by 2030.		Consistent. These are CARB enforced standards; vehicles that access the project site that are required to comply with the standards will comply with the strategy.
Further increase in GHG stringency on all light-duty vehicles beyond existing Advanced Clean cars regulations.		Consistent. These are CARB enforced standards; vehicles that access the project site that are required to comply with the standards will comply with the strategy.
Medium- and Heavy-Duty GHG Phase 2.		Consistent. These are CARB enforced standards; vehicles that access the project site that are required to comply with the standards will comply with the strategy.
Innovative Clean Transit: Transition to a suite of to-be-determined innovative clean transit options. Assumed 20 percent of new urban buses purchased beginning in 2018 will be zero emission buses with the penetration of zero-technology ramped up to 100 percent of new sales in 2030. Also, new natural gas buses, starting in 2018, and diesel		Not Applicable. This measure is not within the purview of the Modified Project.

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Table 5.2-6 2017 Scoping Plan Consistency Summary

Action	Responsible Parties	Consistency
buses, starting in 2020, meet the optional heavy-duty low-NO _x standard.		
Last Mile Delivery: New regulation that would result in the use of low NO _x or cleaner engines and the development of increasing numbers of zero-emissions trucks primarily for class 3-7 last mile delivery trucks in California. This measure assumes ZEVs comprise 2.5 percent of new Class 3-7 truck sales in local fleets starting in 2020, increasing to 10 percent in 2025 and remaining flat through 2030.		Not Applicable. The Modified Project is not responsible for implementation of SB 375 and would therefore not conflict with this measure.
Further reduce VMT through continued implementation of SB 375 and regional Sustainable Communities Strategies; forthcoming statewide implementation of SB 743; and potential additional VMT reduction strategies not specified in the Mobile Source Strategy but included in the document "Potential VMT Reduction Strategies for Discussion."		Not Applicable. The Modified Project is not responsible for implementation of SB 375 and would therefore not conflict with this measure.
Increase stringency of SB 375 Sustainable Communities Strategy (2035 targets).	CARB	Not Applicable. The Modified Project is not within the purview of SB 375 and therefore, would not conflict with this measure.
By 2019, adjust performance measures used to select design transportation facilities		
Harmonize project performance with emissions reductions and increase competitiveness of transit and active transportation modes (e.g., via guideline documents, funding programs, project selection, etc.).	CalSTA SGC OPR CARB Governor's Office of Business and Economic Development (GO-Biz) California Infrastructure and Economic Development Bank (IBank) Department of Finance (DOF) California Transportation Commission (CTC) CalTrans	Not Applicable. Although this is directed towards CARB and CalTrans, the Modified Project would be designed to promote and support pedestrian activity on-site and in the project area.
By 2019, develop pricing to support low-GHG transportation (e.g., low-emission vehicle zones for heavy duty, road user, parking pricing, and transit discounts).	CalSTA CalTrans CTC OPR SGC CARB	Consistent. The Modified Project would not obstruct or interfere with agency efforts to develop pricing policies to support low-GHG transportation.

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Table 5.2-6 2017 Scoping Plan Consistency Summary

Action	Responsible Parties	Consistency
Implement California Sustainable Freight Action Plan		
Improve freight system efficiency.	CalSTA CalEPA CNRA	When adopted, this measure would apply to all trucks accessing the project site, this may include existing trucks or new trucks that are part of the statewide goods movement sector.
Deploy over 100,000 freight vehicles and equipment capable of zero emission operation and maximize both zero and near-zero emission freight vehicles and equipment powered by renewable energy by 2030.	CARB CalTrans CEC GO-Biz	Not Applicable. This measure is not within the purview of the Modified Project.
Adopt a Low Carbon Fuel Standard with a Carbon Intensity reduction of 18 percent.	CARB	LCFS, with an increased stringency (18 percent by 2030). When adopted, this measure would apply to all fuel purchased and used by the Modified Project in the State.
Implement the Short-Lived Climate Pollutant Strategy by 2030		
40 percent reduction in methane and hydrofluorocarbon emissions below 2013 levels.	CARB	When adopted, the Modified Project would be required to comply with this measure and reduce SLPS accordingly.
50 percent reduction in black carbon emissions below 2013 levels.	CalRecycle CDFA	Not Applicable. This measure is not within the purview of this Project.
By 2019, develop regulations and programs to support organic waste landfill reduction goals in the SLCP and SB 1383.	SWRCB Local Air Districts	Not Applicable. This measure is not within the purview of this Project.
Implement the post-2020 Cap-and-Trade Program with declining annual caps.	CARB	When adopted, the Modified Project would be required to comply with the Cap-and-Trade Program if it generates emissions from sectors covered by Cap-and-Trade.
By 2018, develop Integrated Natural and Working Lands Implementation Plan to secure California's land base as a net carbon sink		
Protect land from conversion through conservation easement and other incentives.	CNRA Departments within CDFA, CalEPA, CARB	Not Applicable. This measure is not within the purview of this Project.
Increase the long-term resilience of carbon storage in the land base and enhance equestrian capacity.		Not Applicable. This measure is not within the purview of this Project.
Utilize wood and agricultural products to increase the amount of carbon stored in the natural and built environments.		Not Applicable. This measure is not within the purview of this Project.
Establish scenario projections to serve as the foundation for the Implementation Plan.		Not Applicable. This measure is not within the purview of this Project.

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Table 5.2-6 2017 Scoping Plan Consistency Summary

Action	Responsible Parties	Consistency
Establish a carbon accounting framework for natural and working lands as described in SB 856 by 2018.	CARB	Not Applicable. This measure is not within the purview of this Project.
Implement Forest Carbon Plan	CNRA	Not Applicable. This measure is not within the purview of this Project.
Identify and expand funding and financing mechanisms to support GHG reductions across all sectors.	California Department of Forestry and Fire Protection (CAL FIRE) CalEPA Departments within State and Local Agencies	Not Applicable. This measure is not within the purview of this Project.
Source: Urban Crossroads 2019.		

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As summarized in Table 5.2-6, the Modified Project would not conflict with any of the provisions of the 2017 Scoping Plan. Furthermore, recent studies show that the State's existing and proposed regulatory framework would allow the State to reduce its GHG emissions to 40 percent 1990 levels by 2030.

Consistency with WRCOG Subregional CAP

The City of Wildomar is a participant in the WRCO Subregional CAP. The specific goals and actions that are applicable to the Modified Project include those pertaining to energy and water use reduction, promotion of green building measures, waste reduction, and reduction in vehicle miles traveled. Projects that demonstrate consistency with the strategies, actions, and emission reduction targets contained in the CAP would have a less than significant impact on climate change. The Modified Project would be required to include all mandatory green building measures for new developments under the CALGreen Code, which would require that new buildings reduce water consumption, employ building commissioning to building system materials. In addition, the City requires that all landscaping comply with water efficient landscaping requirements. The implementation of these stricter building and appliance standards would result in water, energy, and construction waste reductions for the Modified Project. The Modified Project would be compliant with the goal and objectives set forth in the WRCOG's Subregional CAP with implementation of applicable requirements of California Building Code Title 24 and CALGreen Code.

The Original Project found that its contribution to cumulative GHG emissions would be reduce and would be considered less than significant, and in order to ensure the Original Project complies with and would not conflict with or impede the implementation of reduction goals, Mitigation Measures 4.3.6.1A, 4.3.6.1B, and 4.3.6.3A would be implemented.

Although impacts of the Original Project were identified as less than significant with the incorporation of mitigation measures, the Modified Project impacts would not result in new significant environmental effects or a substantial increase in the severity of the Original Project's previously identified significant effects, and the Modified Project would not result in new or more significant impacts in this regard.

However, because the Modified Project's calculated impacts exceed the applicable numeric threshold and result in a cumulatively considerable impact with respect to GHG emissions, due to a new greenhouse gas model which has been adopted since certification of the Original Project, a significant and unavoidable finding with respect to this criterion is identified.

Level of Significance Before Mitigation: Impact 5.2-2 would be potentially significant.

Additional Mitigation Measures for the Modified Project

No additional mitigation measures are feasible for the Modified Project beyond the applicable mitigation measures from the Original Project.

Level of Significance After Mitigation: Impact 5.2-2 would be significant and unavoidable.

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While the increase in emissions associated with the Modified Project is considered minor when compared to the Original Project, the increase results in a new significant effect because of the new GHG emissions model.

5.2.6 Cumulative Impacts

Project-related GHG emissions are not confined to an air basin but are dispersed worldwide. Therefore, impacts under Impact 5.2-1 are Project-specific impacts that contribute to global warming, but the Modified Project's contribution to this impact is cumulative. As discussed in Impact 5.2-1 and Impact 5.2-2, the implementation of the Modified Project would exceed the numeric threshold for GHG emissions, despite being consistent with the aforementioned plans and policies. Therefore, Project-related GHG emissions and their contribution to global climate change would be cumulatively considerable.

5.2.7 Level of Significance Before Additional Mitigation

Without mitigation, these impacts would be **potentially significant**:

- Impact 5.2-1 Would the Modified Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
- Impact 5.2-2 Would the Modified Project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

5.2.8 Additional Mitigation Measures for the Modified Project

Impact 5.2-1 and Impact 5.2-2

There are no feasible additional mitigation measures for the Modified Project.

5.2.9 Level of Significance After Additional Mitigation

Impact 5.2-1 and Impact 5.2-2

The Modified Project would exceed the applicable numeric threshold and result in a cumulatively considerable impact with respect to GHG emissions, therefore, Impacts 5.2-1 and 5.2-2 would be significant and unavoidable.

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5.2.10 References

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5.3 HYDROLOGY AND WATER QUALITY

This section of the Draft Supplemental Environmental Impact Report (DSEIR) evaluates the potential impacts of the Modified Project to hydrology and water quality conditions in the City of Wildomar. Hydrology deals with the distribution and circulation of water, both on land and underground. Water quality deals with the quality of surface- and groundwater. Surface water includes lakes, rivers, streams, and creeks; groundwater is under the earth's surface.

- *Project Specific Water Quality Management Plan (WQMP)*, Michael Baker International, December 5, 2019
- *Preliminary Technical Drainage Study – Baxter Village Hotel Development*, Michael Baker International, February 21, 2020
- *Site Hydrology and Hydraulics Report for Wildomar Medical Office Building*, VCA Engineers, Inc., March 16, 2020

These studies are included as Appendix D, Appendix E, and Appendix F respectively, to this Draft SEIR.

5.3.1 Environmental Setting

5.3.1.1 REGULATORY BACKGROUND

Federal

Clean Water Act

The federal Water Pollution Control Act (or Clean Water Act [CWA]) is the principal statute governing water quality. It establishes the basic structure for regulating discharges of pollutants into the waters of the United States and gives the EPA authority to implement pollution control programs, such as setting wastewater standards for industry. The statute's goal is to completely end all discharges and to restore, maintain, and preserve the integrity of the nation's waters. The CWA regulates direct and indirect discharge of pollutants; sets water quality standards for all contaminants in surface waters; and makes it unlawful for any person to discharge any pollutant from a point source into navigable waters unless a permit is obtained under its provisions. The CWA mandates permits for wastewater and stormwater discharges; requires states to establish site-specific water quality standards for navigable bodies of water; and regulates other activities that affect water quality, such as dredging and the filling of wetlands. The CWA funds the construction of sewage treatment plants and recognizes the need for planning to address nonpoint sources of pollution. Section 402 of the CWA requires a permit for all point source (a discernible, confined, and discrete conveyance, such as a pipe, ditch, or channel) discharges of any pollutant (except dredge or fill material) into waters of the United States.

National Pollutant Discharge Elimination System

Under the National Pollutant Discharge Elimination System (NPDES) program (under Section 402 of the CWA), all facilities that discharge pollutants from any point source into waters of the United States must have a NPDES permit. The term "pollutant" broadly applies to any type of industrial, municipal, and agricultural waste discharged into water. Point sources can be publicly owned treatment works (POTWs), industrial facilities, and urban runoff. (The NPDES program addresses certain agricultural activities, but the majority are

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considered nonpoint sources and are exempt from NPDES regulation.) Direct sources discharge directly to receiving waters, and indirect sources discharge to POTWs, which in turn discharge to receiving waters. Under the national program, NPDES permits are issued only for direct, point-source discharges. The National Pretreatment Program addresses industrial and commercial indirect dischargers. Municipal sources are POTWs that receive primarily domestic sewage from residential and commercial customers. Specific NPDES program areas applicable to municipal sources are the National Pretreatment Program, the Municipal Sewage Sludge Program, Combined Sewer Overflows (CSOs), and the Municipal Storm Water Program. Nonmunicipal sources include industrial and commercial facilities. Specific NPDES program areas applicable to these industrial/commercial sources are: Process Wastewater Discharges, Non-Process Wastewater Discharges, and the Industrial Storm Water Program. NPDES issues two basic permit types: individual and general. Also, the EPA has recently focused on integrating the NPDES program further into watershed planning and permitting.

The NPDES has a variety of measures designed to minimize and reduce pollutant discharges. All counties with storm drain systems that serve a population of 50,000 or more, as well as construction sites one acre or more in size, must file for and obtain an NPDES permit. Another measure for minimizing and reducing pollutant discharges to a publicly owned conveyance or system of conveyances (including roadways, catch basins, curbs, gutters, ditches, man-made channels and storm drains, designed or used for collecting and conveying stormwater) is the EPA's Storm Water Phase II Final Rule. The Phase II Final Rule requires an operator (such as a City) of a regulated small municipal separate storm sewer system (MS4) to develop, implement, and enforce a program (e.g., Best Management Practices [BMPs], ordinances, or other regulatory mechanisms) to reduce pollutants in post-construction runoff to the City's storm drain system from new development and redevelopment projects that result in the land disturbance of greater than or equal to one acre.

Safe Drinking Water Act

The federal Safe Drinking Water Act (SDWA) regulates drinking water quality nationwide and gives the US Environmental Protection Agency (EPA) the authority to set drinking water standards, such as the National Primary Drinking Water regulations (NPDWRs or primary standards). The NPDWRs protect drinking water by limiting the levels of specific contaminants that can adversely affect public health. All public water systems that provide service to 25 or more individuals must meet these standards. Water purveyors must monitor for contaminants on fixed schedules and report to the EPA when a maximum contaminant level (MCL) is exceeded. MCL is the maximum permissible level of a contaminant in water that is delivered to any user of a public water system. Contaminants include organic and inorganic chemicals (e.g., minerals), substances that are known to cause cancer, radionuclides (e.g., uranium and radon), and microbial contaminants (e.g., coliform and E. coli). The MCL list typically changes every three years as the EPA adds new contaminants or revises MCLs. The California Department of Public Health's Division of Drinking Water and Environmental Management is responsible for implementation of the SDWA in California.

Federal Urban Flooding Awareness Act

In recent years, communities have become concerned with localized flooding. In 2015, Congress passed the Urban Flooding Awareness Act of 2015. Under this bill, the National Academy of Sciences will conduct a study on urban flooding. It defines "urban flooding" as the inundation of property in a built environment,

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particularly in more densely populated areas, caused by rain falling on increased amounts of impervious surface and overwhelming the capacity of drainage systems. The bill directs the National Academy of Sciences to evaluate the latest research, laws, regulations, policies, best practices, procedures, and institutional knowledge regarding urban flooding. The findings from this assessment will direct future federal policies on identifying, preventing, and mitigating urban flooding.

National Flood Insurance Program

The National Flood Insurance Act of 1968 and the Flood Disaster Protection Act of 1973 mandate the Federal Emergency Management Agency (FEMA) to evaluate flood hazards. FEMA provides Flood Insurance Rate Maps (FIRMs) for local and regional planners to promote sound land use and floodplain development, identifying potential flood areas based on the current conditions. To delineate a FIRM, FEMA conducts engineering studies referred to as Flood Insurance Studies (FISs). The most recent FIS and FIRM was completed and published for City on Date. Using information gathered in these studies, FEMA engineers and cartographers delineate Special Flood Hazard Areas (SFHAs) on FIRMs.

The Flood Disaster Protection Act (FDPA) requires owners of all structures in identified SFHAs to purchase and maintain flood insurance as a condition of receiving federal or federally related financial assistance, such as mortgage loans from federally insured lending institutions. Community members within designated areas are able to participate in the National Flood Insurance Program (NFIP) afforded by FEMA. The NFIP is required to offer federally subsidized flood insurance to property owners in those communities that adopt and enforce floodplain management ordinances that meet minimum criteria established by FEMA. The National Flood Insurance Reform Act of 1994 further strengthened the NFIP by providing a grant program for state and community flood mitigation projects. The act also established the Community Rating System (CRS), a system for crediting communities that implement measures to protect the natural and beneficial functions of their floodplains, as well as managing erosion hazards.

State

Porter-Cologne Water Quality Act

The Porter-Cologne Water Quality Act (Water Code sections 13000 et seq.) is the basic water quality control law for California. Under this Act, the State Water Resources Control Board (SWRCB) has ultimate control over state water rights and water quality policy. In California, the EPA has delegated authority to issue NPDES permits to the SWRCB.

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Storm Water Pollution Prevention Plans

Pursuant to the CWA, in 2001, the SWRCB issued a statewide general NPDES Permit for storm water discharges from construction sites (NPDES No. CAS000002). Under this Statewide General Construction Activity permit, discharges of storm water from construction sites with a disturbed area of one or more acres are required to either obtain individual NPDES permits for storm water discharges or to be covered by the General Permit. Coverage by the General Permit is accomplished by completing and filing a Notice of Intent with the SWRCB and developing and implementing a Storm Water Pollution Prevention Plan (SWPPP). Each applicant under the General Construction Activity Permit must ensure that a SWPPP is prepared prior to grading and is implemented during construction. The SWPPP must list BMPs implemented on the construction site to protect storm water runoff, and must contain a visual monitoring program; a chemical monitoring program for "non-visible" pollutants to be implemented if there is a failure of BMPs; and a monitoring plan if the site discharges directly to a water body listed on the state's 303(d) list of impaired waters.

Regional

San Diego Regional Water Quality Control Board

The state is divided into nine regions related to water quality and quantity characteristics. The SWRCB, through its nine Regional Water Quality Control Boards (RWQCBs) carries out the regulation, protection, and administration of water quality in each region. The project site is under the jurisdiction of the San Diego RWQCB.

County of Riverside MS4 Permit

The City is a co-permittee under the NPDES MS4 Permit No. CAS 0108766 (Order RA-2010-0016), adopted in 2010. The County of Riverside is the principal permittee. The NPDES MS4 permit is intended to regulate the discharge of urban runoff the MS4 within the Santa Margarita Region. Under the NPDES MS4 permit, the City is responsible for the management of storm drain systems within its jurisdiction. Cities are required to implement management programs, monitoring programs, implementation plans, and all applicable Best Management Practices (BMPs) outlined in the Riverside County Water Quality Management Plan (WQMP), which covers the Santa Ana and Santa Margarita Watersheds.

San Diego Basin Plan

Each RWQCB is required to adopt a Water Quality Control Plan or Basin Plan that recognizes and reflects the regional differences in existing water quality, the beneficial uses of the region's ground and surface water, and local water quality conditions and problems. The project site is located in the San Diego Basin, Region 9. The Water Quality Control Plan for the San Diego Basin (Region 9) was adopted in 1994. This Basin Plan gives direction on the beneficial uses of the state waters within Region 9, describes the water quality that must be maintained to support such uses, and provides programs, projects, and other actions necessary to achieve the standards established in the Basin Plan.

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Santa Margarita Watershed Water Quality Improvement Plan

Agencies involved in the development of the Santa Margarita Water Quality Improvement Plan (WQIP) include the California Department of Transportation, the County of Riverside, the Riverside County Flood Control and Water Conservation District, the County of San Diego, and Cities in Riverside County, including the City of Wildomar. The WQIP is a requirement of updated stormwater regulations adopted by the Regional Water Quality Control Board according to Order No. R9-2013-0001, as amended by Order Nos. R9-2015-0001 and R9-2015-0100. The ultimate goal of the WQIP is to protect, preserve, enhance, and restore water quality of receiving water bodies. These improvements in water quality will be accomplished through an adaptive planning and management process that identifies the highest priority water quality within the watershed and implements strategies to address them.

Local

City of Wildomar Municipal Code, Section 13.12.060 Reduction of Pollutants in Stormwater

Wildomar Municipal Code Section 13.12.060 requires that new construction and renovation control stormwater runoff so as to prevent any deterioration of water quality that would impair subsequent or competing uses of the water. The City shall identify the best management practices (BMPs) that may be implemented in addition to those provided in the WQMP to prevent such deterioration, as part of the building plan check review process prior to construction.

5.3.1.2 EXISTING CONDITIONS

Existing Site Improvements

The site history was determined based on review of aerial photographs and obtained at the Riverside County Flood Control and Water Conservation District and geotechnical research at the County and local level. Based on the aerial photographs from soils report, an olive grove occupied the western half of the site between 1962 and 1974 (VCA 2020). A former residence was observed in the 1983 and later aerial photos. The existing raised house and tower were transported to and now stored on the site. The remainder of the site appears to have been unimproved. Partial plowing of the site and dirt trails were observed on the aerial photos since 1974. Currently, the land is vacant with no existing structures (Michael Baker 2020).

Existing Drainage Pattern

The property is relatively flat to rolling hills with elevations ranging from approximately 1,324 to 1,372 feet above mean sea level (amsl). Most of the site is covered with medium dense weeds and scattered trees. Drainage appears to be directed towards the southeast end of the property (VCA 2020). Runoff from the site disperses over the open area (Michael Baker 2020).

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5.3.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- HYD-1 Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.
- HYD-2 Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.
- HYD-3 Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
 - i) Result in a substantial erosion or siltation on- or off-site.
 - ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite.
 - iii) 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.
 - iv) Impede or redirect flood flows.
- HYD-4 In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.
- HYD-5 Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

5.3.3 The 2016 Approved Project (Original Project)

The 2016 EIR indicated that the difference between the pre-Project and post-Project rates was used to design five sand filter basins and two subsurface basins, and that the increase in volume would be stored in these basins and subsurface systems, resulting in a less than significant impact. Additionally, the implementation of BMPs would further reduce impacts related to drainage volumes or storm water retention capacity of the project site. Moreover, the project site, and the City, are not identified as being located within an inundation area, and therefore, the Original Project would did not result in a significant impact related to exposing people or structures to the risk of loss, injury, or death involving flooding as a result of a nearby dam.

Additionally, according to the 2016 EIR, the project site was not at risk of inundation by a tsunami or seiche, and as the site is flat, impacts as a result of rockfalls, mudslides, and landslides would be less than significant. The Original Project's residential component would result in a water demand of approximately 161,944 gallons per day. Elsinore Valley Municipal Water District's (EVMWD) assessment of groundwater usage in its Urban Water Management Plan (UWMP) took into account planned growth in its service area, and although the Original Project required a General Plan Amendment and zone change, the proposed development of the

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Original Project was similar or less than the intensity of the land uses under the existing General Plan and zoning. Therefore, any increase in groundwater use from the Original Project would have been accounted for in the UWMP and the Original Project would not have substantially depleted groundwater supplies.

The project site is not located in a 100-year floodplain, and therefore, impacts are less than significant. The 2016 EIR found that the construction phase of the Original Project could have potentially resulted in erosion and sedimentation. The short-term water pollutant discharges from within the site would have been reduced to less than significant through compliance with the required NPDES permits as well as BMPs and the SWPPP. The operational phase of the Original Project would have resulted in pollutants that could be discharged into waterways, however, the Original Project's Water Quality Management Plan (WQMP) identified BMPs to minimize the Original Project's effects on hydrology, urban runoff flow rates, and pollutant loads.

5.3.4 Applicable Mitigation Measures from the 2016 EIR (Original Project)

All impacts were less than significant; no mitigation measures were proposed in the 2016 EIR.

5.3.5 Environmental Impacts of the Modified Project

Impact 5.3-1: Would the Modified Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality? [Threshold HYD-1]

Urban runoff from storms or nuisance flows (runoff during dry periods) from development projects can carry pollutants to receiving waters. Runoff can contain pollutants such as oil, fertilizers, pesticides, trash, soil, and animal waste. This runoff can flow directly into local streams or lakes or into storm drains and continue through pipes until it is released untreated into a local waterway and eventually the ocean. Untreated stormwater runoff degrades water quality in surface waters and groundwater and can affect drinking water, human health, and plant and animal habitats.

Construction Activities

Clearing, grading, excavation, and construction activities associated with the Modified Project may impact water quality due to sheet erosion of exposed soils and subsequent deposition of particulates in local drainages. Grading activities lead to exposed areas of loose soil and sediment stockpiles that are susceptible to uncontrolled sheet flow. Although erosion occurs naturally in the environment, primarily from weathering by water and wind action, improperly managed construction activities can lead to substantially accelerated rates of erosion that are considered detrimental to the environment.

As part of Section 402 of the Clean Water Act, the US Environmental Protection Agency has established regulations under the National Pollution Discharge Elimination System ("NPDES") program to control direct stormwater discharges. The NPDES program regulates industrial pollutant discharges, which include construction activities. In California, the State Water Resources Control Board ("SWRCB") administers the NPDES permitting program and is responsible for developing NPDES permitting requirements.

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Wildomar Municipal Code Section 13.12.050 requires development to comply with a Municipal Separate Storm Sewer System (MS4) Permit from the San Diego Regional Water Quality Control Board. Section F.1 of the MS4 permit specifies requirements for new developments, and Section F.1.D details the requirements for standard stormwater mitigation plans (also known as water quality management plans). The MS4 permit imposes pollution prevention requirements on planned developments, construction sites, commercial and industrial businesses, municipal facilities and activities, and residential activities. Even though Wildomar is split by two watersheds (Santa Ana and Santa Margarita) that affect some of the properties in the City, the entire City is governed by the MS4 permit for the Santa Margarita region.

Requirements for waste discharges potentially affecting stormwater from construction sites of one acre or more are set forth in the SWRCB's Construction General Permit, Order No. 2012-0006-DWQ, issued in 2012. The site is larger than one acre and would be subject to requirements of the Construction General Permit. Projects obtain coverage under the Construction General Permit by filing a Notice of Intent with the SWRCB prior to grading activities, and preparing and implementing a Storm Water Pollution Prevention Plan (SWPPP) during construction. The primary objective of the SWPPP is to identify, construct, implement, and maintain BMPs to reduce or eliminate pollutants in stormwater discharges and authorized non-stormwater discharges from the project site, and to contain hazardous materials. BMPs categories include, but are not limited to, erosion control and wind erosion control, sediment control, and tracking control. Implementation and monitoring required under the SWPPP would control and reduce short-term intermittent impacts to water quality from construction activities to less than significant levels.

Operational Phase

The primary constituents of concern during the Project operational phase would be solids, oils, and greases from parking areas that could be carried off-site. Walkways, parking, ramps, and other surfaces would be sloped away from buildings, and planes would be sloped for drainage, typically between 1 percent and 1.8 percent with 1.5 percent considered optimum (VCA 2020). Entrance walkways and ramps would not be designed to maximum allowable slope requirements, to minimized potential non-compliant as-built conditions. If the space allows, slopes would be reduced as much as possible, or grading would be designed to avoid the need for ramps. Door landings and similar area would be graded between 0.5 percent to 1.8 percent maximum slopes. Asphalt paving flow lines would be 1 percent minimum to accommodate construction tolerances. If less, concrete gutters would be used with a flow line minimum slope of 0.5 percent to accommodate construction tolerances.

Sheet flow would be directed from paved areas onto planted areas, roof downspouts would be hard connected to the underground storm drain network, and flow lines, which would be located to avoid tree wells and other objects that might obstruct drainage flow and cause ponding, would be located to avoid concentration on pedestrian walkways. Some of the site's tributary areas directly enter the site's storm drain system via drainage inlets. Other tributary areas sheet flow into planter areas with sub-drains which connect to the main onsite system. All downspouts of the new MOB would be hard-piped to the proposed storm drain systems (VCA 2020). All runoff that enters the site storm drain system would go through one or more BMP. These BMPs include continuous deflective separation (CDS) units, filters installed in catch basins and planters.

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Stormwater would be conveyed using an underground pipe network which collects surface stormwater through catch basins. Stormwater from the building roofs would be connected directly via hard pipe into the storm drain system. Most stormwater would enter a Continuous Deflective System (CDS) unit, which captures pollutants such as debris, sediment, and oil. Stormwater would then enter a detention basin, designed to capture the designed volume. The detention basin would be sized based on the requirements of hydromodification utilizing the Santa Margarita Region Hydrology Model Program.

Moreover, stormwater quality concerns would be addressed through application of Low Impact Development (LID) principles of biofiltration through the bottom of the basin into the underlying soil. Flows exceeding the design volume must discharge to a downstream conveyance system. Trash and sediment will accumulate within the forebay as stormwater passes into the basin. Biofiltration is highly effective in removing all targeted pollutants and sediments from stormwater runoff, and have been shown to reduce concentrations of total suspended solids and heavy metals in stormwater (Environmental Science 2020).

All catch basins would have a debris catch with sediment filter bag. These filters direct the stormwater runoff to filtration media which would capture solid waste particles and other pollutants from entering the storm drain network. The CDS units would be placed near the end of the site stormwater network so that the stormwater runoff from the project site goes through the CDS. The CDS 1 has a treatment capacity of 0.51 CFS and a maximum hydraulic internal bypass of 13.17 CFS and CDS 2 has a treatment capacity of 0.36 CFS and a maximum hydraulic internal bypass of 11.94 CFS. Additionally, the site is not conducive for infiltration, in some cases having an infiltration rate of 0.08 in/hr. The groundwater table was observed to be within 10 feet to 29 feet below ground surface based on the variations of surface topography (VCA 2020). Based on LID guidelines and the City of Wildomar WQMP requirements, this makes infiltration or partial infiltration infeasible. The detention basin would act as biofiltration, treating the volume required based on proposed site conditions.

The Project-specific WQMP provides further details on the LIDs and BMPs proposed for the Project, such as designing walkways and parking lots to minimum widths and using drought tolerant vegetation (Michael Baker 2019).

The Original Project stated that compliance with the required NPDES permits, BMPs, federal and state standards, and SWPPP would ensure construction impacts are less than significant. Similarly, the Original Project would ensure operational impacts are less than significant through the implementation of BMPs and the NPDES permit. With the implementation of federal, state, and local regulations, runoff from both the construction and operational phases of the Modified Project would not violate any water quality standards or waste discharge requirements, and impacts would be less than significant.

The Modified Project impacts would not result in new significant environmental effects or a substantial increase in the severity of the Original Project's previously identified significant effects, and the Modified Project would not result in new or more significant impacts in this regard.

Level of Significance Before Mitigation: Impact 5.3-1 would be less than significant.

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Additional Mitigation Measures for the Modified Project

No additional mitigation measures are required.

Level of Significance After Mitigation: Impact 5.3-1 would be less than significant.

The Modified Project would not result in new or substantially more severe significant impacts.

Impact 5.3-2:	Would the Modified Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin? [Threshold HYD-2]
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According to the WQMP, field work included excavating five deep geotechnical borings and 14 percolation borings; groundwater was encountered at an elevation of 1,339 and 1,334 feet above mean sea level (Michael Baker 2019). The Hydrology Report state that groundwater depths observed from 10 to 29 feet below ground surface (VCA 2020).

The project site, which is located in the Santa Margarita, is adjudicated (DWR 2020). The Elsinore Basin Groundwater Management Plan (GWMP) summarizes inflows to the Elsinore Basin that include infiltration of local precipitation, runoff from the surrounding watershed, infiltration from the San Jacinto River prior to reaching Lake Elsinore, and return flows from either irrigation or domestic use. Since the adoption of the 2005 GWMP, EVMWD has limited pumping (approximately 5,550 acre-ft/yr) to be consistent with the safe yield of the Elsinore Basin (EVMWD 2016). Groundwater pumping to meet water demands accounts for essentially the entire outflow from the basin. Active groundwater management and conjunctive use programs have been implemented by EVMWD to balance the Elsinore Basin inflows and outflows (EVMWD 2016).

As shown in the Department of Water Resources Bulletin 118, the Elsinore Basin, which is the major source of potable groundwater supply for EVMWD, has not been identified to be in a state of overdraft (EVMWD 2016). Additionally, the filtration BMPs in the WMQP such as including landscaping to promote surface infiltration would treat and discharge stormwater into storm drain facilities which would be conveyed to channels within the Elsinore Basin. As stormwater quality would be assured through LID Project features, and all stormwater would remain within the Elsinore Basin and available for groundwater recharge, the Modified Project would not significantly affect groundwater recharge or the availability of groundwater and impacts would be less than significant.

The Original Project incorporated BMPs which ensured that impacts to groundwater were less than significant. Similarly, the Modified Project would also incorporate BMPs to ensure impacts to groundwater recharge or the availability of groundwater are reduced to less than significant. The Modified Project impacts would not result in new significant environmental effects or a substantial increase in the severity of the Original Project's previously identified significant effects, and the Modified Project would not result in new or more significant impacts in this regard.

Level of Significance Before Mitigation: Impact 5.3-2 would be less than significant.

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Additional Mitigation Measures for the Modified Project

No additional mitigation measures are required.

Level of Significance After Mitigation: Impact 5.3-2 would be less than significant.

The Modified Project would not result in new or substantially more severe significant impacts.

Impact 5.3-3: Would the Modified Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in a substantial erosion or siltation on- or off-site, substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite, 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, or impede or redirect flood flows? [Threshold HYD-3 (i), (ii), (iii), (iv)]

Development of the Modified Project would result in a decrease in impervious surfaces contemplated in the Original Project. The Original Project assumed 90 percent coverage of the commercial land. Table 5.3-1, *Existing, Original Project Site, and Modified Project Site Pervious and Impervious Areas*, shows that the Modified Project would result in an average of 65.33 percent lot coverage.

Table 5.3-1 Existing, Original Project Site, and Modified Project Site Pervious and Impervious Areas

Site Condition	Pervious Area (Acres)*	Impervious Area (Acres)	Percent Pervious	Percent Impervious
Existing	11.09	0.00	100.00	0.00
Original Project (Commercial Land Cover)	11.09	9.98	10.00	90.00
Modified Project – Hotel	2.40	1.68	30.03	69.96
Modified Project - MOB	8.69	5.28	39.28	60.72
Total Modified Project	11.09	6.96	34.67	65.33

Source: VCA 2020, Appendix I-1 of the 2016 DEIR, Development Plans (Appendix A-1 and Appendix A-2)

*Includes Adjacent Roadway Area

The post-construction site hydrology would mimic the pre-development hydrology, thereby reducing the downstream erosion that may occur due to increased runoff from pervious surfaces, and pollutants in runoff from the site would be significantly reduced (VCA 2020).

Like the Original Project the Modified Project is subject to NPDES requirements and the countywide MS4 permit. Additionally, the Modified Project applicant must submit a SWPPP to reduce erosion and sedimentation of downstream watercourses during construction. Furthermore, the Project applicant is required to prepare and submit a detailed erosion control plan for the City approval prior to obtaining a grading permit. Implementation of this plan would address any erosion issues associated with proposed grading and site preparation. The Modified Project would result in opportunities for landscaped areas which are integrated into

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the stormwater collection and treatment system. The landscape areas will be used to treat stormwater runoff with a proposed biofiltration basin before connecting to a proposed storm drain system. The Modified Project would also include filters which would be installed in catch basins and planters.

Furthermore, the WQMP for the Modified Project includes BMPs to prevent erosion during construction and post-construction. The Modified Project would not result in substantial erosion or siltation on- or off-site. Impacts would be less than significant.

The project site is designated by the Federal Emergency Management Agency (FEMA) as being Zone X, indicating minimal risk of flooding (FEMA 2008). Although the Modified Project would increase impervious surfaces, the project site is not located within an area of flood risk, and the proposed basin would reduce impacts from on- or off-site flooding. Therefore, impacts would be less than significant.

The Original Project's increase in volume, from pre-Project to post-Project, would be stored in the proposed sand filter basins and subsurface systems which would ensure that post-Project flows would be reduced to less than pre-Project levels and would also trap pollutants. Additionally, the Original Project would implement BMPs which would reduce impacts to less than significant. The Original Project found that the project site is located outside a 100-year floodplain, and therefore, would not impede or redirect flows. The Modified Project would also incorporate BMPs; the project site is located outside an area of flood risk.

The Modified Project impacts would not result in new significant environmental effects or a substantial increase in the severity of the Original Project's previously identified significant effects, and the Modified Project would not result in new or more significant impacts in this regard.

Level of Significance Before Mitigation: Impact 5.3-3 would be less than significant

Additional Mitigation Measures for the Modified Project

No additional mitigation measures are required.

Level of Significance After Mitigation: Impact 5.3-3 would be less than significant.

The Modified Project would not result in new or substantially more severe significant impacts.

Impact 5.3-4: Would the Modified Project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation? [Threshold HYD-4]

As indicated above, the project site is not within a flood hazard zone. The project site is not in an area subject to seiches, mudflows, or tsunamis due to the absence of any nearby bodies of water and mud/debris channels. Additionally, the County of Riverside identifies dam inundation hazard areas throughout the County. A review of records maintained at the California Office of Emergency Services provided potential failure inundation maps for 23 dams affecting Riverside County; these maps were compiled into geographic information system (GIS) digital coverage of potential dam inundation zones. The County's dam inundation zones are identified in

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Figure S-10 of the Wildomar General Plan. As shown in Figure S-10, the project site is not in any dam inundation hazard zones (Wildomar 2003). In addition, the project site is not in the vicinity of any levees or waterbody which could cause a tsunami. Therefore, the Project would not be exposed to seiches, mudflows, or tsunami hazards, and no significant impact would occur.

The Original Project determined that the project site is not at risk for inundation by a tsunami as it is located at least 25 miles from the Pacific Ocean, nor from a seiche during a seismic event as it is approximately 4 miles from Lake Elsinore and 15.5 miles from Lake Perris. The Original Project stated that there are no steep slopes onsite, and Sedeco Hills, located approximately 1,200 feet from the site would not impact the site due to the separation distance and intervening barriers such as I-15 freeway. Therefore, impacts associated with landslides, rockfalls, or mudslides would result in no significant impact. Similarly, the Modified Project would not be exposed to seiches, tsunamis, floods, or mudflows and impacts would be less than significant. The Modified Project impacts would not result in new significant environmental effects or a substantial increase in the severity of the Original Project's previously identified significant effects, and the Modified Project would not result in new or more significant impacts in this regard.

Level of Significance Before Mitigation: Impact 5.3-4 would be less than significant.

Additional Mitigation Measures for the Modified Project

No additional mitigation measures are required.

Level of Significance After Mitigation: Impact 5.3-4 would be less than significant.

The Modified Project would not result in new or substantially more severe significant impacts.

Impact 5.3-5: Would the Modified Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? [Threshold HYD-5]

As indicated in Impact 5.3-1, the Modified Project would implement BMPs to ensure that the Modified Project has a less than significant impact on surface and ground water quality. These measures also ensure that the Modified Project does not obstruct or conflict with the implementation of the San Diego Basin Plan or the Santa Margarita Water Quality Improvement Plan. Additionally, the Modified Project would not conflict with the EVMWD UWMP. The Modified Project would comply with water quality requirements set forth in the Statewide General Construction Permit, the NPDES, and the City of Wildomar Municipal Code Section 13.12 (Stormwater/Urban Runoff Management and Discharge Controls Ordinance). Additionally, active groundwater management and conjunctive use programs have been implemented by EVMWD to ensure the balance of inflows and outflows of the Elsinore Basin. Therefore, the Modified Project would not impede sustainable groundwater management of the basin and impacts would be less than significant.

The Original Project would comply with federal, state, and local regulations, through the implementation of BMPs, the NPDES permits, and SWPPP, and would therefore result in less than significant impacts. Similarly, the Modified Project would comply with the NPDES permit as well as federal, state, and local regulations, and

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impacts would be less than significant. The Modified Project impacts would not result in new significant environmental effects or a substantial increase in the severity of the Original Project's previously identified significant effects, and the Modified Project would not result in new or more significant impacts in this regard.

Level of Significance Before Mitigation: Impact 5.3-5 would be less than significant.

Additional Mitigation Measures for the Modified Project

No additional mitigation measures are required.

Level of Significance After Mitigation: Impact 5.3-5 would be less than significant.

The Modified Project would not result in new or substantially more severe significant impacts.

5.3.6 Cumulative Impacts

Construction and operation of the Modified Project, in conjunction with related projects in the EVMWD could result in increased flows that would eventually discharge into waterways. Other projects would comply with their respective SWPPP and regulations for water quality standards established by the UWMP and the City. Although the area around the project site is built out, new projects in the area, both individually and cumulatively, could potentially increase the volume of stormwater runoff and contribute to pollutant loading in the storm drain system with eventual discharge to waterways. However, as with the Modified Project, future projects in the City would be required to comply with drainage and grading regulations and ordinances, such as with water quality requirements set forth in the Statewide General Construction Permit, the NPDES, and the City of Wildomar Municipal Code Section 13.12 (Stormwater/Urban Runoff Management and Discharge Controls Ordinance). New projects would also be required to comply with the City's standard conditions of approval, regulations, ordinances regarding water quality, and NPDES permitting requirements. In consideration of preceding factors, cumulative water impacts would be rendered less than cumulatively considerable.

5.3.7 Level of Significance Before Additional Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.3-1 through 5.3-5.

5.3.8 Additional Mitigation Measures for the Modified Project

All impacts are less than significant; no additional mitigation measures are proposed.

5.3.9 Level of Significance After Additional Mitigation

All impacts are less than significant.

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5.3.10 References

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5.4 TRANSPORTATION

This section of the draft supplemental environmental impact report (DSEIR) evaluates the potential for implementation of the Modified Project to result in transportation and traffic impacts in the City of Wildomar. The analysis in this section is based in part on the following technical report(s):

- *Baxter Village Traffic Impact Analysis*, Urban Crossroads, February 6, 2020 (Urban Crossroads 2020a)
- *Baxter Village Vehicle Miles Traveled (VMT) Assessment*, Urban Crossroads, March 6, 2020 (Urban Crossroads 2020b)
- *Delay Tables*, Urban Crossroads, May 22, 2020 (Urban Crossroads 2020c) ¹

These studies are included as Appendices G, H, and I, respectively, to this Draft SEIR.

5.4.1 Environmental Setting

5.4.1.1 REGULATORY BACKGROUND

State Regulations

Senate Bill 743

On September 27, 2013, SB 743 was signed into law, starting a process that fundamentally changed transportation impact analysis as part of CEQA compliance. SB 743 generally eliminates auto delay, LOS, and other similar measures vehicular capacity or traffic congestion as the sole basis for determining significant impacts under CEQA. Pursuant to the CEQA Guidelines, the new criteria “shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses” (Public Resources Code Section 21099(b)(1)).

Pursuant to SB 743, the Natural Resources Agency adopted revisions to the CEQA Guidelines to implement SB 743 on December 28, 2018. The revised CEQA Guidelines establish new criteria for determining the significance of transportation impacts. Under the new Guidelines, VMT-related metric(s) that evaluate the significance of transportation-related impacts under CEQA for land use are required beginning on July 1, 2020. The legislation does not preclude the application of local general plan policies, zoning codes, conditions of approval, or any other planning requirements that require evaluation of LOS, but these metrics may no longer constitute the sole basis for determining transportation impacts under the CEQA.

Regional Regulations

2016 Regional Transportation Plan/Sustainable Community Strategy

The Southern California Association of Governments (SCAG) 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) was adopted in April 2016. The RTP/SCS outlines a development pattern for the region which, when integrated with the transportation network and other transportation measures and policies, would reduce greenhouse gas (GHG) emissions from transportation

¹ This Appendix replaces Tables 5-1, 6-1, and 7-1 in Appendix A.

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(excluding good movement). The RTP/SCS is meant to provide growth strategies that would achieve the regional GHG emissions reduction targets identified by the California Air Resources Board. However, the RTP/SCS does not require that local general plans, specific plans, or zoning be consistent with the RTP/SCS; instead, it provides incentives to governments and developers for consistency.

California Department of Transportation

Interstate 15 (I-15) provides regional access to Wildomar. The freeway mainline and intersections within the City of Wildomar associated with on- and off-ramps are under Caltrans jurisdiction. Caltrans approves the planning, design, and construction of improvements for all state-controlled facilities such as I-15. Caltrans uses the Highway Capacity Manual 6 (HCM 6) methodology to evaluate facilities. Caltrans endeavors to maintain a target LOS at the transition between LOS C and LOS D on State highway facilities. Note that the change from LOS to vehicle miles travelled; it does not require that LOS D be maintained.

For the freeway mainline, merge and diverge segment analysis is based on peak hour HCM 6 density analysis for freeway-to-arterial interchanges. According to HCM 6 methodology, the ramp merge and diverge segments focus on an influential area of 1,500 feet, including the acceleration or deceleration lane(s) and adjacent freeway ramps. The LOS for freeway merge and diverge segments is determined by traffic density based on criteria outlined in the HCM 6.

Riverside County Transportation Commission Congestion Management Program

The Riverside County Transportation Commission (RCTC) Congestion Management Program (CMP) is updated every two years in accordance with Proposition 11. The CMP was established in the State of California to more directly link land use, transportation, and air quality and to prompt reasonable growth management programs that would more effectively utilize new and existing transportation funds, alleviate traffic congestion and related impacts, and improve air quality. There are no facilities within the study area that are part of the CMP.

Local Regulations

City of Wildomar General Plan

The intent of the goals and policies in the General Plan Circulation Element is to establish a comprehensive multi-modal transportation system that is safe, achievable, efficient, environmentally and financially sound, accessible, and coordinated with Land Use Element.

City of Wildomar Municipal Code

Title 10, Vehicles and Traffic, of the City of Wildomar Municipal Code includes regulations and standards governing parking, transportation demand management program, as well as miscellaneous traffic regulations.

Any modifications to the roadway networks, which includes driveways, curbs, and sidewalks, would be subject to approval by the City of Wildomar, and any construction work within the right-of-way of any public roadway would require the issuance of a permit by the City of Wildomar.

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Impact Fees

The City participates in the Transportation Uniform Mitigation Fee (TUMF), administered by the Western Riverside Council of Governments (WRCOG). Chapter 3.40 of the Wildomar Municipal Code requires payment of TUMF to WRCOG prior to issuance of a certificate of occupancy or final inspection. The City requires written verification of payment of TUMF to WRCOG.

The City has adopted a Development Impact Fee (DIF) that offset development impacts to traffic and parks. Chapter 3.44 requires payment of the DIF prior to issuance of a certificate of occupancy.

5.4.1.2 EXISTING CONDITIONS

Traffic Study Area

Intersections

The same eight study intersections evaluated in the 2016 EIR for the Original Project were evaluated for the Modified Project. Table 5.4-1, *Intersection Analysis Locations*, identifies the intersection's jurisdiction.

Table 5.4-1 Intersection Analysis Locations

Key Intersection		Applicable Jurisdiction	
		City of Wildomar	Caltrans
1	Palomar St. & Central St.	Yes	
2	Driveway 1 & Baxter Rd. – Future Intersection	Yes	
3	Central St. & Baxter Rd.	Yes	
4	Driveway 2 & Baxter Rd. – Future Intersection	Yes	
5	I-15 Southbound Ramps & Baxter Rd.	Yes	Yes
6	I-15 Northbound Ramps & Baxter Rd.	Yes	Yes
7	Monte Vista Dr. & Bundy Canyon Rd.	Yes	
8	Monte Vista Dr. & Baxter Rd.	Yes	

Source: Urban Crossroads 2020a

The study area includes intersections where the Modified Project is anticipated to contribute 50 or more peak hour trips. The “50 peak hour trip” criterion utilized by the City of Wildomar is consistent with the methodology employed by the County of Riverside, and represents a minimum number of trips at which a typical intersection would have the potential to be substantively impacted by a given development proposal. Although each intersection may have unique operating characteristics, this traffic engineering “rule of thumb” is a widely used tool for estimating a potential area of impact.

Although there are more than 50 peak hour trips that are anticipated north and south of Central Street on Palomar Street, the proposed medical office use is anticipated to interact with existing residential uses along Palomar Street such that there would be fewer than 50 peak hour trips at Gruwell Street (Orange Street) and Clinton Keith Road. Gruwell Street is the first General Plan roadway to the north on Palomar Street and Clinton

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Keith Road is the first General Plan roadway to the south along Palomar Street. For this reason, additional study area intersections have not been evaluated for the purposes of this TIA.

There are no intersections within the study area that are in a congestion management program (CMP).

Freeway Mainline and Ramp Junction Analysis

Study area freeway mainline analysis locations were selected based on Caltrans traffic study guidelines, which may require the analysis of State highway facilities. Consistent with recent Caltrans guidance, and because deficiencies to freeway segments tend to dissipate with distance from the point of State Highway System (SHS) entry, quantitative study of freeway segments beyond those immediately adjacent to the point of entry typically is not required. As such, this study evaluates the following freeway segments adjacent to the point of entry to the SHS, where the Modified Project is anticipated to contribute 50 or more one-way peak hour trips:

1. I-15 Freeway Southbound, North of Baxter Rd.
2. I-15 Freeway Southbound, Off-Ramp at Baxter Rd.
3. I-15 Freeway Southbound, On-Ramp at Baxter Rd.
4. I-15 Freeway Southbound, South of Baxter Rd.
5. I-15 Freeway Northbound, North of Baxter Rd.
6. I-15 Freeway Northbound, Off-Ramp at Baxter Rd.
7. I-15 Freeway Northbound, On-Ramp at Baxter Rd.
8. I-15 Freeway Northbound, South of Baxter Rd.

Existing Traffic Level of Service

Passage of SB 743 in 2013 amended the Public Resource Code to eliminate LOS as a threshold for determining environmental significance and directed the California Office of Planning and Research to recommend a new metric. (PRC § 21099(b)(1)) The new metric is Vehicle Miles Travelled (VMT). The City of Wildomar adopted VMT thresholds on June 10, 2020. The LOS discussion and analysis for the Modified Project is included for continuity with the 2016 EIR, and for General Plan consistency.

All existing intersections currently operate at a LOS A through D except intersection #5, I-15 Southbound Ramps and Baxter Road, which operates at LOS F during AM peak hour and LOS E during PM peak hour. Table 5.4-2, *Intersection Analysis for Existing (2019) Conditions*, summarizes the LOS for each intersection during AM and PM peak hours. Intersections #5, #6, #7, and #8 all meet the warrant for installation of traffic signals.

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Table 5.4-2 Intersection Analysis Existing (2019) Conditions

Key Intersection		Traffic Control	Signal Warrant Met?	Level of Service (LOS)	
				AM	PM
1	Palomar St. & Central St.	Traffic Signal	Exists	C	C
2	Driveway 1 & Baxter Rd.	-	N/A	-	-
3	Central St. & Baxter Rd.	Cross Street Stop	No	C	C
4	Driveway 2 & Baxter Rd.	-	No	-	-
5	I-15 SB Ramps & Baxter Rd.	All-way Stop	Yes	F	E
6	I-15 NB Ramps & Baxter Rd.	All-way Stop	Yes	C	C
7	Monte Vista Dr. & Bundy Canyon Rd.	Cross Street Stop	Yes	C	C
8	Monte Vista Dr. & Baxter Rd.	Cross Street Stop	Yes	C	B

Source: Urban Crossroads 2020a

BOLD = Operates below the General Plan standard of service.

Existing (2019) Off-Ramp Queuing Analysis

A queuing analysis was performed for the off-ramps at the I-15 Freeway and Baxter Road interchange to assess vehicle queues for the off ramps that may potentially result in deficient peak hour operations at the ramp-to-arterial intersections and may potentially “spill back” onto the I-15 Freeway mainline. Queuing analysis findings are presented in Table 5.4-3, *Peak Hour Freeway Off-Ramp Queuing Summary for Existing (2019) Conditions*. As shown in Table 5.4-3, there are no movements that are currently experiencing queuing issues during the weekday AM or PM peak 95th percentile traffic flows.

Table 5.4-3 Peak Hour Freeway Off-Ramp Queuing Summary Existing (2019) Conditions

Intersection	Movement	Available Stacking Distance (Feet)	95 th Percentile Queue (Feet)		Acceptable? ¹	
			AM Peak Hour	PM Peak Hour	AM	PM
I-15 SB Ramps & Baxter Rd.	SBL/T/R	1,300	128	60	Yes	Yes
I-15 NB Ramps & Baxter Rd.	NBL/T/R	1,650	93	188	Yes	Yes

Source: Urban Crossroads 2020a

¹ Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 15 feet of stacking which is assumed to be provided in the transition for turn pockets is reflected in the stacking distance shown on this table, where applicable.

Existing (2019) Freeway Facility Analysis

As shown in Table 5.4-4, *Freeway Analysis for Existing (2019) Conditions*, the study freeway segments and merge/diverge ramp junctions analyzed for this study are currently operating at an acceptable LOS (i.e., LOS D or better) during the peak hours for Existing (2019) traffic conditions.

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Table 5.4-4 Freeway Facility Analysis for Existing (2019) Conditions

Ramp or Segment	Lanes on Freeway ¹	AM Peak Hour		PM Peak Hour	
		Density ²	LOS ³	Density ²	LOS ³
I-15 SB, North of Baxter Rd.	3	22.4	C	22.5	C
I-15 SB, Off-Ramp at Baxter Rd.	3	25.8	C	25.8	C
I-15 SB, On-Ramp at Baxter Rd.	3	24.2	C	23.8	C
I-15 SB, South of Baxter Rd.	3	24.0	C	23.7	C
I-15 NB, North of Baxter Rd.	3	20.5	C	29.8	D
I-15 NB, On-Ramp at Baxter Rd.	3	21.6	C	27.8	C
I-15 NB, Off-Ramp at Baxter Rd.	3	23.0	C	31.6	D
I-15 NB, South of Baxter Rd.	3	20.1	C	32.8	D

Source: Urban Crossroads 2020a

¹ Number of lanes are in the specified direction and is based on existing conditions.

² Density is measured by passenger cars per mile per lane (pc/mi/ln).

³ LOS = Level of Service

5.4.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- T-1 Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.
- T-2 Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b). [Vehicle Miles Travelled]
- T-3 Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- T-4 Result in inadequate emergency access.

Intersection Capacity Analysis

For signalized intersections LOS is directly related to the average control delay per vehicle and is correlated to a LOS designation as described in Table 5.4-5, *Signalized Intersection LOS Thresholds*.

Table 5.4-5 Signalized Intersection LOS Thresholds

Description	Average Control Delay (seconds), V/C ≤ 1.0	Level of Service, V/C ≤ 1.0	Level of Service, V/C > 1.0
Operations with very low delay occurring with favorable progression and/or short cycle length.	0 to 10.00	A	F
Operations with low delay occurring with good progression and/or short cycle lengths.	10.01 to 20.00	B	F

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Table 5.4-5 Signalized Intersection LOS Thresholds

Description	Average Control Delay (seconds), V/C ≤ 1.0	Level of Service, V/C ≤ 1.0	Level of Service, V/C > 1.0
Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.01 to 35.00	C	F
Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.01 to 55.00	D	F
Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.01 to 80.00	E	F
Operations with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.	80.01 and up	F	F
Source: Urban Crossroads 2020a.			

Unsignalized Intersections

The City of Wildomar and Caltrans require the operations of unsignalized intersections be evaluated using the methodology described in the HCM (6th Edition). The LOS rating is based on the weighted average control delay expressed in seconds per vehicle, as shown in Table 5.4-6, *Unsignalized Intersection LOS Thresholds*.

Table 5.4-6 Unsignalized Intersection LOS Thresholds

Description	Average Control Delay per Vehicle (seconds)	Level of Service, V/C ≤ 1.0	Level of Service, V/C > 1.0
Little or no delays	0 to 10.00	A	F
Short traffic delays	10.01 to 15.00	B	F
Average traffic delays	15.01 to 25.00	C	F
Long traffic delays	25.01 to 35.00	D	F
Very long traffic delays	35.01 to 50.00	E	F
Extreme traffic delays with intersection capacity exceeded	> 50.00	F	F
Source: Urban Crossroads 2020a.			

At two-way or side-street stop-controlled intersections, LOS is calculated for each controlled movement and for the left turn movement from the major street, as well as for the intersection as a whole. For approaches composed of a single lane, the delay is computed as the average of all movements in that lane.

City of Wildomar Threshold of Significance

To determine whether the addition of project-related traffic at a study intersection would result in a significant project-related impact, the following thresholds of significance would be used:

- A significant project-related impact occurs at a study intersection if the addition of project-generated trips reduced the peak hour level of service of the study area intersection to change from acceptable “pre-project” operation (LOS A-D) to deficient operation (LOS E or F);

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- A significant project-related impact occurs at a study intersection if the addition of project-generated trips changes the pre-project delay by more than 5.0 seconds.

VMT Threshold

On June 10, 2020, the City of Wildomar adopted a VMT threshold of three percent below Citywide average VMT as calculated by WRCOG. The Citywide Average is 32.87 VMT. Therefore, any project that generates 31.88 VMT or more, would be considered to have a significant impact.

5.4.3 Applicable Mitigation Measures from the 2016 EIR (Original Project)

The following mitigation measures were adopted with the 2016 EIR (Original Project):

- **Mitigation Measure 4.16.6.1A:** Central Street/Baxter Road intersection: The following intersection improvements shall be completed prior to the issuance of a certificate of occupancy for development on the project site that would, combined with any previous development on the site, generate 50 or more AM peak-hour trips at this intersection:
 - Traffic signal with protected left-turn phasing on the eastbound approach of Baxter Road.
 - Northbound approach: N/A
 - Southbound approach: one-left turn lane, one right-turn lane.
 - Eastbound approach: one left-turn lane, one through lane.
 - Westbound approach: one through lane, one right-turn lane.

Any application for development prior to installation of the intersection improvements shall provide to the City an estimate of trips associated with the proposal prepared by a traffic engineer, demonstrating that the number of trips at this intersection are below the threshold of 50 AM outbound trips, or the intersection improvements shall be required prior to occupancy.

- **Mitigation Measure 4.16.6.1B:** Prior to the issuance of the first building permit, application shall be made to Caltrans and the City of Wildomar for construction of a traffic signal and associated improvements at the I-15 Southbound Ramps/Baxter Road intersection. Construction of the signal shall begin prior to construction of more than 22 single-family dwelling units (or 30 apartments), or construction of more than 10,000 square feet of commercial retail uses.
- **Mitigation Measure 4.16.6.1C:** Construction activity associated with soil import activities shall occur outside of the typical morning and evening peak commute hours (i.e., 7:00–9:00 a.m. and 4:00–6:00 p.m.). Prior to the issuance of grading permits, the project applicant shall submit to the City for review and approval, a Construction Traffic Management Plan. Construction-related traffic (including soil import activity) shall operate on the routes and/or during the hours of operation defined in the Construction Traffic Management Plan.
- **Mitigation Measure 4.16.6.2A:** Prior to the issuance of the first building permit, application shall be made to Caltrans and the City of Wildomar for construction of a traffic signal and associated improvements at the I-15 Northbound Ramps/Baxter Road intersection. Construction of the signals shall begin prior to

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construction of more than 22 single-family dwelling units (or 30 apartments), or the construction of more than 10,000 square feet of commercial retail uses.

5.4.4 The 2016 Approved Project (Original Project)

As indicated in the 2016 Certified EIR, the Original Project would provide primary access from Baxter Road, and an additional driveway that would provide direct access to the commercial retail portion of the site would be along Baxter Road, and a third driveway would be provided along White Street and would provide access to the single-family homes. The Original Project did not include any sharp curve or dangerous intersections in its design. As the Original Project would have to have its final design of all roadways and intersections reviewed by the City and licensed professional civil engineer, impacts were less than significant.

Additionally, the Original Project would have been designed, constructed, and maintained to provide required emergency/evacuation access. The Original Project would not have caused significant impacts at study area intersections that would impede emergency vehicles; all access requirements would be installed by the developer prior to occupancy.

The Original Project would have provided alternative transportation design features that satisfy adopted policies supporting alternative transportation. Sidewalk improvements were planned along White Street, Baxter Road, and Central Avenue to facilitate pedestrian access and the Original Project would also provide bicycle parking facilities. The Original Project complied with the requirements for bicycle parking facilities in Municipal Code as well as the CALGreen Building Code requirements by reserving spaces for carpools, electric vehicles, and hybrid vehicles.

As stated in the 2016 Certified EIR, the addition of the Original Project's traffic would cause the level of service to fall from acceptable to unacceptable levels at intersection 3, Central Street/Baxter Road, during both the AM and PM peak hour and at intersection 5, I-15 Southbound Ramps/Baxter Road, during the PM peak hour. The addition of the Original Project's traffic would also cause existing unacceptable delays to be increased by more than 5 seconds at intersection #5, I-15 Southbound Ramps/Baxter Road, during the AM peak hour and intersection #7, Monte Vista Drive/Bundy Canyon Road, during the PM peak hour. Mitigation Measure 4.16.6.1A requires that the intersection improvements be constructed prior to occupancy of any development on the project site that would generate more than 50 outbound AM peak-hour trips at intersection 3. The mitigation measure also requires that any development on the site prior to installation of improvements either verify the anticipated number of trips to the City or agree to install the improvements prior to occupancy.

Moreover, the installation of a traffic signal at intersection #5, I-15 SB Ramps/Baxter Road would improve operation of this intersection to an acceptable level of service. Mitigation Measure 4.16.6.1B results in construction of a signal at this location that would reduce traffic delay and allow the intersection to function at an acceptable level of service. These mitigation measures would reduce impacts to less than significant levels, however, because the City does not have sole authority to implement signal improvements in the Caltrans right-of-way, the City cannot guarantee that the proposed traffic signal in Mitigation Measure 4.16.6.1B would be constructed as proposed. Therefore, this impact was identified as significant and unavoidable in the 2016 Certified EIR.

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The 2016 Certified EIR identified that intersections I-15 Northbound Ramps/Baxter Road and Monte Vista Drive/Baxter Road would operate at LOS E during PM peak hour and LOS F during AM peak hour, respectively. These intersections would operate at a deficient level both with and without the project, the Original Project increases delay at these intersections by more than 5 seconds; therefore, the impacts at these intersections were significant. Construction of a signal at intersection #8, Monte Vista Drive and Baxter Road, would reduce traffic delay; payment of the DIF would meet the Original Project's proportionate share of impact at this location, and impacts would be less than significant.

Mitigation Measure 4.16.6.2A, which requires that an application shall be made to Caltrans and the City for construction of a traffic signal and associated improvements at the I-15 Northbound Ramps/Baxter Road intersection. Construction of the signal would require approval of an encroachment permit from Caltrans which is beyond the City's ability; therefore, this impact was identified as significant and unavoidable.

The 2016 Certified EIR stated that the following intersections would operate at unsatisfactory level of service under the General Plan Buildout (post-2035) condition:

- Palomar Street/Central Street (LOS F during AM peak hour and LOS E during PM peak hour)
- Central Street/Baxter Road (LOS F during AM and PM peak hours)
- Driveway 2/Baxter Road (LOS F during PM peak hour)
- I-15 Southbound Ramps/Baxter Road (LOS F AM and PM peak hours)
- I-15 Northbound Ramps/Baxter Road (LOS F AM and PM peak hours)
- Monte Vista Drive/Bundy Canyon Road (LOS F AM and PM peak hours)
- Monte Vista Drive/Baxter Road (LOS F AM and PM peak hours)

Compared to the Without Project Condition, the Original Project was not anticipated to cause additional study area intersections to operate at an unacceptable level of service, with the exceptions of the following intersection:

- Driveway 2/Baxter Road (LOS F during PM peak hour)

Improvements have been recommended at intersections that have been identified as cumulatively affected to reduce each location's peak-hour delay and improve the associated level of service to LOS D or better. These improvements are consistent with or less than the geometrics assumed in the City's General Plan Circulation Element. This impact was identified as significant and unavoidable because freeway widening is very expensive and beyond the capability of the City to construct.

Under the General Plan Buildout (Post-2035) condition, with and without the Original Project, all freeway segments would operate at an unacceptable level of service during peak hours. Intersection I-15 Southbound Off-Ramp/Baxter Road (southbound shared left turn/through/right turn during AM Peak Hour) would have potential queuing issues under the 2035 condition. Although the Original Project was not anticipated to result directly in an impact on state facilities, the addition of the Original Project traffic would contribute to future deficiencies. This impact was identified as significant because the City has no control over state facilities. With

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the implementation of Mitigation Measures 4.16.6.1A and 4.16.6.1B would improve intersection level of service, potential queuing issues under the General Plan Buildout (Post-2035) Scenario would also be resolved.

5.4.5 Environmental Impacts of the Modified Project

5.4.5.1 METHODOLOGY

The Traffic Impact Analysis (see Appendix G) evaluated the Modified Project in 4 scenarios: Existing, Existing+Project, Opening Year (2021), and Cumulative (2040). The effectiveness of the mitigation measures adopted in the 2016 EIR for the Original Project were evaluated to determine if they remained adequate, or if changes to the mitigation measure(s) were needed.

Project Trip Generation

Trip generation represents the amount of traffic which is both attracted to and produced by a development. As shown in Table 5.4-7, *Project Trip Generation Summary*, the Modified Project would generate 5,512 weekday trip-ends per day, with 403 AM peak hour trips and 506 PM peak hour trips, with the residential component of the Original Project. As shown on page 4.16-21 of the 2016 EIR, the Original Project was expected to generate 4,777 daily total trips, which is 735 daily trips less than the Modified Project.

Table 5.4-7 Project Trip Generation Summary

Project Trip Generation									
Project	Quantity	Units ¹	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Baxter Village Development									
Single Family Detached Residential	66	DU	12	37	49	41	24	65	623
Multi-Family Housing (Mid-Rise, 3 floors)	204	DU	19	54	73	55	35	90	1,110
Residential Subtotal			31	91	122	96	59	155	1,733
Medical-Dental Office	84	TSF	182	51	233	81	209	290	2,924
Hotel	102	RMS	28	20	48	31	30	61	854
Medical Office and Hotel Subtotal			210	71	281	112	239	351	3,778
Total Modified Project			241	162	403	208	298	506	5,512

Source: Urban Crossroads 2020a

¹ DU = Dwelling Units; TSF = Thousand Square Feet; RMS = Rooms

Level of Service

The applicable minimum LOS utilized for the purposes of this analysis is LOS D per the City's General Plan.

Traffic Signal Warrant Analysis Methodology

The term "signal warrants" refers to the list of established criteria by the Caltrans and other public agencies to quantitatively justify or ascertain the potential need for installation of a traffic signal at an otherwise unsignalized

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intersection. Traffic signal warrant analysis has not been conducted at any signalized intersection or any future intersection that is anticipated to have restricted access, such as Driveway 2 on Baxter Road.

Freeway Off-Ramp Queuing Analysis

Consistent with Caltrans requirements, the 95th percentile queuing of vehicles has been assessed at the off-ramps to determine potential queuing deficiencies at the freeway ramp intersections at the I-15 Freeway and Baxter Road interchange. Specifically, the queuing analysis is utilized to identify any potential queuing and “spill back” onto the I-15 Freeway mainline from the off-ramps.

Freeway Mainline Segment Analysis Methodology

Consistent with recent Caltrans guidance, the traffic study has evaluated the freeway segments on either side of Baxter Road where the Modified Project is anticipated to contribute 50 or more peak hour one-way trips, in an effort to conduct a conservative analysis and overstate as opposed to understand potential deficiencies.

Freeway Merge/Diverge Ramp Junction Analysis

The freeway system in the study area has been broken into segments defined by freeway-to-arterial interchange locations where the Modified Project is anticipated to contribute 50 or more peak hour trips at the I-15 Freeway and Baxter Road interchange. Although the HCM indicates the influence area for a merge/diverge junction is 1,500 feet, the analysis presented in the traffic study has been performed at all ramp locations with respect to the nearest on- or off-ramp at each interchange in an effort to be consistent with Caltrans guidance/comments on other projects in the region.

Project Fair Share Calculation Methodology

Improvements found to be included in the Transportation Uniform Mitigation Fee (TUMF), Southwest Road and Bridge Benefit District (RBBD), and/or DIF would be identified as such. For improvements that do not appear to be in either of the pre-existing fee programs, a fair share financial contribution based on the Modified Project’s proportional share may be imposed in order to mitigate the Modified Project’s share of deficiencies in lieu of construction. It should be noted that fair share calculations are for informational purposes only and the City Traffic Engineer will determine the appropriate improvements to be implemented by a project (to be identified in the conditions of approval) at the time of building permit issuance.

If the intersection is currently operating at acceptable LOS under the Existing traffic conditions, the project’s fair share cost of improvements would be determined based on the following equation, which is the ration of project traffic to new traffic, where new traffic is total future traffic less existing baseline traffic:

$$\text{Project Fair Share \%} = \text{Project Traffic} / (2040 \text{ Total Traffic} - \text{Existing (2019) Traffic})$$

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Impact 5.4-1: Would the Modified Project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities? [Threshold T-1]

Existing Plus Project

Existing Conditions and Existing Plus Project peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies, and the significance thresholds have been compared to the Original Project. The intersection analysis results are summarized in Table 5.4-8, *Intersection Analysis for Existing Plus Project Conditions*.

Table 5.4-8 Intersection Analysis for Existing Plus Project Conditions

#	Intersection	Traffic Control ²	Existing (2019)				Existing Plus Project				Change		Significant?	
			Delay ¹ (secs.)		Level of Service		Delay ¹ (secs.)		Level of Service		AM	PM	2016 EIR	Modified Project
			AM	PM	AM	PM	AM	PM	AM	PM				
1	Palomar St. & Central St.	TS	30.1	25.1	C	C	31.9	29.0	C	C	1.80	3.90	No	No
2	Driveway 1 & Baxter Rd.	CSS	Future Intersection				10.0	10.2	B	B	10.00	10.20	No	No
3	Central St. & Baxter Rd.	CSS	21.2	17.2	C	C	400.8	502.6	F	F	379.6	485.4	Yes	Yes
4	Driveway 2 & Baxter Rd.	CSS	Future Intersection				13.2	19.0	B	C	13.20	19.00	No	No
5	I-15 SB Ramps & Baxter Rd.	AWS	154.1	40.5	F	E	249.1	123.9	F	F	95.0	83.4	Yes	Yes
6	I-15 NB Ramps & Baxter Rd.	AWS	17.1	18.9	C	C	25.8	31.1	D	D	8.10	12.20	No	No
7	Monte Vista Dr. & Bundy Canyon Rd.	CSS	18.2	24.8	C	C	20.8	33.7	C	D	2.60	8.90	Yes	No
8	Monte Vista Dr. & Baxter Rd.	CSS	17.6	10.9	C	B	19.8	12.4	C	B	2.20	1.50	No	No

Source: Urban Crossroads 2020c

BOLD = Operates below the General Plan standard of service.

¹ Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown. Delay and level of service calculated using the following analysis software: Synchro 10 (HCM 6th Edition) for signalized and unsignalized intersections.

² CSS = Cross-Street Stop; AWS = All-Way Stop; TS= Traffic Signal; **CSS** = Improvement

At intersection #3, Central Street and Baxter Road, a signal is required by Mitigation Measure 4.16.6.1A in the 2016 EIR. The mitigation measure requires that the signal be installed prior to issuance of a certificate of occupancy for any use generating 50 AM peak-hour trips. As shown in Table 5.4-7, the proposed hotel would generate 48 AM-peak hour trips, and the MOB would generate 233 AM-peak hour trips. As currently applied the mitigation measure would not require installation of a signal if only the hotel is constructed. The applicant has agreed to the modification of Mitigation Measure 4.16.6.1A to require installation of the signal before the

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certificate of occupancy for either the hotel or the MOB. Table 5.4-9, *Results of Mitigation – Existing Plus Project Conditions*, shows that the installation of a signal would reduce impacts at intersection #3 to less than significant.

In the 2016 EIR, Mitigation Measure 4.16.6.1B required installation of signals for the southbound ramps in order to reduce impacts at intersection #5. As the intersection is outside of the jurisdiction of the City, the 2016 EIR concluded that even with implementation of the mitigation measure, the impact remained significant and unavoidable. Signal and ramp improvements at intersection #5 are part of the TUMF program but are not scheduled for construction by the projected Opening Year (2021) of the Modified Project (WRCOG 2018). In addition, as shown in Table 5.4-8, the Intersection already operates below the acceptable level in the existing condition therefore the Modified Project would only be responsible for approximately 24.6 percent of the improvement cost for Intersection #5, I-15 SB Ramps and Baxter Rd, and 15.9 percent at Intersection I-15 NB Ramps and Baxter Road. Finally, the improvements required by the mitigation measure are not consistent with the planned TUMF improvements and could not be incorporated into the final design. Therefore, as interim improvements, the cost of construction is not eligible for reimbursement through either the City's DIF or the TUMF program. Payment of TUMF is required by Chapter 3.40 of the Wildomar Municipal Code and therefore a mitigation measure is not required. Because of these factors, this SEIR would eliminate Mitigation Measure 4.16.6.1B. As the improvements will not be in by the time the project is occupied, and the intersection is outside the jurisdiction of the City, this impact remains significant and unavoidable.

According to page 4.16-32 of the 2016 EIR, intersection #7 would operate at an unacceptable level of service during the PM peak hour. Peak hour operations improve in the 2019 TIA because the latest Highway Capacity Manual (HCM 6th Edition) allows for 2-stage left-turn maneuvers from the minor street. As such, the intersection delay improves in comparison to the 2015 TIA results, resulting in a less than significant determination. Improvements at this location are included in the City's Development Impact Fee (DIF) Program. Payment of DIF is required by Chapter 3.44 of the Wildomar Municipal Code and therefore a mitigation measure is not required.

Table 5.4-9 shows that construction of the signal at Intersection #3, Central Street and Baxter Road, would reduce impacts to less than significant. Construction of the signal will occur prior to occupancy of either the hotel or MOB as Mitigation Measure 4.16.6.1A has been revised. The ultimate TUMF improvements would reduce impacts at Intersection #5 to less than significant, however as the improvements will not be in place before occupancy, the impact is significant and unavoidable.

Table 5.4-9 Results of Mitigation – Existing Plus Project Conditions

#	Intersection	Traffic Control	Existing Plus Project				Existing Plus Project W/ Mitigation				Significant?	
			Delay (secs.)		Level of Service		Delay (secs.)		Level of Service		2016 EIR	Modified Project
			AM	PM	AM	PM	AM	PM	AM	PM		
3	Central St. & Baxter Rd.	CSS	>50.0	>50.0	F	F	12.5	14.8	B	B	No	No
5	I-15 SB Ramps & Baxter Rd.	AWS	>50.0	>50.0	F	F	51.2	37.1	B	B	No	No

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Traffic Signal Warrants Analysis

Traffic signal warrants for Existing Plus Project conditions are based on existing peak hour intersection turning volumes and the addition of the Modified Project's traffic. For the Existing Plus Project traffic conditions, with the addition of the Modified Project's traffic, the following study area intersection is anticipated to meet the planning level daily volume warrant under Existing Plus Project conditions:

- Intersection #3, Central St. & Baxter Rd.

Freeway Facility Analysis

The TIA found that all study area freeway mainline segments and merge/diverge ramp junctions are anticipated to continue to operate at an acceptable LOS (i.e., LOS D or better) during the peak hours for Existing Plus Project traffic conditions.

Opening Year (2021)

LOS calculations were conducted for the study intersections to evaluate their operations under Opening Year Cumulative (2021) Without and With the Modified Project conditions, as shown in Table 5.4-10, *Intersection Analysis for Opening Year Cumulative (2021) Conditions*. Note that the results of Table 5.4-10 do not include implementation of Mitigation Measure 4.16.6.1A which requires construction of a signal at Intersection #3 prior to occupancy of either the hotel or the medical office building.

Table 5.4-10 Intersection Analysis for Opening Year (2021) Conditions

#	Intersection	Traffic Control ²	2021 Without Project				2021 With Project				Change		Significant?	
			Delay ¹ (secs.)		Level of Service		Delay ¹ (secs.)		Level of Service					
			AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	2016 EIR	Modified Project
1	Palomar St. & Central St.	TS	32.0	28.0	C	C	34.6	35.1	C	D	2.90	7.10	No	No
2	Driveway 1 & Baxter Rd.	CSS	Future intersection				9.9	10.1	A	B	9.90	10.10	No	No
3	Central St. & Baxter Rd.	CSS	26.9	21.9	D	C	647.1	842.7	F	F	620.2	820.8	Yes	Yes
4	Driveway 2 & Baxter Rd.	CSS	Future intersection				14.0	22.4	B	C	14.00	22.40	No	No
5	I-15 SB Ramps & Baxter Rd.	AWS	211.0	83.3	F	F	297.1	185.3	F	F	297.1	185.3	Yes	Yes
6	I-15 NB Ramps & Baxter Rd.	AWS	27.0	39.0	D	E	48.5	64.0	E	F	21.50	25.0	Yes	Yes
7	Monte Vista Dr. & Bundy Canyon Rd.	CSS	143.0	274.2	F	F	203.6	415.1	F	F	60.6	140.9	Yes	Yes
8	Monte Vista Dr. & Baxter Rd.	CSS	29.7	14.8	D	B	34.7	17.9	D	C	5.00	19.90	Yes	No

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Source: Urban Crossroads 2020c

BOLD = Operates below the General Plan standard of service.

¹ Per the Highway Capacity Manual (6th Edition), overall average intersection delay and LOS are shown for intersections with a traffic signal. For intersections with cross street stop control, the delay and LOS for the worst individual movement (or movements sharing a single lane) are shown. Delay and level of service calculated using the following analysis software: Synchro (HCM 6th Edition) for signalized and unsignalized intersections.

² CSS = Cross-street Stop, AWS = All-Way Stop, TS = Traffic Signal, **CSS** = Improvement

Table 5.4-11, *Results of Mitigation – Opening Year 2021 Conditions*, shows the significance levels at Intersections #3, #5 #6, and #7 after the implementation of mitigation measures/DIF. In the 2016 EIR, Mitigation Measures 4.16.6.1A and 4.16.6.1B would reduce impacts to Intersections #3 and #5 to less than significant, as shown on page 4.16-33 of the 2016 EIR. Mitigation Measure 4.16.6.2A would reduce impacts to Intersection #6 to less than significant as shown on page 4.16-36 of the 2016 EIR. According to page 4.16-37 of the 2016 EIR, impacts to Intersections #7 and #8 would be reduced to less than significant with the payment of DIF.

Table 5.4-11 Results of Mitigation – Opening Year 2021 Conditions

#	Intersection	Traffic Control	Opening Year (2021)				Opening Year (2021) W/ Mitigation				Significant?	
			Delay (secs.)		Level of Service		Delay (secs.)		Level of Service		2016 EIR	Modified Project
			AM	PM	AM	PM	AM	PM	AM	PM		
3	Central St. & Baxter Rd.	CSS	>50.0	>50.0	F	F	13.1	16.3	B	B	No	No
5	I-15 SB Ramps & Baxter Rd.	AWS	>50.0	>50.0	F	F	29.1	38.3	C	D	No	No
6	I-15 NB Ramps & Baxter Rd.	AWS	48.5	>50.0	E	F	44.1	53.6	D	D	No	No
7	Monte Vista Dr. & Bundy Canyon Rd.	CSS	>50.0	>50.0	F	F	23.8	24.3	C	C	No	No

BOLD = Operates below the General Plan standard of service.

Mitigation Measure 4.16.6.1A, which would be modified to require installation of the signal prior to occupancy of either the hotel or the medical office building, would reduce impacts to Intersection #3 to less than significant. Mitigation Measure 4.16.6.1B has been deleted as these improvements are part of the TUMF program, and payment of TUMF is required by Chapter 3.40 of the Wildomar Municipal Code therefore no mitigation measure is necessary. Because this intersection is outside of the City, and the interim improvements are not part of the DIF or TUMF, they are not expected to be in place by 2021, and therefore, impacts would remain significant and unavoidable.

Similarly, although Mitigation Measure 4.16.6.2A mitigated impacts to Intersection #6 to less than significant in the 2016 EIR, as shown on page 4.16-37 of the 2016 EIR, this Mitigation Measure would not apply to the Modified Project because the Modified Project's proportionate share makes up a small percent and the project applicant would pay into the TUMF program. Additionally, as shown in Table 5.4-11, intersection #6 operates at an unacceptable level of significance in Opening Year 2021 Conditions without the Modified Project.

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The 2016 EIR found that the payment of DIF would reduce impacts to Intersection #7 to less than significant. Payment of the DIF is required by Chapter 3.44 of the City's municipal code therefore no mitigation measures are necessary.

Roadway Improvements

The lane configurations and traffic controls assumed to be in place for Opening Year Cumulative (2021) conditions are consistent with those shown in Figure 5.4-1, *Existing Number of Through Lanes and Intersection Controls*, except for the following:

- Project driveways and those facilities assumed to be constructed by the Modified Project to provide site access are also assumed to be in place for Opening Year Cumulative conditions only (e.g., intersection and roadway improvements along the Modified Project's frontage and driveways).

Traffic Signal Warrants Analysis

For Opening Year Cumulative (2021) Without Modified Project conditions, all unsignalized study area intersections have previously met a traffic signal warrant under Existing (2019) or Existing Plus Project traffic conditions. With the addition of project traffic, there are no future intersections anticipated to warrant a traffic signal.

Freeway Facility Analysis

As shown in Table 5.4-12, *Freeway Facility Analysis for Opening Year Cumulative (2021) Conditions*, the segment of I-15 Freeway Northbound, South of Baxter Road, operates at an unacceptable LOS E during the PM Peak hour in the Opening Year without the project. The addition of project traffic changed the density of traffic by 0.60 for this freeway segment but does not change the level of service from the Without Project condition, therefore the impact is considered less than significant.

Table 5.4-12 Freeway Segment Analysis for Opening Year Cumulative (2021) Conditions

Ramp or Segment	Lanes on Freeway ¹	2021 Without Project				2021 With Project			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Density ²	LOS ³	Density ²	LOS ³	Density ²	LOS ³	Density ²	LOS ³
I-15 SB, North of Baxter Rd.	3	23.4	C	23.6	C	23.7	C	24.0	C
I-15 SB, Off-Ramp at Baxter Rd.	3	26.7	C	26.7	C	26.9	C	27.1	C
I-15 SB, On-Ramp at Baxter Rd.	3	25.5	C	25.2	C	25.9	C	25.5	C
I-15 SB, South of Baxter Rd.	3	25.4	C	25.3	C	25.8	C	25.4	C
I-15 NB, North of Baxter Rd.	3	21.4	C	31.7	D	21.7	C	32.2	D
I-15 NB, Off-Ramp at Baxter Rd.	3	22.5	C	29.0	D	22.9	C	29.4	D
I-15 NB, On-Ramp at Baxter Rd.	3	24.1	C	32.8	D	24.3	C	33.2	D
I-15 NB, South of Baxter Rd.	3	21.2	C	35.6	E	21.4	C	36.2	E

Source: Urban Crossroads 2020a

BOLD = Operates below the General Plan standard of service.

¹ Number of lanes are in the specified direction and is based on existing conditions.

² Density is measured by passenger cars per mile per lane (pc/mi/ln).

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³ LOS = Level of Service

Public Transit and Bicycle Plans

The Riverside Transit Agency (RTA) Bus Route 8, Lake Elsinore-Wildomar Loop operates along Palomar Street and Central Street which is approximately 1 mile southwest of the site. Additionally, the project site is bounded by two trails along White Street, which is a north-south trail, and Baxter Road, which is an east-west trail (Wildomar 2019). The Modified Project would be checked for compliance with these standards as part of the City's site plan review process. The Modified Project would provide electric vehicle charging stations and 12 bicycle parking spaces for the MOB. Therefore, the Modified Project would not conflict with any policies, plans, or programs related to public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities as improvements would occur within the project boundaries. Impacts would be less than significant.

The Original Project was determined to result in less than significant impacts to plans, policies, and programs regarding public transit, bicycle, or pedestrian facilities. The Original Project provided alternative transportation design features such as sidewalk improvements and would provide bicycle parking facilities. The Modified Project would also provide bicycle parking spaces and electric vehicle charging stations, and impacts would also be less than significant.

The Original Project's impacts to intersections during the Existing+Project and Opening Year conditions were determined to result in significant and unavoidable impacts, even with the implementation of Mitigation Measures 4.16.6.1A, 4.16.6.1B, and 4.16.6.2A because improvements were outside the City's jurisdiction. Similarly, the Modified Project would result in significant and unavoidable impacts, despite the implementation of Mitigation Measures 4.16.6.1A and 4.16.6.1C, because the improvements would not be in by the time the Modified Project is occupied, and the intersection is outside the jurisdiction of the City. Therefore, the Modified Project impacts would be similar to those of the Original Project, and would not result in new significant environmental effects or a substantial increase in the severity of the Original Project's previously identified significant effects, in this regard.

Level of Significance Before Mitigation: Impact 5.4-1 would be potentially significant.

Additional Mitigation Measures for the Modified Project

The following mitigation measures from the Original Project would continue to be applicable to the Modified Project, and have been modified using *italic underline* or ~~strikeout~~ to be consistent with the analysis in this section:

- **Mitigation Measure 4.16.6.1A:** Central Street/Baxter Road intersection ~~#3~~: The following intersection improvements shall be completed prior to the issuance of a certificate of occupancy for *the hotel or medical office building or any other* development on the project site that would, combined with any previous development on the site, generate 50 or more AM peak-hour trips at this intersection:

~~Traffic signal with protected left turn phasing on the eastbound approach of Baxter Road.~~
~~Northbound approach: N/A~~

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~~Southbound approach: one left turn lane, one right turn lane.~~

~~Eastbound approach: one left turn lane, one through lane.~~

~~Westbound approach: one through lane, one right turn lane.~~

~~Install a traffic signal.~~

~~Restripe the southbound shared through-right turn lane as a left turn lane and construct a right turn lane.~~

~~Construct an eastbound left turn lane.~~

~~Construct a westbound right turn lane.~~

Any application for development prior to installation of the intersection improvements shall provide to the City an estimate of trips associated with the proposal prepared by a traffic engineer, demonstrating that the number of trips at this intersection are below the threshold of 50 AM outbound trips, or the intersection improvements shall be required prior to occupancy.

~~**Mitigation Measure 4.16.6.1B:** Prior to the issuance of the first building permit, application shall be made to Caltrans and the City of Wildomar for construction of a traffic signal and associated improvements at the I-15 Southbound Ramps/Baxter Road intersection #5. Construction of the signal shall begin prior to construction of more than 22 single family dwelling units (or 30 apartments), or construction of more than 10,000 square feet of commercial retail uses.~~

- **Mitigation Measure 4.16.6.1C:** Construction activity associated with soil import activities shall occur outside of the typical morning and evening peak commute hours (i.e., 7:00–9:00 a.m. and 4:00–6:00 p.m.). Prior to the issuance of grading permits, the project applicant shall submit to the City for review and approval, a Construction Traffic Management Plan. Construction-related traffic (including soil import activity) shall operate on the routes and/or during the hours of operation defined in the Construction Traffic Management Plan.

~~**Mitigation Measure 4.16.6.2A:** Prior to the issuance of the first building permit, application shall be made to Caltrans and the City of Wildomar for construction of a traffic signal and associated improvements at the I-15 Northbound Ramps/Baxter Road intersection #6. Construction of the signals shall begin prior to construction of more than 22 single family dwelling units (or 30 apartments), or the construction of more than 10,000 square feet of commercial retail uses.~~

Level of Significance After Mitigation: Impact 5.4-1 would be significant and unavoidable.

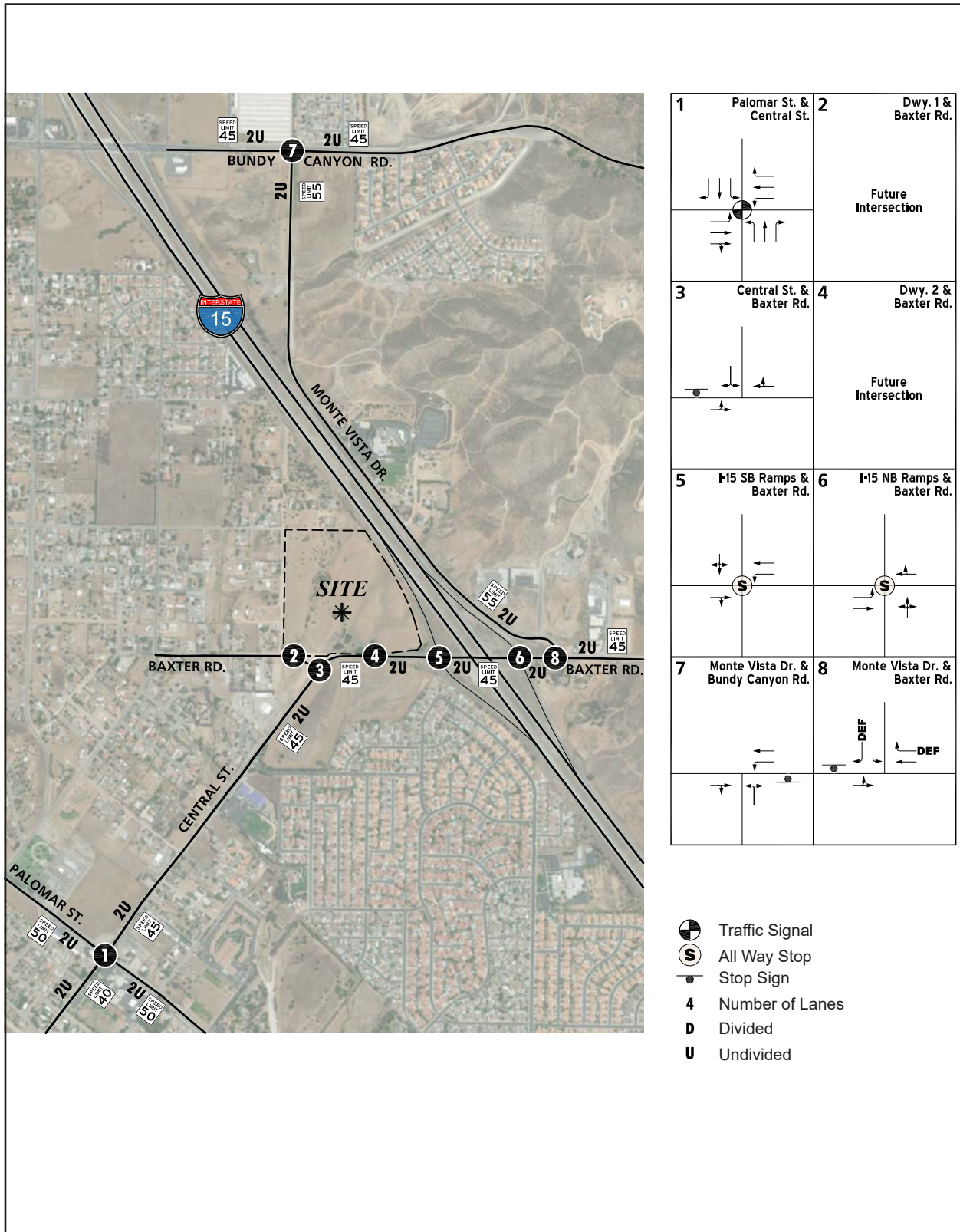
The Modified Project would not result in new or substantially more severe significant impacts.

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Figure 5.4-1 - Existing Number of Through Lanes and Intersection Controls
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Impact 5.4-2: Would the Modified Project conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)? [Threshold T-2]

The VMT analysis was added to the CEQA Guidelines in 2019, and therefore, VMT not addressed in the 2016 EIR for the Original Project. VMT calculations were prepared for the Modified Project prior to the City's adoption of the VMT threshold and therefore the OPR recommended threshold was conservatively used to evaluate VMT. Since preparation of the VMT analysis for the Modified Project, the City of Wildomar adopted a VMT threshold.

Unlike urban areas that have many transit options, communities like Wildomar are limited in the mitigation that can apply to reduce VMT. For example, without high quality transit in the City it is impractical to eliminate parking.² Lack of high-quality transit also reduces the potential for transit-oriented design (TOD).

WRCOG evaluated several mitigation strategies designed to reduce VMT for applicability in the City. Transportation planners refer to a reduction in trips as Transportation Demand Management (TDM). The Transportation Demand Management (TDM) strategies and its effectiveness for reducing VMT were reviewed and assessed for relevancy (Fehr & Peers 2019). Given the City's rural / suburban land use context, the following key strategies were identified as the most appropriate.

- diversifying land use
- improving pedestrian networks
- implementing traffic calming infrastructure
- building low-street bicycle network improvements
- encouraging telecommuting and alternative work schedules
- providing ride-share programs

The measures are intended to apply at the City level, however project specific design elements are included in the Modified Project and would be consistent with the larger City effort to connect sidewalks and trails to encourage non-motorized transportation. Considered in its entirety, the Modified Project is a horizontal mixed use with both residential and commercial components. It is possible that one or more employees and/or patients of the MOB will live in the homes on-site and could walk to the project which would reduce VMT. The design of the site provides for non-motorized access.

As shown in Table 5.4-13, *Estimated VMT Reduction for Wildomar with Plausible Mitigation*, the potential reduction in VMT is expressed as a range and varies depending on the source of the documentation. The CAPCOA analysis was conducted in 2010, and the WRCOG analysis in 2019. The anticipated reduction in VMT estimated by WRCOG is less than the CAPCOA projections.

² Section 21064.3(b) of the Public Resource Code defines high-quality transit areas as: The intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. Riverside Transit Authority stops 8 and 23 do not meet this definition with stops averaging over 30 minutes between stops.

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In addition to physical design such as mixed use, some of the measures are dependent upon the operation of the land use. For example, it is unreasonable to assume that a significant number of the hotel guests would cycle to the building. Employees certainly could, however this represents a very small percentage of the total trips. Similarly, patients at the MOB would be unlikely to walk if they are ill. Employees could, however this assumes showers and facilities for changing. The Modified Project is designed to accommodate pedestrian and cycle traffic, however it is not connected to other sidewalks or trails, which makes it more difficult to access. This will change as the City implements its active transportation program and improvements occur along Baxter Road.

Table 5.4-13 Estimated VMT Reduction for Wildomar With Plausible Mitigation

Measure	CAPCOA		WRCOG	
	Low	High	Low	High
Estimated VMT Reduction				
Mixed Use ¹	9.00%	30.00%	-	12.00%
Pedestrian Network ²	-	2.00%	0.50%	5.70%
Traffic Calming	0.25%	1.00%	-	1.70%
Car Sharing	0.40%	0.70%	0.30%	1.60%
Transit System	0.02%	2.50%	0.30%	6.30%
Total	9.67%	36.20%	5.60%	27.30%
Average	1.93%	7.24%	1.12%	5.46%
Tenant Dependent Measures				
Telecommuting	0.70%	5.50%	0.20%	4.50%
Ridesharing	1.00%	15.00%	2.50%	8.30%
Total	1.70%	20.50%	2.70%	12.80%
Average	0.85%	10.25%	1.35%	6.40%
Overall Total	11.37%	56.70%	8.30%	40.10%
Overall Average	1.62%	8.10%	1.19%	5.73%

Source: Fehr & Peers 2019
¹ Large Project Dependent
² Assumes Connectivity

In determining the amount of VMT reduction associated with the Modified Project, the VMT memo evaluated the following transportation demand management strategies and applied the midpoint of the associated reductions within the ranges shown in Table 5.4-13:

- TDM Strategy #1: Increase Diversity of Land Uses** – The 2016 EIR evaluated a project that includes 66 single family detached residential dwelling units and 204 multi-family dwelling units. The Modified Project includes a 102-room hotel and 84,000 square feet (sf) of MOB. In order for the reductions to apply to the total VMT, at least three of the following will be located on or off-site within ¼ mile of the Project: Residential Development, Retail Development, Park, Open Space, or Office. The Modified Project includes residential, hotel and office in the development plan. The proposed colocation of varied residential, hotel and office uses within ¼ mile proximity together with supporting amenities would tend to decrease the propensity for vehicle travel for local residents. The

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implementation of this strategy could reduce commute VMT by 0 to 12 percent; the VMT memo assumed the midpoint of 6.0 percent.

- **TDM Strategy #2: Provide Pedestrian Network Improvements** – Pedestrian connections such as a sidewalk and/or trail will be provided to surrounding areas, and along Baxter Road, consistent with the City's General Plan and roadway development standards. Providing a pedestrian access network to link areas of the project site provides an opportunity for people to walk instead of drive. The project includes a pedestrian access network that internally links all uses (residential, MOB, hotel) and connects to all existing or planned external streets and pedestrian facilities adjacent to the project site. Implementation of this strategy could reduce commute VMT by 0.5 to 5.7 percent; the VMT memo assumed the midpoint of 3.10 percent.
- **TDM Strategy #3: Provide Traffic Calming Measures** – Traffic calming measures within the parking and roadways of the Modified Project would reduce vehicle speeds making it more pleasant for pedestrians and cyclists. the final site design to encourage pedestrian and bicycle activity. Implementation of this strategy could reduce commute VMT by 0 to 1.7 percent; the VMT memo assumed the midpoint of 0.85 percent.

As these are project design features, they are not shown as mitigation measures. The TDM strategies will be included in the mitigation monitoring and reporting program to ensure implementation along with the mitigation measures from this EIR.

Table 5.4-14, *VMT Impact Evaluation*, shows the application of the TDM VMT reduction strategies to the Citywide VMT average of 32.87. The application of 9.95 percent, when applied to the Project calculated VMT of 28.16 results in a VMT of 25.36, which is below the threshold of 31.88, therefore impact to VMT from this Project are considered less than significant.

Table 5.4-14 VMT Impact Evaluation

Threshold Option	Threshold	Project	Change in VMT	Application of TDM VMT Strategies	Potentially Significant?
3 % below (Citywide Average – 32.87)	31.88	28.16	-3.72	-9.95	No

Source: Urban Crossroads 2020b; Fehr and Peers 2020.

Level of Significance Before Mitigation: Impact 5.4-2 would be less than significant.

Additional Mitigation Measures for the Modified Project

No additional mitigation measures are required.

Level of Significance After Mitigation: Impact 5.4-2 would be less than significant.

The Modified Project would not result in new or substantially more severe significant impacts.

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Impact 5.4-3: Would the Modified Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible (e.g., farm equipment), or result in inadequate emergency access? [Threshold T-3 and T-4]

Site Adjacent Roadway Recommendations

Baxter Road

Recommendations include constructing Baxter Road at its ultimate half-section width as an Arterial Highway (128-foot right-of-way) between Central Street and the project site's eastern boundary, as well as constructing the extension of Baxter Road to its ultimate cross-section width as a Local Street (60-foot right-of-way) from the edge of Central Avenue/Baxter Road to the project entrance at Driveway 1. Additionally, constructing the western extension of Baxter Road from Driveway 1 to White Street to its ultimate half-section as a Local Street (60-foot right-of-way) is another recommendation for Baxter Road. Improvements along the project's frontage would be those required by final conditions of approval for the Modified Project and applicable City of Wildomar standards.

White Street

Recommendations for White Street include constructing White Street at its ultimate half-section width as a Local Street (60-foot right-of-way) from the project's northern boundary to Baxter Road. Improvements along the project's frontage (eastern side of White Street) would be those required by final conditions of approval for the Modified Project and applicable City of Wildomar standards.

Additionally, the following improvements are necessary to accommodate site access:

- Intersection #2, Driveway 1 & Baxter Road:
 - Install a stop control on the eastbound approach and add an eastbound shared left-right turn lane.
 - Add a northbound shared left-through lane.
 - Add a southbound shared through-right turn lane.
- Intersection #3, Central Street & Baxter Road:
 - Install a traffic signal.
 - Add a southbound left turn lane (restripe existing lane) and southbound right turn lane.
 - Add an eastbound left turn lane.
 - Add a westbound right turn lane.
- Intersection #4, Driveway 2 & Baxter Road:
 - Install a stop control on the southbound approach and add a southbound right turn lane.
 - Add a westbound right turn lane.

All site access points and site-adjacent intersections would be constructed to be consistent with the identified roadway classifications and respective cross-sections in the City of Wildomar General Plan Circulation Element. Additionally, all sight distance at each project access point should be reviewed with respect to Caltrans and City of Wildomar sight distance standards at the time of preparation of final grading, landscaping, and street improvement plans.

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Existing Plus Project

Off-Ramp Queuing Analysis

The queuing analysis in the TIA concluded that for Existing+Project and Opening Year (2021) conditions there are no movements that are anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows with the addition of the Modified Project's traffic.

The City of Wildomar implements development standards designed to ensure standard engineering practices are used for all improvements. The Modified Project would be checked for compliance with these standards as part of the City's review process. Additionally, access to the project site would be reviewed by the City and the CAL FIRE / Riverside County Fire Department to ensure there is sufficient emergency access provided at the site as required by the City of Wildomar Municipal Code 8.28, Fire Code, for compliance with the California Fire Code. Therefore, impacts are less than significant.

The Original Project determined that impacts due to hazardous design features would be less than significant as roadway improvements would be designed and constructed to meet the City's requirements and would be reviewed by the City. Additionally, the Original Project would be designed, constructed, and maintained to provide required emergency/evacuation access; the Original Project would adhere to the applicable City requirements and development plans would be reviewed by law enforcement and/or other emergency service providers. Similarly, the Modified Project would adhere to the same requirements as the Original Project and also result in less than significant impacts to design features and emergency access. The Modified Project impacts would not result in new significant environmental effects or a substantial increase in the severity of the previously identified significant effects.

Level of Significance Before Mitigation: Impact 5.4-3 would be less than significant.

Additional Mitigation Measures for the Modified Project

No additional mitigation measures required.

Level of Significance After Mitigation: Impact 5.4-3 would be less than significant.

The Modified Project would not result in new or substantially more severe significant impacts.

5.4.6 Cumulative Impacts

General Plan Buildout (2040) Without Project Traffic Conditions

Roadway Improvements

The lane configurations and traffic controls assumed to be in place for General Plan Buildout (2040) conditions are consistent with those shown previously on Figure 5.4-1, *Existing Number of Through Lanes and Intersection Controls*, except for the following:

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- Project driveways and those facilities assumed to be constructed by the Modified Project to provide site access are also assumed to be in place for General Plan Buildout conditions only (e.g., intersection and roadway improvements along the Modified Project's frontage and driveways).
- Driveways and those facilities assumed to be constructed by cumulative developments to provide site access are also assumed to be in place for General Plan Buildout conditions only (e.g., intersection and roadway improvements along the cumulative development's frontages and driveways).
- The south leg of the intersection of Central Street and Baxter Road is assumed to be completed.

Intersection Operations Analysis

General Plan Buildout (2040) Without Project Traffic Conditions

LOS calculations were conducted for the study intersections to evaluate their operations under General Plan Buildout (2040) Without Project traffic conditions. As shown in Table 5.4-15, *Intersection Analysis for General Plan Buildout (2040) Conditions*, the following study area intersections are anticipated to operate at an unacceptable LOS under General Plan Buildout (2040) Without Project traffic conditions:

- Intersection #1, Palomar St. & Central St. – LOS F AM and PM peak hours
- Intersection #3, Central St. & Baxter Rd. – LOS F AM and PM peak hours
- Intersection #5, I-15 Southbound Ramps & Baxter Rd. – LOS F AM and PM peak hours
- Intersection #6, I-15 Northbound Ramps & Baxter Rd. – LOS F AM and PM peak hours
- Intersection #7, Monte Vista Dr. & Bundy Canyon Rd. – LOS F AM and PM peak hours
- Intersection #8, Monte Vista Dr. & Baxter Rd. – LOS F AM and PM peak hours

Table 5.4-15 Intersection Analysis for General Plan Buildout (2040) Conditions

#	Intersection	Traffic Control ²	2040 Without Project				2040 With Project				Change		Significant?	
			Delay ¹ (secs.)		Level of Service		Delay ¹ (secs.)		Level of Service					
			AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	2016 EIR	Modified Project
1	Palomar St. & Central St.	TS	210.4	134.3	F	F	212.4	145.0	F	F	2.0	10.7	Yes	Yes
2	Driveway 1 & Baxter Rd.	CSS	n/a	n/a	n/a	n/a	11.1	11	B	B	11.1	11	No	No
3	Central St. & Baxter Rd.	CSS	>50.0 ³	>50.0 ³	F	F	>50.0 ³	>50.0 ³	F	F	>5.0 ³	>5.0 ³	Yes	Yes
4	Driveway 2 & Baxter Rd.	CSS	n/a	n/a	n/a	n/a	16.0	86.3	C	F	16	86.3	Yes	Yes
5	I-15 SB Ramps & Baxter Rd.	AWS	403.3	185.3	F	F	490.3	507.4	F	F	87.0	322.1	Yes	Yes
6	I-15 NB Ramps & Baxter Rd.	AWS	194.6	64.0	F	F	226.8	358.4	E	F	32.2	294.4	Yes	Yes

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7	Monte Vista Dr. & Baxter Rd.	CSS	3,261.5	5,226.7	F	F	4,101.2	5,550.3	F	F	839.7	323.6	Yes	Yes
8	Monte Vista Dr. & Baxter Rd.	CSS	3,643.9	167.7	F	F	19,051.7	365.7	F	F	15,407.8	198.0	Yes	Yes

Source: Urban Crossroads 2020c

BOLD = Operates below the General Plan standard of service.

¹ Per the Highway Capacity Manual (6th Edition), overall average intersection delay and LOS are shown for intersections with a traffic signal. For intersections with cross street stop control, the delay and LOS for the worst individual movement (or movements sharing a single lane) are shown. Delay and level of service calculated using the following analysis software: Synchro (HCM 6th Edition) for signalized and unsignalized intersections.

² CSS = Cross-street Stop, AWS = All-Way Stop, TS = Traffic Signal, CSS = Improvement

³ Synchro 10 software does not report actual delay for unsignalized intersections that experience excessive delays. As such, the difference in delay is assumed to be >5.0 seconds.

As shown in Table 5.4-15, with the exception of intersection #2, all of the study area intersections are anticipated to operate unacceptably without the project in 2040. The addition of the Modified Project's traffic will increase the delay at all of the study intersections. Table 5.4-16, *Results of Mitigation – General Plan Buildout (2040) Conditions*, shows that with the proposed improvements, impacts to Intersections #1, #3, #4, #5, #6, #7, and #8 would be reduced to less than significant. However, as Intersections #5 and #6 are outside the City's jurisdiction, these improvements cannot be guaranteed; therefore, impacts would be significant and unavoidable under both the Original Project and Modified Project.

Table 5.4-16 Results of Mitigation – General Plan Buildout (2040) Conditions

#	Intersection	2040 With Project						2040 With Mitigation				Significant?	
		Traffic Control ²	Delay (Secs) ¹		Level of Service		Traffic Control	Delay (Secs)		Level of Service		2016 EIR	Modified Project
			AM	PM	AM	PM		AM	PM	AM	PM		
1	Palomar St. & Central St.	TS	>80	>80	F	F	TS	49.2	32.9	D	C	No	No
3	Central St. & Baxter Rd.	CSS	11.1	11	B	B	TS	39.2	46.4	D	D	No	No
4	Driveway 2 & Baxter Rd.	CSS	>50.0	>50.0	F	F	TS	12.1	21.5	B	C	No	No
5	I-15 SB Ramps & Baxter Rd.	AWS	16.0	>50.0	C	F	TS	48.9	53.7	D	D	No	No
6	I-15 NB Ramps & Baxter Rd.	AWS	>50.0	>50.0	E	F	TS	48.1	43.5	D	D	No	No
7	Monte Vista Dr. & Bundy Canyon Rd.	CSS	>50.0	>50.0	E	F	TS	19.9	28.6	B	C	No	No
8	Monte Vista Dr. & Baxter Rd.	CSS	>50.0	>50.0	F	F	TS	42.9	43.7	D	D	No	No

Source: Urban Crossroads 2020a

BOLD = Operates below the General Plan standard of service.

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¹ Per the Highway Capacity Manual (6th Edition), overall average intersection delay and LOS are shown for intersections with a traffic signal. For intersections with cross street stop control, the delay and LOS for the worst individual movement (or movements sharing a single lane) are shown. Delay and level of service calculated using the following analysis software: Synchro (HCM 6th Edition) for signalized and unsignalized intersections.

² CSS = Cross-street Stop, AWS = All-Way Stop, TS = Traffic Signal

The project applicant will participate in the funding of off-site improvements, including traffic signals that are needed to serve cumulative traffic conditions through the payment of WRCOG TUMF and City of Wildomar DIF, or a fair share contribution as directed by the City. These fees are collected as part of a funding mechanism aimed at ensuring that regional highways and local roadway expansions keep pace with the projected population increases.

Traffic Signal Warrants Analysis

For the General Plan Buildout (2040) Without Project Conditions, all existing unsignalized study area intersections have previously met a traffic signal warrant under Existing (2019) or existing plus project traffic conditions. With the addition of the Modified Project's traffic, there would be no future intersections anticipated to warrant a traffic signal.

Freeway Facility Analysis

As shown in Table 5.4-17, *Freeway Facility Analysis for General Plan Buildout (2040) Conditions*, the following freeway segments or merge/diverge ramp junctions analyzed for this study are anticipated to operate at an unacceptable LOS (i.e., LOS E or worse) during the peak hours for General Plan Buildout (2040) Without Project traffic conditions:

- Intersection #1, I-15 Southbound, North of Baxter Rd. – LOS E AM peak hour; LOS F PM peak hour
- Intersection #2, I-15 Southbound, Off-Ramp at Baxter Rd. – LOS F PM peak hour only
- Intersection #3, I-15 Southbound, On-Ramp at Baxter Rd. – LOS F PM peak hour only
- Intersection #4, I-15 Southbound, South of Baxter Rd. – LOS E AM peak hour; LOS F PM peak hour
- Intersection #5, I-15 Northbound, North of Baxter Rd. – LOS F AM and PM peak hours
- Intersection #6, I-15 Northbound, On-Ramp at Baxter Rd. – LOS F AM and PM peak hours
- Intersection #7, I-15 Northbound, Off-Ramp at Baxter Rd. – LOS F AM and PM peak hours
- Intersection #8, I-15 Northbound, South of Baxter Rd. – LOS F AM and PM peak hours

There are no additional study area freeway segments anticipated to operate at an unacceptable LOS with the addition of project traffic under General Plan Buildout (2040) With Project traffic conditions.

Table 5.4-17 Freeway Facility Analysis for General Plan Buildout (2040) Conditions

Ramp or Segment	Lanes on Freeway ¹	2040 Without Project				2040 With Project			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Density ²	LOS ³	Density ²	LOS ³	Density ²	LOS ³	Density ²	LOS ³
I-15 SB, North of Baxter Rd.	3	37.9	E	45.0	F	38.4	E	45.0	F

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I-15 SB, Off-Ramp at Baxter Rd.	3	34.5	D	57.6	F	34.7	D	58.1	F
I-15 SB, On-Ramp at Baxter Rd.	3	33.2	D	55.3	F	33.5	D	55.7	F
I-15 SB, South of Baxter Rd.	3	38.5	E	38.4	F	39.0	E	38.4	F
I-15 NB, North of Baxter Rd.	3	38.4	F	42.5	F	38.4	F	42.5	F
I-15 NB, Off-Ramp at Baxter Rd.	3	47.6	F	35.0	F	47.9	F	35.1	F
I-15 NB, On-Ramp at Baxter Rd.	3	51.0	F	37.6	F	51.3	F	37.6	F
I-15 NB, South of Baxter Rd.	3	45.0	F	45.0	F	45.0	F	45.0	F

Source: Urban Crossroads 2020a

BOLD = Operates below the General Plan standard of service.

¹ Number of lanes are in the specified direction and is based on existing conditions.

² Density is measured by passenger cars per mile per lane (pc/mi/ln).

³ LOS = Level of Service

Recommended Improvements to Address Deficiencies on Freeway Facilities

According to the Caltrans I-15 Transportation Concept Report (TCR), the I-15 Freeway is anticipated to be constructed to include the addition of a carpool or High Occupancy Vehicle (HOV) lane. Caltrans typically assumes a reduction of 14 percent to the freeway mainline through volumes in this region to account for vehicles utilizing the HOV lanes. The reduction to the I-15 Freeway mainline volumes has been applied to account to for the proposed HOV lanes.

As shown in Table 5.4-18, *Freeway Facility Analysis for General Plan Buildout (2040) Conditions with Improvements*, the I-15 Freeway mainline segment operations are anticipated to improve operations with the proposed Caltrans HOV lanes. Although the improvements have improved freeway facility operations, the following freeway segments and merge/diverge ramp junctions are anticipated to continue to operate at an unacceptable LOS during the weekday AM or PM peak hours with the improvements to the I-15 freeway:

- Segment #1, I-15 Freeway Southbound, North of Baxter Rd. – LOS F PM peak hour only.
- Segment #2, I-15 Freeway Southbound, Off-Ramp at Baxter Rd. – LOS F PM peak hour only
- Segment #3, I-15 Freeway Southbound, On-Ramp at Baxter Rd – LOS F PM peak hour only
- Segment #4, I-15 Freeway Southbound, South of Baxter Rd. – LOS F PM peak hour only
- Segment #5, I-15 Freeway Northbound, North of Baxter Rd. – LOS F AM peak hour, LOS E PM peak hour
- Segment #6, I-15 Freeway Northbound, On-Ramp at Baxter Rd. – LOS F AM peak hour only
- Segment #7, I-15 Freeway Northbound, Off-Ramp at Baxter Rd. – LOS F AM peak hour only
- Segment #8, I-15 Freeway Northbound, South of Baxter Rd. – LOS F AM peak hour; LOS E PM peak hour

Table 5.4-18 Freeway Facility Analysis for General Plan Buildout (2040) Conditions with Improvements

Ramp or Segment	Lanes on Freeway ¹	Post-2040 With Project			
		AM Peak Hour		PM Peak Hour	
		Density ²	LOS ³	Density ²	LOS ³
I-15 SB, North of Baxter Rd.	3	30.3	D	45.0	F

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I-15 SB, Off-Ramp at Baxter Rd.	3	31.4	D	47.4	F
I-15 SB, On-Ramp at Baxter Rd.	3	29.4	D	46.0	F
I-15 SB, South of Baxter Rd.	3	31.2	D	38.4	F
I-15 NB, North of Baxter Rd.	3	38.4	F	38.1	E
I-15 NB, Off-Ramp at Baxter Rd.	3	38.8	F	33.3	D
I-15 NB, On-Ramp at Baxter Rd.	3	40.8	F	34.4	D
I-15 NB, South of Baxter Rd.	3	45.0	F	39.8	E

Source: Urban Crossroads 2020a

BOLD = Operates below the General Plan standard of service.

¹ Number of lanes are in the specified direction and is based on existing conditions.

² Density is measured by passenger cars per mile per lane (pc/mi/ln).

³ LOS = Level of Service

When off-site improvements are identified with a minor share of responsibility assigned to proposed development, the approving jurisdiction may elect to collect a fair share contribution or require the development to construct improvements. Detailed fair share calculations, for each peak hour, have been provided in Table 5.4-19, *Project Fair Share Calculations for Intersections*, for the applicable deficient intersections. Improvements included in a defined program and constructed by development may be eligible for a fee credit or reimbursement through the program where appropriate.

Table 5.4-19 Project Fair Share Calculations for Intersections

#	Intersection	Existing Total Project	Total Project	2040 with Project Volume	Total New Traffic	Project % of New Traffic
1	Palomar St. & Central St.					
	AM:	2,117	113	3,913	1,796	6.3%
	PM:	1,693	143	3,544	1,851	7.7%
3	Central St. & Baxter Rd.					
	AM:	1,348	306	2,664	1,316	23.3%
	PM:	1,285	443	3,046	1,761	25.2%
7	Monte Vista Dr. & Bundy Canyon Rd.					
	AM:	1,494	54	3,442	1,948	2.8%
	PM:	1,696	70	4,684	2,988	2.3%

Source: Urban Crossroads 2020a.

Bold = Denotes highest fair share percentage

Off-Ramp Queuing Analysis

Queuing analysis findings for General Plan Buildout (2040) traffic conditions are presented in Table 5.4-20, *Peak Hour Freeway Off-Ramp Queuing Summary for General Plan Buildout (2040) Conditions*. As shown in Table 5.4-20, there are no movements that are anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows for General Plan Buildout (2040) Without and With Project traffic conditions.

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Table 5.4-20 Peak Hour Freeway Off-Ramp Queuing Summary for General Plan Buildout (2040) Conditions

Intersection	Movement	Available Stacking Distance (Feet)	2040 Without Project				2040 With Project			
			95 th Percentile Queue (Feet)		Acceptable? ¹		95 th Percentile Queue (Feet)		Acceptable? ¹	
			AM Peak	PM Peak	AM	PM	AM Peak	PM Peak	AM	PM
I-15 SB Ramps & Baxter Rd.	SBL/T/R	1,300	453	98	Yes	Yes	523	193	Yes	Yes
I-15 NB Ramps & Baxter Rd.	NBL/T/R	1,650	330	563	Yes	Yes	400	665	Yes	Yes

Source: Urban Crossroads 2020a

¹ Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 15 feet of stacking which is assumed to be provided in the transition for turn pocket is reflected in the stacking distance shown on this table, where applicable.

5.4.7 Level of Significance Before Additional Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.4-2 and 5.4-3.

Without mitigation, the following impacts would be **potentially significant**:

- Impact 5.4-1 The Modified Project would conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

5.4.8 Mitigation Measures for the Modified Project

The following 2016 EIR mitigation measures are modified using *italic underline* or ~~strikeout~~ to be consistent with the analysis in this section:

Impact 5.4-1

- Mitigation Measure 4.16.6.1A:** Central Street/Baxter Road intersection ~~#3~~: The following intersection improvements shall be completed prior to the issuance of a certificate of occupancy for *the hotel or medical office building or any other* development on the project site that would, combined with any previous development on the site, generate 50 or more AM peak-hour trips at this intersection:

~~Traffic signal with protected left turn phasing on the eastbound approach of Baxter Road.~~

~~Northbound approach: N/A~~

~~Southbound approach: one left turn lane, one right turn lane.~~

~~Eastbound approach: one left turn lane, one through lane.~~

~~Westbound approach: one through lane, one right turn lane.~~

Install a traffic signal.

Restripe the southbound shared through-right turn lane as a left turn lane and construct a right turn lane.

Construct an eastbound left turn lane.

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Construct a westbound right turn lane.

Any application for development prior to installation of the intersection improvements shall provide to the City an estimate of trips associated with the proposal prepared by a traffic engineer, demonstrating that the number of trips at this intersection are below the threshold of 50 AM outbound trips, or the intersection improvements shall be required prior to occupancy.

~~**Mitigation Measure 4.16.6.1B:** Prior to the issuance of the first building permit, application shall be made to Caltrans and the City of Wildomar for construction of a traffic signal and associated improvements at the I-15 Southbound Ramps/Baxter Road intersection #5. Construction of the signal shall begin prior to construction of more than 22 single-family dwelling units (or 30 apartments), or construction of more than 10,000 square feet of commercial retail uses.~~

- **Mitigation Measure 4.16.6.1C:** Construction activity associated with soil import activities shall occur outside of the typical morning and evening peak commute hours (i.e., 7:00–9:00 a.m. and 4:00–6:00 p.m.). Prior to the issuance of grading permits, the project applicant shall submit to the City for review and approval, a Construction Traffic Management Plan. Construction-related traffic (including soil import activity) shall operate on the routes and/or during the hours of operation defined in the Construction Traffic Management Plan.

~~**Mitigation Measure 4.16.6.2A:** Prior to the issuance of the first building permit, application shall be made to Caltrans and the City of Wildomar for construction of a traffic signal and associated improvements at the I-15 Northbound Ramps/Baxter Road intersection #6. Construction of the signals shall begin prior to construction of more than 22 single-family dwelling units (or 30 apartments), or the construction of more than 10,000 square feet of commercial retail uses.~~

5.4.9 Level of Significance After Additional Mitigation

Impact 5.4-1

Implementation of the mitigation measures identified above would reduce potential impacts associated with transportation to less than significant. While the project will be required to pay TUMF fees for the freeway improvements, there is no certainty that they will be in place at the time the project is completed. Further the improvements are outside of the City's jurisdiction and therefore relies on Caltrans approval for completion. This is similar to the Original Project that required improvements to the on and off ramps, but found the impact to be significant an unavoidable because the City could not assure that the improvements would be in place when required for the project. Because both the Original and Modified Project make similar findings at these intersections, the Modified would not result in new or substantially more severe significant impacts.

5. Environmental Analysis TRANSPORTATION

5.4.10 References

California Air Pollution Control Officers Association. (CAPCOA). 2010, August. Quantifying Greenhouse Gas Mitigation Measures.

Fehr and Peers. 2019, February 26. Technical Memorandum – SB 743 Implementation of TDM Strategy Assessment.

_____. 2020. WRCOG VMT Screening Tool. <https://gis.fehrandpeers.com/WRCOGVMT/>

Western Riverside Council of Governments. (WRCOG). 2018. Transportation Improvement Program, <http://www.wrcog.cog.ca.us/DocumentCenter/View/4505/2018-Southwest-Zone-5-Year-TIP>

Wildomar, City of. 2019. Multi-Use Adopt a Trail Map.
http://www.cityofwildomar.org/UserFiles/Servers/Server_9894739/File/Community/Parks%20%20Trails/Trails/Trail%20Maps/28672a_d7d04c138a1da86b5e6313cf9a1fe471.pdf

5. Environmental Analysis

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6. Significant Unavoidable Adverse Impacts

At the end of Chapter 1, *Executive Summary*, is a table that summarizes the impacts, mitigation measures, and levels of significance before and after mitigation. Even with the proposed mitigation measures, the following environmental impacts would remain significant, unavoidable, and adverse after mitigation measures are applied:

Air Quality

Original Project (2016 EIR)

- N/A

Modified Project

- **Impact 5.1-2:** The Modified Project would exceed regional thresholds of significance established by the SCAQMD for emissions of NO_x. It is important to note that approximately 84 percent of NO_x emissions are derived from vehicle usage. Since neither the project applicant nor the city have regulatory authority to control tailpipe emissions, no feasible mitigation measures exist that would reduce NO_x emissions to levels that are less than significant. Therefore, NO_x emissions are considered significant and unavoidable.
- **Impact 5.1-4:** The Modified Project has the potential to result in or cause NAAQS or CAAQS violations. The Modified Project's operational-source emissions have the potential to exceed the applicable regional thresholds of significance and would not be consistent with the objectives of the AQMP.

Greenhouse Gas Emissions

Original Project (2016 EIR)

- N/A

Modified Project

- **Impact 5.2-1:** The Modified Project would exceed the applicable numeric threshold and result in a cumulatively considerable impact with respect to GHG emissions, therefore, Impact 5.2-1 would be significant and unavoidable.
- **Impact 5.2-2:** The Modified Project would exceed the applicable numeric threshold and result in a cumulatively considerable impact with respect to GHG emissions, therefore, Impact 5.2-2 would be significant and unavoidable.

6. Significant Unavoidable Adverse Impacts

Transportation

Original Project (2016 EIR)

- **Impact 4.16.6.1:** The project will generate traffic onto local streets and intersections. The project would cause one intersection (Central Street/Baxter Road) to operate at an unsatisfactory Level of Service. This is a significant issue.
- **Impact 4.16.6.2:** Intersection Level of Service impacts would exceed City standards at intersections under the Opening Year (2018) condition. This is significant impact and requires mitigation.
- **Impact 4.16.6.3:** Intersection Level of Service impacts would exceed City standards at intersections under the General Plan Buildout (post-2035). This is a significant impact that requires mitigation.
- **Impact 4.16.6.4:** Intersection Level of Service impacts would exceed Caltrans standards on freeway mainline segments or at freeway ramps.

Modified Project

- **Impact 5.4-1:** Intersection Level of Service impacts for freeway segment I-15 NB, South of Baxter Rd. would exceed Caltrans standards on freeway mainline segments and therefore would remain significant and unavoidable because Caltrans does not have a fee program or other improvement programs in place to address the deficiencies caused by development projects in the City.

6. Significant Unavoidable Adverse Impacts

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7. Alternatives to the Modified Project

7.1 INTRODUCTION

7.1.1 Purpose and Scope

The California Environmental Quality Act (CEQA) requires that an environmental impact report (EIR) include a discussion of reasonable project alternatives that would “feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any significant effects of the project, and evaluate the comparative merits of the alternatives” (CEQA Guidelines § 15126.6[a]). As required by CEQA, this chapter identifies and evaluates potential alternatives to the Modified Project.

Section 15126.6 of the CEQA Guidelines explains the foundation and legal requirements for the alternatives analysis in an EIR. Key provisions are:

- “[T]he discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.” (15126.6[b])
- “The specific alternative of ‘no project’ shall also be evaluated along with its impact.” (15126.6[e][1])
- “The no project analysis shall discuss the existing conditions at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services. If the environmentally superior alternative is the ‘no project’ alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.” (15126.6[e][2])
- “The range of alternatives required in an EIR is governed by a ‘rule of reason’ that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project.” (15126.6[f])
- “Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries..., and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent)” (15126.6[g][1]).

7. Alternatives to the Modified Project

- “Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR.” (15126.6[f][2][A])
- “An EIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative.” (15126.6[f][3])

For each development alternative, this analysis:

- Describes the alternative.
- Analyzes the impact of the alternative as compared to the Modified Project.
- Identifies the impacts of the project that would be avoided or lessened by the alternative.
- Assesses whether the alternative would meet most of the basic project objectives.
- Evaluates the comparative merits of the alternative and the project.

According to Section 15126.6(d) of the CEQA Guidelines, “[i]f an alternative would cause...significant effects in addition those that would be caused by the project as proposed, the significant effects of the alternative shall be discussed, but in less detail than the significant effects of the project as proposed.”

7.1.2 Impacts Significant and Unavoidable, Or Mitigated

Impacts that can be Mitigated to Less Than Significant

- Impact 5.1-3: Would the Modified Project expose sensitive receptors to substantial pollutant concentrations?

Impacts that are Significant and Unavoidable

- Impact 5.1-2: Would the Modified Project result in a cumulatively considerable net increase of criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard during long-term operational activities, or expose sensitive receptors to substantial pollutant concentrations during long-term operational activities?
- Impact 5.1-4: Would the Modified Project conflict with or obstruct implementation of the applicable air quality plan?
- Impact 5.2-1: Would the Modified Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
- Impact 5.2-2: Would the Modified Project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?
- Impact 5.4-1: Would the Modified Project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

7. Alternatives to the Modified Project

7.1.3 Project Objectives

As described in Section 3.2, the following objectives have been established for the Modified Project and will aid decision makers in their review of the project, the project alternatives, and associated environmental impacts.

1. Develop land located within the City consistent with the City's objectives, as set forth in the general plan and zoning code.
2. Deliver a commercial center that provides a mix of medical office and hotel uses, providing the City with increased employment opportunities, public health services and sustainable tax revenue.
3. Incorporate architectural design elements that reflect the Contemporary Craftsman Architectural Style per the City's Commercial Design Guidelines.
4. Improve local public health and safety by serving the existing and projected growth in Wildomar and the immediate surrounding communities.
5. Reduce vehicular trips outside the City for medical services by increasing the types and capacity of local medical services available.
6. Provide a comprehensive range of high-quality health care services in a seismically safe, state-of-the-art, advanced-care medical facility to serve the Wildomar region.
7. Create a comprehensively planned, advanced-care medical facility that provides community vitality and economic growth in Wildomar and the surrounding region.
8. Improve the jobs/housing balance within the City and the surrounding area.
9. Implement green building features using the standards of the California Green Building Standards Code, and as well as the Leadership in Energy and Environmental Design (LEED) Silver certification requirements or equivalent.
10. Provide a freeway adjacent hotel focused on business and leisure travelers.
11. Locate a public gathering place within the site for use by the Wildomar Historical Society to construct displays highlighting the City's historic heritage.

7.2 ALTERNATIVES CONSIDERED AND REJECTED DURING THE SCOPING/PROJECT PLANNING PROCESS

The following is a discussion of the land use alternatives considered during the scoping and planning process and the reasons why they were not selected for detailed analysis in this EIR.

7.2.1 Alternative Development Areas

CEQA requires that the discussion of alternatives focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project. The key question and first step in the analysis is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR (CEQA Guidelines § 15126[5][B][1]). Key factors in evaluating the feasibility of potential offsite locations for EIR project alternatives include:

7. Alternatives to the Modified Project

- If it is in the same jurisdiction.
- Whether development as proposed would require a General Plan Amendment.
- Whether the project applicant could reasonably acquire, control, or otherwise have access to the alternative site (or the site is already owned by the proponent). (CEQA Guidelines Section 15126.6[f][1]).

The project applicant does not own or control other comparably sized and located property within the City. In general, any development of the size and type proposed by the project would have substantially the same impacts on air quality, greenhouse gases, hydrology and water quality, and transportation. With the exception of air quality, greenhouse gases, and transportation, impacts were found to be less than significant with mitigation incorporated. It was determined, therefore, that it is unlikely that there is an alternative project site that could potentially meet the objectives of the Modified Project and reduce significant impacts of the project as proposed.

7.2.2 No Build Alternative

The No Build Alternative assumes that development under the Modified Project would not occur, and the site would remain vacant. However, the Original Project, which proposed 75,000 square feet of commercial retail uses on approximately 12 acres of the 36-acre site, 204 multi-family apartments on 11 acres of the site, and 66 single-family units on 13 acres of the site, was approved in 2016. Therefore, the site is already approved for development. Prior to the Original Project, the project site was designated for development in the County, and then, upon incorporation, the City General Plan. The No Build Alternative would not meet any of the objectives of the Modified Project and is unlikely given the location adjacent to the I-15 interchange, surrounding development, and currently approved development plans.

7.2.3 Reduced Intensity Alternative

The Original Project proposed that the project site would be developed with a lesser amount of commercial development and fewer residential units to generate less traffic and traffic-related impacts on I-15. The Original Project found that this Alternative would not substantially reduce or eliminate significant impacts of the Original Project. Similarly, a Reduced Intensity Alternative of the Modified Project would not substantially reduce or eliminate significant traffic impacts of the Modified Project as the traffic impacts of the Modified Project would be similar to the Original Project.

7.2.4 Modified Mixed-Use Alternative

The Original Project proposed that the project site would be developed with 180 multifamily residential units on two floors above the ground floor of the commercial uses. The Original Project found that the Modified Mixed-Use Alternative would not substantially reduce or eliminate any significant impacts of the Original Project, and would increase air quality and greenhouse gas impacts. Additionally, given that the Modified Project would only change the commercial uses of the Original Project, mixed use development on the site would not be appropriate as residential uses could neither be constructed above the MOB or hotel developments.

7. Alternatives to the Modified Project

7.3 ALTERNATIVES SELECTED FOR FURTHER ANALYSIS

Because the Modified Project's significant impacts are due solely to changes in modelling since the Original Project was approved, there are not any true increases in environmental effects as a result of the Modified Project. Further, the Original Project is already approved and would involve similar intensity of land use. Hence, aside from the No Project Alternative (discussed below), there are no other reasonable, feasible, or viable alternatives appropriate for further analysis that would avoid or substantially reduce the Modified Project's theoretical, new significant impacts, which, again, are solely technical in nature. That is, the only alternatives that could substantially reduce or avoid the new significant impacts would need to be substantially less intense than the No Project Alternative (i.e., the Original Project) – which would be speculative, remove, and not reasonable or feasible since entitlements have already been granted for the Original Project. Therefore, only the No Project Alternative warrants further analysis based on the CEQA criteria discussed above regarding selecting alternatives for further analysis, and it represents a reasonable range of alternatives in this unique circumstance.

The No Project Alternative would have the potential to feasibly attain most of the basic objectives of the project while potentially avoiding or substantially lessening any of the significant effects of the project. This alternative is analyzed in detail in the following sections.

An EIR must identify an “environmentally superior” alternative and where the No Project Alternative is identified as environmentally superior, the EIR is then required to identify as environmentally superior an alternative from among the others evaluated. Each alternative's environmental impacts are compared to the Modified Project and determined to be environmentally superior, neutral, or inferior. Section 7.7 identifies the Environmentally Superior Alternative. However, as substantiated in Section 7.2, there are no other appropriate alternatives besides the No Project alternative. The preferred land use alternative (Modified Project) is analyzed in detail in Chapter 5 of this DSEIR.

7.3.1 Alternatives Comparison

The following statistical analysis provides a summary of general socioeconomic buildout projections determined by the Modified Project and the No Project alternative, including the Modified Project. It is important to note that these are not growth projections. That is, they do not anticipate what is likely to occur by a certain time horizon, but provide a buildout scenario that would only occur if all the areas of the City were to develop to the probable capacities yielded by the No Project alternative. The following statistics were developed as a tool to understand better the difference between the alternatives analyzed in the DSEIR. Table 7-1, *Buildout Statistical Summary*, identifies Citywide information regarding dwelling unit, population and employment projections, and also provides the jobs to housing ratio for each of the alternatives.

Table 7-1 Buildout Statistical Summary

	Modified Project	No Project/Existing General Plan Alternative
Dwelling Units	270	270
Commercial (sq. ft.)	-	75,000
Hotel (rooms)	102	-

7. Alternatives to the Modified Project

MOB (sq. ft.)	84,000	-
Population	653	653
Employment	132	150
Jobs-to-Housing Ratio	0.48	0.55

7.4 NO PROJECT/EXISTING GENERAL PLAN ALTERNATIVE

The No Project Alternative is required to discuss the existing conditions at the time of the notice of preparation is published and evaluate what would reasonably be expected to occur in the foreseeable future if the Modified Project is not approved (CEQA Guidelines, Section 15126.6(e)). Pursuant to CEQA, this Alternative is also based on current plans and consistent with available infrastructure and community services. Therefore, the No Project Alternative assumes that the Modified Project would not be adopted and development on the site would be consistent with the projected buildout in the General Plan, as analyzed in the 2016 Certified EIR for the Original Project.

7.4.1 Aesthetics

Impacts associated with aesthetics includes the degradation of scenic vistas, scenic resources, and increased light and glare. Similar to the Modified Project, the No Project Alternative would not impact a scenic vista or scenic resource in the City. Under the No Project Alternative, development would be consistent with what was analyzed in the 2016 Certified EIR for the Original Project which includes the development of 270 dwelling units (multi- and single-family) and 75,000 square feet of commercial/retail space on the project site which found impacts to aesthetics to be less than significant. The No Project Alternative would comply with the City's design guidelines and Municipal Code, and would not impact scenic resources, scenic vistas, or cause significant light and glare impacts.

The Modified Project would result in similar aesthetic impacts as the No Project Alternative. As with the Modified Project, aesthetic impacts would be considered less than significant.

7.4.2 Agriculture and Forestry Resources

Under this Alternative, development would be consistent with what was analyzed in the 2016 Certified EIR for the Original Project; therefore, the construction of 270 dwelling units and 75,000 square feet of commercial/retail space would occur on the site. The project site does not contain forestland and the Farmland Mapping and Monitoring Program does not designate the site as Prime, Unique, or Farmland of Statewide Importance. Therefore, neither the Modified Project nor the No Project Alternative would result in significant impacts to agriculture and forestry resources. Impacts of the Modified Project would be similar to the No Project Alternative.

7. Alternatives to the Modified Project

7.4.3 Air Quality

Construction and operational activities would occur under both the Modified Project and the No Project Alternative; the Modified Project would construct housing, a hotel, and MOB, and the No Project Alternative would result in housing and commercial/retail space.

Construction emissions for both the No Project Alternative and the Modified Project would be comparable. Similarly, operational emissions for both the No Project Alternative and the Modified Project would also be comparable. However, as a result of a new air quality model, operational emissions of the Modified Project have been conservatively deemed significant in this Draft SEIR. These significant and unavoidable impacts are solely due to the new air quality model that was adopted after approval of the Original Project, and therefore, causes the calculated impacts to exceed the threshold, despite similar emissions between the No Project Alternative and the Modified Project. Therefore, although there is a new conclusion as to significance, the air quality impacts of the Modified Project would be similar to the No Project Alternative.

7.4.4 Biological Resources

Both the No Project Alternative and the Modified Project would result in construction and operational activities. Ground clearing would be required to remove vegetation on the site, some of which are classified as special status plant species, such as the paniculate tarplant. Additionally, the presence of potentially suitable habitat for burrowing owls exist onsite. Moreover, the construction activities onsite would result in impacts to riparian habitat, drainages, and migratory wildlife. As with the Modified Project, the No Project Alternative would require mitigation measures to reduce impacts to less than significant levels. Therefore, impacts to biological resources would be similar for the Modified Project and the No Project Alternative.

7.4.5 Cultural Resources

Development would occur under both the No Project Alternative and the Modified Project. The project site is currently vacant and does not contain historic resources. However, as grading and excavation activities would occur, archaeological resources and human remains could be discovered during construction activities. With the implementation of mitigation measures, impacts would be less than significant for both the Modified Project and the No Project Alternative. Impacts to cultural resources of the Modified Project would be similar to the No Project Alternative.

7.4.6 Energy

Construction and operation of either the Modified Project or the No Project Alternative would result in short-term energy and fuel use during construction activities and long-term increase energy and fuel use during operational activities. Both the Modified Project and the No Project Alternative would be required to comply with the latest CBC requirements, as well as federal, state, and local regulations pertaining to energy and conservation. Therefore, energy impacts of the No Project Alternative would be similar to the Modified Project, and impacts would be less than significant.

7. Alternatives to the Modified Project

7.4.7 Geology and Soils

The project site is approximately 2.6 miles east of the Temecula Branch of the Elsinore Fault; the eastern portion of the site is located within a Riverside County Fault Hazard Zone. No active faults are present onsite. Liquefaction, landslides, and the expansion of soils have a low potential of occurring at the site. The site is susceptible to subsidence. Construction activities could uncover paleontological resources. Both the Modified Project and the No Project Alternative would be required to implement mitigation measures and comply with the California Building code to reduce impacts to less than significant. Impacts to geology and soils of the Modified Project would be similar to the No Project Alternative.

7.4.8 Greenhouse Gas Emissions

Construction and operational activities would occur under both the Modified Project and the No Project Alternative. The Modified Project has the potential to generate approximately 7,840.76 MTCO₂e per year. The No Project Alternative would generate 6,271.94 MTCO₂e per year with the implementation of mitigation measures; the Original Project stated that impacts would be less than significant with mitigation incorporated. However, as a result of a new GHG emissions model, operational emissions of the Modified Project have been conservatively deemed significant in this Draft SEIR. These significant and unavoidable impacts are solely due to the new GHG emissions model that was adopted after approval of the Original Project, and therefore, causes the calculated impacts to exceed the threshold, despite similar emissions between the No Project Alternative and the Modified Project. In fact, the Modified Project will have fewer GHG emissions than the No Project Alternative. Therefore, although there is a new conclusion as to significance, the GHG impacts of the Modified Project would be less than the No Project Alternative.

7.4.9 Hazards and Hazardous Materials

The project site has been used for agricultural purposes since the early 1930s, and a limited Phase II soil sampling report was prepared and found no elevated levels of pesticides or arsenic-containing compounds. However, as the site previously had a residential structure on it, the existence of a septic tank or water well could exist. The project site is not listed as a hazardous materials site and is not within the Skylark Airport Influence Policy Area. Additionally, the project site does not have any risks of wildfires. The Modified Project and the No Project Alternative would both include construction and operational activities, however, given the nature of the Modified Project and the No Project Alternative, the routine use, transport, or disposal of hazardous materials would not result in significant impacts. Like the Modified Project, the No Project Alternative would result in less than significant impacts with the incorporation of mitigation measures. Compared to the Modified Project, impacts of the No Project Alternative would be similar.

7.4.10 Hydrology and Water Quality

Under the No Project Alternative and the Modified Project, development would occur. Construction and operational activities could impact water quality and result in an increase in water demand and impervious surfaces. The project site is not within a flood zone and would not subject the occupants to tsunamis, seiches,

7. Alternatives to the Modified Project

or floods due to dam inundation. Upon compliance with state and local regulations, impacts of the Modified Project and the No Project Alternative would be similar; impacts would be less than significant.

7.4.11 Land Use and Planning

Neither the Modified Project nor the No Project Alternative would divide an established community as most of the surrounding area is residential, and the existing residential communities would be more contiguous with the project site. Additionally, both the Modified Project and the No Project Alternative would be consistent with land use plans, policies, and regulations. Impacts of the Modified Project and the No Project Alternative would be similar; impacts would be less than significant.

7.4.12 Mineral Resources

The project site is designated MRZ-3a where minerals in this category have undetermined value and are not considered locally-important mineral resource recovery sites. Development of either the Modified Project or the No Project Alternative would not result in the loss of mineral resources. Impacts of the Modified Project and the No Project Alternative would be the same. No impact would occur.

7.4.13 Noise

Under both the Modified Project and the No Project Alternative, short-term noise would occur during the construction activities. The use of construction equipment on the site would generate varying levels of ground vibration. Additionally, the project site is not within the influence zone of policy area of the Skylark Field Airport. As with the Modified Project, the No Project Alternative would result in similar impacts to noise; impacts would be less than significant.

7.4.14 Population and Housing

Both the Modified Project and the No Project Alternative would result in approximately 653 residents. The Modified Project would generate approximately 132 jobs and the No Project Alternative would generate approximately 150 jobs. As the project site is vacant, no people or housing would be displaced. The Modified Project and the No Project Alternative would result in less than significant impacts. Impacts of the Modified Project would be less than the No Project Alternative.

7.4.15 Public Services

Both the No Project Alternative and the Modified Project would result in an increase in residents and employees, thereby increasing the need for fire and police protection, school services, park services, as well as other public facilities. With the payment of applicable impact fees and developer impact fees, impacts would be less than significant. The Modified Project would result in similar impacts as the No Project Alternative.

7. Alternatives to the Modified Project

7.4.16 Recreation

The demand for parks and recreational services are generally generated from residential uses. As both the Modified Project and No Project Alternative would generate approximately 653 residents, as well as pay development impact fees, impacts would be similar and less than significant.

7.4.17 Transportation

Both the Modified Project and the No Project Alternative would result in significant and unavoidable impacts to intersections and freeway segments in the City. The Modified Project would generate 735 more daily trips (5,512 daily trips) than the No Project Alternative (4,777 daily trips). VMT under the No Project Alternative would be similar to the Modified Project, as the No Project Alternative proposed regional-serving retail uses which generate higher a VMT than local-serving retail. Although the Modified Project would generate more trips than the No Project Alternative, impacts would be similar and significant and unavoidable for both the No Project Alternative and the Modified Project.

7.4.18 Tribal Cultural Resources

The project site is vacant and therefore, there are no resources that are listed or eligible for listing in the California Register of Historical Resources. Implementation of either the Modified Project or this Alternative could uncover tribal cultural resources during grading and ground disturbing activities. Therefore, the potential tribal cultural resources impacts would be similar to the Modified Project and would be less than significant with mitigation incorporated.

7.4.19 Utilities and Service Systems

The No Project Alternative would generate a greater demand for water and wastewater, and generate less solid waste than the Modified Project. As with the Modified Project, impacts of the No Project Alternative would be less than significant, but impacts of the No Project Alternative would be greater than the Modified Project.

7.4.20 Wildfire

Under this Alternative, a decrease in development intensity would occur compared to the Modified Project. The project site is not at risk of wildfires and is located in an urbanized area. Therefore, impacts associated with wildfires would be similar to the Modified Project, and would be less than significant.

7.4.21 Conclusion

Impacts of No Project Alternative would be similar for aesthetics, agriculture and forestry resources, air quality, biological resources, cultural resources, energy, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, public resources, recreation, transportation, tribal cultural resources, and wildfire. The No Project Alternative's impacts would be greater for greenhouse gas emissions, population and housing, and utilities and service systems than the Modified

7. Alternatives to the Modified Project

Project's impacts. The No Project Alternative would meet all of the project objectives except Objective 2, Objective 4, Objective 5, Objective 6, Objective 7, Objective 9, Objective 10, and Objective 11.

7.5 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA requires a lead agency to identify the “environmentally superior alternative” and, in cases where the “No Project” Alternative is environmentally superior to the Modified Project, the environmentally superior development alternative must be identified. However, as substantiated above, the only applicable alternative to the Modified Project is the No Project alternative.

8. Impacts Found Not to Be Significant

California Public Resources Code, section 21003 (f) states: “...it is the policy of the state that...[a]ll persons and public agencies involved in the environmental review process be responsible for carrying out the process in the most efficient, expeditious manner in order to conserve the available financial, governmental, physical, and social resources with the objective that those resources may be better applied toward the mitigation of actual significant effects on the environment.” This policy is reflected in the State CEQA Guidelines, section 15126.2(a), which states that “[a]n EIR [Environmental Impact Report] shall identify and focus on the significant environmental impacts of the Modified Project” and section 15143, which states that “[t]he EIR shall focus on the significant effects on the environment.”

State CEQA Guidelines, section 15128 requires that an EIR contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant. This chapter includes an environmental analysis and finding of no impact, less than significant impact, or less than significant with mitigation incorporated for the topics not included in Chapter 5, *Environmental Analysis*, of this Draft SEIR.

The Modified Project, as compared to the Original Project, would not result in any new significant impacts or an increase in the severity of significant impacts to the following topics: Aesthetics, Agriculture and Forestry Resources, Biological Resources, Cultural Resources, Energy, Geology and Soils, Hazards and Hazardous Materials, Land Use and Planning, Mineral Resources, Population and Housing, Public Services, Tribal Cultural Resources, Utilities and Service Systems, and Wildfire. The following sections provide the thresholds of significance and a brief analysis supporting the determination of no impact, less than significant impact, or Less Than Significant Impact with Mitigation Incorporated. Mitigation measures discussed in this SEIR for the Modified project are shown in Chapter 1.0 Executive Summary. All mitigation measures from both as modified by this SEIR and those from the Original Project, will be part of the Mitigation Monitoring and Reporting Program (MMRP).

8. Impacts Found Not to Be Significant

8.1 AESTHETICS

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

Less Than Significant Impact. As stated in the Original Project, the tallest building on site would be the multifamily apartments which would be three stories, and the project would comply with the City's Municipal Code which restrict the height of buildings in an R-3 Zone to 50 feet. The Modified Project would result in a 5-story hotel and 3-story Medical Office Building (MOB) which would both be 50-feet tall. Similar to the Original Project, the Modified Project would block the views, to some degree, of motorists from I-15 looking west toward the Santa Ana Mountains and motorists and pedestrians traveling along White Street looking toward the Sedco Hills. Blocked views would be limited to the lower portions of the Santa Ana Mountains and Sedco Hills; the peaks would still be visible, as stated in the Original Project. The views of the Santa Ana Mountains can be seen from the northwest and southwest of the project site and the Sedco Hills can be seen from the northeast and southeast of the project site. As with the Original Project, impacts on scenic vistas would be less than significant.

The Modified Project would not result in new or substantially more severe significant impacts.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Less Than Significant Impact. According to the Original Project, there are no state-designated scenic highways near the project site; however, the portion of the I-15 that intersects State Route 91 and travels south through Riverside County, which is adjacent to the project site, is an Eligible Scenic Highway. Therefore, as with the Original Project, impacts of the Modified Project would be less than significant.

The Modified Project would not result in new or substantially more severe significant impacts.

c) In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less Than Significant Impact. According to the 2016 EIR, the Original Project would substantially change views of both nearby residents and motorists on adjacent roadways as the project site is vacant. However, consistent with the vision of the City's General Plan, this portion of the City is transitioning from rural to an urban/suburban area. Additionally, as with the Original Project, the Modified Project would be required to comply with all City of Wildomar ordinances and regulations, which would reduce impacts to less than significant.

The Modified Project would not result in new or substantially more severe significant impacts.

8. Impacts Found Not to Be Significant

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. The project site is currently vacant and does not produce light or glare sources. Existing sources of light and glare in the surrounding area include lights from nearby residential homes, streetlights along I-15, and lighting along Baxter Road. As with the Original Project, development of the Modified Project would introduce new sources of light and glare into the area in the form of street lighting, parking lots, and security lighting for the buildings, and nighttime traffic, as well as landscaping lights. As per the City of Wildomar Municipal Code, building and site lighting must be oriented downward so as to not project direct light rays into the sky or adjacent properties. The City's building permit review process would help ensure that development complies with the City's design standards regulating light and glare. Therefore, as with the Original Project, impacts of the Modified Project would be less than significant.

The Modified Project would not result in new or substantially more severe significant impacts.

8.2 AGRICULTURE AND FORESTRY RESOURCES

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. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

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?

No Impact. As stated in the Original Project, according to the State Farmland and Monitoring Program (FMMP), the entire site is classified as Farmland of Local Importance. However, the FMMP does not designate the site as Prime, Unique, or Farmland of Statewide Importance. Therefore, as with the Original Project, the Modified Project would not result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural land uses. Therefore, no impact would occur.

The Modified Project would not result in new or substantially more severe significant impacts.

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

No Impact. There is no land zoned for Williamson Act contracts either on the project site or on adjacent properties, as stated in the Original Project. Therefore, no impacts would occur.

The Modified Project would not result in new or substantially more severe significant impacts.

8. Impacts Found Not to Be Significant

- c) **Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?**

No Impact. According to the Original Project, the project site is not designated as forestland or timberland, and there is no forestland or timberland adjacent to the project site. Therefore, no impact would occur.

The Modified Project would not result in new or substantially more severe significant impacts.

- d) **Result in the loss of forest land or conversion of forest land to non-forest use?**

No Impact. There are no forestlands on the site or within the project vicinity. Therefore, as with the Original Project, no impact would occur.

The Modified Project would not result in new or substantially more severe significant impacts.

- e) **Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?**

No Impact. The Project site does not contain forest land. Implementation of the Modified Project would not change existing land use or zoning designations and would not result in the conversion of farmland to nonagricultural use or forest land to non-forest use. As with the Original Project, no impact would occur.

The Modified Project would not result in new or substantially more severe significant impacts.

8. Impacts Found Not to Be Significant

8.3 BIOLOGICAL RESOURCES

Would the project:

- a) **Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?**

Less Than Significant Impact with Mitigation Incorporated. As stated in the Original Project, the Original Project would result in the direct removal of various common plant species that occur in large numbers throughout the region, which would not result in a significant impact. The project would require ground clearing which would require the removal of the paniculate tarplant (*deinandra paniculata*), which is classified as a special status plant species and identified in the southeastern and northeastern portions of the site. However, according to the Original Project, the paniculate tarplant is widely distributed throughout Riverside County and is not considered for coverage under the Multiple Species Habitat Community Plan (MSHCP). Therefore, the paniculate tarplant is not considered sensitive. As with the Original Project, the Modified Project would result in less than significant impacts. According to the Original Project, there are 13 special-status species that were determined to have potential to occur on or near the project site. However, after focused surveys, all special-status species were determined to have low potential for occurring on site; nonetheless, impacts to these species are still potentially significant due to the presence of potentially suitable habitat for burrowing owl. With the implementation of the Mitigation Measure 4.4.6.1A, from the Original Project, impacts for the Modified Project would be the same as the Original Project – Less Than Significant Impact with Mitigation Incorporated.

The Modified Project would not result in new or substantially more severe significant impacts.

Mitigation Measure

- **Mitigation Measure 4.4.6.1A:** Within 30 days prior to ground disturbance, a pre-construction survey for burrowing owl shall be conducted to avoid potential direct take of burrowing owls that may occupy the site in the future.

In the event no burrowing owls are observed within the limits of ground disturbance, no further mitigation is required.

If burrowing owls are identified during the survey periods, the City or project applicant will develop a burrowing owl relocation and conservation strategy that is acceptable to the California Department of Fish and Wildlife, the Western Riverside County Regional Conservation Authority (RCA), and the U.S. Fish and Wildlife Service. If passive or active relocation of the owls is approved for the site by the CDFW, the relocation plan will include the following elements:

- The locations of the nests and the owls proposed for relocation.
- The locations of the proposed relocation sites.
- The numbers of adult owls and juveniles proposed for relocation
- The time of year when relocation is proposed to take place.

8. Impacts Found Not to Be Significant

- The name of the biologist proposed to supervise the relocation, and the details of his/her previous experiences capturing, handling, and relocating burrowing owls, including the outcomes of their previous relocation efforts (survival/mortality rates and site-fidelity rates or the relocated owls), and relevant permits held.
- A detailed description of the proposed method of capture, transport, and acclimation of the current project's owls on the proposed relocation site.
- A detailed description of relocation site preparations (e.g., the design and dimensions of the artificial release burrows and hacking cage, duration of hacking activities (including food and water provision).
- Description of the monitoring methods and monitoring duration to be employed to verify survival of the relocated owls and their long-terms retention on the relocation site.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Less Than Significant Impact with Mitigation Incorporated. According to the Original Project, approximately 3.9 percent of the plant communities on site are native and approximately 11 percent of the plant communities off site are native. Of the existing native plant communities, southern willow scrub/eucalyptus woodland and southern riparian scrub are considered sensitive. Although the riparian communities are not in optimal condition, they are still considered sensitive plant communities. As with the Original Project, the Modified Project would remove these communities during construction. Therefore, as with the Original Project, impacts of the Modified Project would be less than significant upon the implementation of the Mitigation Measure 4.4.6.2A, from the Original Project.

The Modified Project would not result in new or substantially more severe significant impacts.

Mitigation Measure

- **Mitigation Measure 4.4.6.2A:** Prior to ground disturbance or issuance of a grading permit, impacts to 0.36 acre of southern willow scrub/eucalyptus woodland (including 0.33 acre on site and 0.03 acre off site) and 0.10 acre of southern riparian scrub (off site) shall be compensated for by the developer providing no less than a 1:1 ratio of off-site land within the Santa Margarita Watershed or an adjacent watershed to be acquired for the purpose of in-perpetuity preservation, or through the purchase of mitigation credits at an established off-site mitigation bank or in-lieu fee program. Purchase of mitigation credits shall occur prior to any impacts to the southern willow scrub/eucalyptus woodland or southern riparian scrub habitats.

Mitigation proposed on land acquired for the purpose of in-perpetuity mitigation that is not part of an agency-approved mitigation bank or in-lieu fee program shall include the preservation, creation, restoration, and/or enhancement of similar habitat within the Santa Margarita Watershed or an adjacent watershed pursuant to a Habitat Mitigation and Monitoring Plan (HMMP). The HMMP shall be prepared prior to any impacts to the southern willow scrub/eucalyptus woodland and southern riparian scrub habitats, and shall provide details as to the implementation of the mitigation, maintenance, and future

8. Impacts Found Not to Be Significant

monitoring. The goal of the mitigation shall be to preserve, create, restore, and/or enhance similar habitat with equal or greater function and value than the affected habitat.

- c) **Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

Less Than Significant Impact with Mitigation Incorporated. As indicated in the Original Project, the project site does not include any federally protected wetlands. However, the site supports non-wetland, ephemeral drainages that may be regulated by the Clean Water Act (CWA). The project site contains an onsite drainage feature as well as two off-site drainage features. The onsite drainage feature was determined to be formed by human-controlled discharge from the northern rural landowner's swimming pool. Since this drainage feature is isolated from downstream jurisdictional features, it is not considered a United States Army Corps of Engineers (USACE) jurisdictional "waters of the US" subject to concurrence by the USACE. However, the onsite drainage feature is considered "waters of the State" and therefore, the project would have a significant impact to the jurisdictional feature. The offsite drainages were determined to lack the biological functions and values of riparian/riverine areas and were not suitable habitat for the amphibians, birds, fish, invertebrate-crustacean, and plant species. It was determined that the Original Project would have a total direct impact to approximately 0.13 acre of riparian/riverine areas both on- and off-site. Additionally, indirect impacts to the following hydrologic functions could occur: flood storage, flood flow modification, nutrient retention and transformation, sediment trapping and transport, toxic trapping, public use, and wildlife habitat. Therefore, as with the Original Project, impacts of the Modified Project would be Less Than Significant Impact with Mitigation Incorporated.

The Modified Project would not result in new or substantially more severe significant impacts.

Mitigation Measure

- **Mitigation Measure 4.4.6.3A:** Prior to the issuance of any grading permit for permanent impacts in either on-site or off-site jurisdictional features, the project applicant shall obtain a Clean Water Act Section 404 permit and an Approved Jurisdictional Determination from the USACE, a Clean Water Act Section 404 permit from the RQQCB, and a Streambed Alteration Agreement permit under Section 1602 of the California Fish and Game Code from the CDFW. The following shall be incorporated into the permitting, subject to approval by the regulatory agencies:
 - Off-site replacement and/or restoration of USACE/RWQCB jurisdictional "waters of the U.S." or "waters of the State" within the Santa Margarita Watershed at a ratio of no less than 1:1 or within an adjacent watershed at a ratio of no less than 2:1 for permanent impacts, and for any temporary impacts to restore the impact area to pre-project conditions (i.e., pre-project contours and revegetate where applicable). Off-site mitigation may occur on land acquired for the purpose of in perpetuity preservation, or through the purchase of mitigation credits at an agency-approved off-site mitigation bank or within an agency-accepted off-site permittee-responsible mitigation area.

8. Impacts Found Not to Be Significant

- Off-site replacement and/or restoration of CDFW jurisdictional streambed and associated riparian habitat within the Santa Margarita Watershed at a ratio no less than 1:1 or within an adjacent watershed at a ratio no less than 2:1 for permanent impacts, and for any temporary impacts to restore the impact area to pre-project conditions (i.e., pre-project contours and revegetate where applicable). Off-site mitigation may occur on land acquired for the purpose of in perpetuity preservation, or through the purchase of mitigation credits at an agency-approved off-site mitigation bank or within an agency-accepted off-site permittee-responsible mitigation area.
- Approval of a project-specific Determination of a Biologically Equivalent or Superior Preservation (DBESP) report by the resource agencies as appropriate and consistent with established MSHCP procedures.

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 with Mitigation Incorporated. The project site is adjacent to I-15 to the east and nearby rural and suburban residential development to the north and west. There is vacant land to the south of the project site, however, suburban residential developed areas occur beyond this open area. Due to the developed nature of the surroundings, regional movement of wildlife is restricted around the project site, as indicated in the Original Project. Although the project site would offer limited opportunities for regional wildlife movement, it could provide opportunities for smaller scale movement. Although development of the site may disrupt local migration movements, these impacts would be less than significant. The project site and surroundings contain suitable nesting habitat for several tree-, shrub-, and ground-nesting avian species. As with the Original Project, the Modified Project would result in a less than significant impact upon the implementation of mitigation measures.

The Modified Project would not result in new or substantially more severe significant impacts.

Mitigation Measures

- **Mitigation Measure 4.4.6.4A:** Pursuant to the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code (CFGF), site preparation activities (removal of trees and vegetation) shall be avoided during the nesting season of potentially occurring native and migratory bird species generally February 1 to September 15). If site preparation activities must occur during the nesting season, a pre-activity field survey shall be conducted by a qualified biologist prior to issuance of grading permits for such development. The survey shall determine if active nests of species protected by the MBTA or CFGF are present in the construction zone. If active nests of these species are found, the developer shall establish an appropriate buffer zone with no grading or heavy equipment activity within of 500 feet from an active listed species or raptor nest, 300 feet from other sensitive or protected bird nests (non-listed), or 100 feet for sensitive or protected songbird nests. In the event of no special status avian species are identified within the limits of disturbance, no further mitigation is required. In the event such species are identified within the limits of ground disturbance, Mitigation Measure 4.4.6.4B shall also apply.

8. Impacts Found Not to Be Significant

- **Mitigation Measure 4.4.6.4B:** If it is determined that project-related grading or construction will affect nesting special status avian species, no grading or heavy equipment activity shall take place within the limits established in Mitigation Measure 4.4.6.4A until it has been determined by a qualified biologist that the nest/burrow is no longer active, and all juveniles have fledged the nest/burrow.
- e) **Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**

No Impact. The City of Wildomar does not have a local tree ordinance or any other local ordinance that pertains to the protection of biological resources. Therefore, as with the Original Project, the Modified Project would result in no impact.

The Modified Project would not result in new or substantially more severe significant 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 with Mitigation Incorporated. The project site is located within the Elsinore Area Plan of the MSHCP and requires compliance with the protection of species associated with riparian/riverine areas and vernal pools. However, as stated in the Original Project, the project site is not within or adjacent to a Criteria Cell, a designated Cell Group, or a subunit within the Elsinore Area Plan that requires conservation of land for inclusion in the MSHCP Conservation Area. The project site is separated from the nearest cell group by I-15, undeveloped land, and scattered rural residential lots. Because the Original Project would affect 0.13 area of riparian/riverine areas, a DBESP analysis was prepared to provide details on the impacts and compensatory mitigation to comply with the MSHCP. Additionally, although the project site does not currently support burrowing owls, there is potential for them to exist on the project site in the future. Compliance with the Riparian/Riverine and Burrowing Owl sections for the MSHCP and the payment of the MSHCP development fee, as well as the implementation of Mitigation Measure 4.4.6.1A would reduce impacts of the Modified Project to less than significant.

The Modified Project would not result in new or substantially more severe significant impacts.

8. Impacts Found Not to Be Significant

8.4 CULTURAL RESOURCES

Would the project:

a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?

No Impact. The CEQA Guidelines § 15064.5 defines historic resources as resources listed or determined to be eligible for listing by the State Historical Resources Commission, a local register of historical resources, or the lead agency. A resource is considered “historically significant” if it meets one of the following criteria:

- i) Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage.
- ii) Is associated with the lives of persons important in our past.
- iii) Embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
- iv) Has yielded, or may be likely to yield, information important in prehistory or history.

The Original Project indicated that the project site contained the Brown House which was originally located on the Brown Ranch at 22060 Grand Avenue in the City of Wildomar, and was relocated to the project site in 2006. Various studies conducted on the Brown House indicated that it does not meet the eligibility criteria for state or federal historical listing, therefore, impacts to the Brown House would not be significant under CEQA. However, the project site is currently vacant, and no longer contains the Brown House as it was demolished in 2017 (Wildomar 2017). Therefore, no impacts would occur.

The Modified Project would not result in new or substantially more severe significant impacts.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

Less Than Significant Impact with Mitigation Incorporated. According to the Original Project, no resources have been mapped on the project site or within the immediate surrounding area, however, there are eight cultural resources within one-mile of the project site. Additionally, a Sacred Land File search revealed that the site did not contain Native American cultural resources. No archaeological sites were discovered during the field survey, however, it is possible that cultural artifacts may be uncovered during grading. With the implementation of the following mitigation measures, impacts of the Modified Project, as with the Original Project, would be less than significant.

The Modified Project would not result in new or substantially more severe significant impacts.

8. Impacts Found Not to Be Significant

Mitigation Measures

- **Mitigation Measure 4.5.6.1A:** At least 30 days prior to seeking a grading permit, the Project Applicant shall contact the Pechanga Tribe to notify the Tribe if grading, excavation and the monitoring program, and to coordinate with 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 professional Native American Tribal monitors during grading, excavation and ground disturbing activities; project grading and development scheduling; terms of compensation for the monitors; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site.
- **Mitigation Measure 4.5.6.1B:** Prior to the issuance of a grading permit, the Project Applicant shall retain a Riverside County qualified archaeological monitor to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources. Any newly discovered cultural resource deposits shall be subject to a cultural resources evaluation.
- **Mitigation Measure 4.5.6.1C:** Prior to issuance of any grading permit, the Project Archaeologist shall file a pre-grading report with the City to document the proposed methodology for grading activity observation which will be determined in consultation with the Pechanga Tribe. Said methodology shall include the requirement for a qualified archaeological monitor and a Pechanga Tribal monitor to be present and to have the authority to temporarily stop and redirect grading activities in order to evaluate the significance of any archaeological and cultural resources discovered on the property. Tribal and archaeological monitors shall be allowed to monitor all grading, excavation and groundbreaking activities.
- **Mitigation Measure 4.5.6.1D:** If inadvertent discoveries of subsurface archaeological/cultural resources are discovered during grading, the Developer, the project archaeologist, and the Tribe shall assess the significance of such resources and shall meet and confer regarding the mitigation for such resources. Pursuant to California Public Resources Code § 21083.2(b) avoidance is the preferred method of preservation for archaeological resources. If the Developer, the project archaeologist, 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 City Planning Director shall make the determination based on the provisions of the California Environmental Quality Act with respect to archaeological resources and shall take into account the religious beliefs, customs, and practices of the Tribe. Notwithstanding any other rights available under the law, the decision of the Planning Director shall be appealable to the Wildomar City Council.
- **Mitigation Measure 4.5.6.1E:** All cultural materials, that are collected during the grading monitoring program and, if applicable, from any previous archaeological studies or excavations on the project site, with the exception of sacred items, burial goods, and human remains which will be addressed in the Treatment Agreement required in Mitigation Measure 4.5.6.1A shall be tribally curated according to the current professional repository standards. The collections and associated records shall be transferred, including title, to the Pechanga Tribe's curation facility which meets the standards set forth in 36 CRF Part 79 for federal repositories. All sacred sites, should they be encountered within the project area, shall be avoided and preserved as the preferred mitigation, if feasible.

8. Impacts Found Not to Be Significant

c) Disturb any human remains, including those interred outside of dedicated cemeteries?

Less Than Significant Impact with Mitigation Incorporated. The project site is currently undeveloped and there is no evidence to suggest that the project site has been utilized in the past for human burials. In the unlikely event that human remains are discovered during grading or construction activities within the project site, compliance with State law (Health and Safety Code § 7050.5) (HSC § 7050.5) would be required. These requirements are imposed on any construction activity in which human remains are detected, and include the following provisions:

- There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:
 - The coroner of the County in which the remains are discovered must be contacted to determine that no investigation of the cause of death is required; and
 - If the coroner determines the remains to be Native American:
 - The coroner shall contact the Native American Heritage Commission within 24 hours;
 - The NAHC shall identify the person or persons it believes to be the most likely descended from the deceased Native American;
 - The most likely descendant may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of which appropriate dignity the human remains and any associated grave goods as provided in Public Resources Code § 5097.98 (PRC § 5097.98); or
 - Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further and future subsurface disturbance pursuant to PRC § 5097.98(e).
 - The NAHC is unable to identify a most likely descendant.
 - The most likely descendant is identified by the NAHC, fails to make a recommendation within 48 hours of being granted access to the site; or
 - The landowner or his authorized representative reject the recommendation of the descendant, and mediation by the NAHC fails to provide measures acceptable to the landowner.

As with the Original Project, the Modified Project would comply with the California State Health and Safety Code § 7050.0 and Public Resources Code § 5097.98. Therefore, impacts would be less than significant with the incorporation of mitigation.

The Modified Project would not result in new or substantially more severe significant impacts.

Mitigation Measure

- **Mitigation Measure 4.5.6.1F:** 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

8. Impacts Found Not to Be Significant

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 must be contacted within 24 hours. The Native American Heritage Commission must then immediately identify the “most likely descendants(s)” of receiving notification of the discovery. The most likely descendant(s) shall then make recommendations within 48 hours, and engage in consultations concerning the treatment of the remains as provided in Public Resources Code 5097.98 and the Treatment Agreement described in Mitigation Measure 4.5.6.1A.

- **CUL-1:** It is understood by all parties that unless otherwise required by law, the site of any reburial of Native American human remains or associated grave goods shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, pursuant to the specific exemption set forth in California Government Code 6254 (r), parties, and Lead Agencies, will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code 6254 (r).

8. Impacts Found Not to Be Significant

8.5 ENERGY

Would the project:

- a) **Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?**

Less Than Significant Impact. The Modified Project would comply with state law by minimizing idling of construction equipment and reduce construction waste by recycling. Construction impacts would be short-term and less than significant. During operations, the Modified Project would comply with state laws pertaining to energy efficiency such as SB 100. Additionally, the Modified Project would implement green building features using the standards of the California Green Building Standards Code. Therefore, the Modified Project would not result in wasteful, inefficient, or unnecessary consumption of energy resources during construction operation, and impacts would be less than significant.

The Modified Project would not result in new or substantially more severe significant impacts.

- b) **Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?**

Less Than Significant Impact. The Modified Project would be required to comply with the latest CBC requirements, including CBC Energy Efficiency Standards, as well as federal, state, and local rules and regulations pertaining to energy consumption and conservation. Through the implementation and compliance with federal, state, and local regulations, the Modified Project would not conflict with or obstruct plans for energy or energy efficiency, and impacts would be less than significant.

The Modified Project would not result in new or substantially more severe significant impacts.

8. Impacts Found Not to Be Significant

8.6 GEOLOGY AND SOILS

Would the project:

- a) **Directly or indirectly cause 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. As indicated in Original Project, the nearest fault that could cause substantial damage to the project is the Temecula branch of the Elsinore Fault approximately 2.6 miles west of the project site. The eastern portion of the site is located within a Riverside County Fault Hazard Zone. The Original Project indicated that there were no active faults present on site and that the no significant impacts would occur. As with the Original Project, impacts of the Modified Project would be less than significant.

The Modified Project would not result in new or substantially more severe significant impacts.

- ii) **Strong seismic ground shaking?**

Less Than Significant Impact with Mitigation Incorporated. According to the Original Project, the nearest fault to the project site is the Temecula branch of the Elsinore Fault, which had the highest peak site acceleration of 0.844 g. The next nearest fault is the Glen Ivy branch of the Elsinore Fault, which has a peak site acceleration of 0.593 g. Therefore, the project site is expected to be subject to moderate to severe ground shaking in the event of a major earthquake on any of the nearby faults. In addition to compliance with current California Building Code (CBC) requirements, mitigation measures would be required in order to reduce impacts to less than significant.

The Modified Project would not result in new or substantially more severe significant impacts.

Mitigation Measure

- **Mitigation Measure 4.6.6.1A:** The developer shall implement the seismic design recommendations of the project geotechnical assessment conducted by Geocon West, Inc. dated March 26, 2015 (revised). These site-specific recommendations shall be incorporated as appropriate into project building plans, project grading, etc.

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

Less Than Significant Impact. Liquefaction refers to loose, saturated sand or gravel deposits that lose their load-supporting capability when subjected to intense shaking. During intense shaking, any structures on these sediments may float, sink, or tilt as if on water. Liquefaction potential varies based on three main

8. Impacts Found Not to Be Significant

factors: 1) cohesionless, granular soils with relatively low densities (usually of Holocene age); 2) shallow groundwater (less than 50 feet); and 3) moderate to high seismic ground shaking. Lateral spreading refers to lateral displacement of large, surficial blocks of soil as a result of pore-pressure buildup or liquefaction in a subsurface layer.

The potential for liquefaction generally occurs during strong ground shaking within relatively cohesionless loose sediments where the groundwater is typically less than 50 feet below the surface. As indicated in the 3016 Certified EIR. The project site is located in an area of moderate liquefaction potential based on underlying soil deposits. However, the Pauba Sandstone and granitic bedrock found below the onsite soils are well-consolidated and not considered to be susceptible to liquefaction. Therefore, with remedial grading, the potential for liquefaction on site is very low. As with the Original Project, impacts of the Modified Project would be less than significant.

The Modified Project would not result in new or substantially more severe significant impacts.

iv) Landslides?

Less Than Significant Impact. Susceptibility of slopes to landslides and other slope failures depends on several factors that are usually present in combinations—steep slopes, condition of rock and soil materials, presence of water, formational contacts, geologic shear zones, seismic activity, etc.

According to the Original Project, the project site consists of gently rolling hills with a general slope of approximately 3.4 percent. The gently sloping topography of the site would not be subject to landslides, and the project site is not near or in the path of any known potential landslides. Therefore, as with the Original Project, impacts of the Modified Project would be less than significant.

The Modified Project would not result in new or substantially more severe significant impacts.

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

Less Than Significant Impact. Erosion is a normal and inevitable geologic process whereby earthen materials are loosened, worn away, decomposed, or dissolved, and removed from one place and transported to another. Precipitation, water, waves, and wind are all agents of erosion.

Prior to the issuance of grading permits, the Project Applicant would be required to prepare and submit detailed grading permits as each phase is developed. These plans would be prepared in conformance with applicable standards of the City of Wildomar. As the original and Modified Projects would disturb more than one acre, an NPDES permit and SWPPP would be required to address erosion and discharge impacts associated with the proposed onsite grading and construction. Compliance with stormwater regulations include minimizing storm water contact with potential pollutants by providing covers and secondary containment for construction materials, designating areas away from storm drain systems for storing equipment and materials and implementing appropriate practices on the construction site. The soils covering the site have a low erosion hazard potential and because the project would be required to obtain an NPDES Permit, and prepare a SWPPP and WQMP, construction would be less than significant.

8. Impacts Found Not to Be Significant

The Modified Project would not result in new or substantially more severe significant impacts.

- 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. Refer to Impacts 8.6(a)(iii) and (iv) for information on liquefaction and landslides.

As stated in the Original Project, while the project does not propose any activity known to cause damage by subsidence, the site is considered susceptible to subsidence. The Pauba Sandstone and alluvium overlying granitic bedrock has been shown in the past to be a factor in subsidence. However, after remedial grading, subsidence would be low. Additionally, due to the dense and well-consolidated nature of the soils on the project site, seismically-induced settlement is not anticipated. Therefore, impacts to landslides, lateral spreading, subsidence, liquefaction, and collapse would be less than significant.

The Modified Project would not result in new or substantially more severe significant impacts.

- d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?**

Less Than Significant Impact. The Original Project determined that the soils onsite have a very low expansive potential. Therefore, as with the Original Project, impacts of the Modified Project would be less than significant.

The Modified Project would not result in new or substantially more severe significant impacts.

- 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?**

No Impact. As with the Original Project, the Modified Project would be connected to existing wastewater facilities (sewer) owned and operated by the Elsinore Valley Municipal Water District, and septic tanks would not be used. Therefore, no impact would occur.

The Modified Project would not result in new or substantially more severe significant impacts.

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

Less Than Significant Impact with Mitigation Incorporated. As stated in the Original Project, the majority of the project site is underlain by younger Quaternary alluvial fan deposits and Pleistocene Pauba Formation, both of which have produced vertebrate fossils in the past. However, there are no known paleontological resources located within the project limits. Because both the younger Quaternary alluvial fan deposits and Pleistocene Pauba Formation have yielded paleontological resources in Southern California, the area is considered paleontologically sensitive. Upon the implementation of mitigation measures, the Modified Project, as with the Original Project, would be less than significant.

8. Impacts Found Not to Be Significant

The Modified Project would not result in new or substantially more severe significant impacts.

Mitigation Measure

- **Mitigation Measure 4.5.6.2A:** If paleontological resources (fossils) are discovered during project grading, work will be halted in that area until a qualified paleontologist can be retained to assess the significance of the find. The project paleontologist shall monitor remaining earthmoving activities at the project site and shall be equipped to record and salvage fossil resources that may be unearthed during grading activities. The paleontologist shall be empowered to temporarily halt or divert grading equipment to allow recording and removal of the unearthed resources. Any fossils found shall be evaluated in accordance with the CEQA Guidelines and offered for curation at an accredited facility approved by the City of Wildomar. Once grading activities have ceased or the paleontologist determines that monitoring is no longer necessary, monitoring activities shall be discontinued.
- **Mitigation Measure 4.5.6.2B:** A qualified paleontologist shall be retained and conduct a pre-construction meeting prior to ground disturbance to instruct workers on proper fossil identification and subsequent notification of a trained professional.

8. Impacts Found Not to Be Significant

8.7 HAZARDS AND HAZARDOUS MATERIALS

Would the project:

- 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. As with the Original Project, the Modified Project would not include the routine use, transport, or disposal of hazardous materials, and the Modified Project would be consistent with the General Plan policies regarding hazards and hazardous materials, as shown in Table 4.8A, *General Plan Consistency Analysis*, on page 4.8-7 of the 2016 DEIR. Therefore, impacts would be less than significant.

The Modified Project would not result in new or substantially more severe significant impacts.

- b) **Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?**

Less Than Significant Impact with Mitigation Incorporated. According to the Original Project, the Phase I ESA historical review determined that the project site has been used for agricultural purposes since the early 1930s and was developed with orchards around 1938. While the project site is not actively being used as an orchard, the Original Project indicated that remnant olive trees still exist on the western portion of the site. A limited Phase II soil sampling report was prepared and found no elevated levels of pesticides or arsenic-containing compounds which might be from past applications of agricultural chemicals. Therefore, as with the Original Project, the Modified Project would result in less than significant impacts. As a residence was previously onsite, the existence of a septic tank or water well onsite could exist, and due to the lack of information, mitigation is required. As with the Original Project, impacts of the Modified Project would be Less Than Significant Impact with Mitigation Incorporated.

The Modified Project would not result in new or substantially more severe significant impacts.

Mitigation Measure

- **Mitigation Measures 4.8.6.1A:** Prior to grading, evidence of the existence or absence of a septic tank and/or water well shall be identified. If a septic tank and/or water well is present onsite, it will be removed and disposed of by a licensed contractor under the direction of the Riverside County Health Department.
- c) **Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**

Less Than Significant Impact. According to the Original Project, the nearest schools to the project site are Cornerstone Christian School, which is located approximately 0.2-mile northeast of the site, and the California Lutheran High School, which is approximately 0.4-mile southwest of the project site. Given the residential and commercial nature of the project, the type of hazardous materials that would be used during construction and operation would be limited, and the handling and disposal of all materials would be subject to applicable state

8. Impacts Found Not to Be Significant

and federal standards, ordinances, and regulations. Therefore, as with the Original Project, the Modified Project would result in less than significant impacts.

The Modified Project would not result in new or substantially more severe significant impacts.

- 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?**

Less Than Significant Impact. According to the Original Project, the project area is not listed on any of the searched regulatory databases provided by Environmental Data Resources (EDR). Since neither the project site nor areas in the vicinity of the project site are listed as hazardous materials sites, as defined by Government Code Section 65962.5, there would be a less than significant impact.

The Modified Project would not result in new or substantially more severe significant impacts.

- 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 or excessive noise for people residing or working in the project area?**

Less Than Significant Impact. The nearest airport to the project site is the Skylark Field Airport in Lake Elsinore approximately 1.9 miles northwest of the site, however, as stated in the Original Project, the project site is not within the Skylark Airport Influence Policy Area. As shown in Table 4.8.B, *General Plan Consistency Analysis*, on page 4.8-8 of the 2016 DEIR, the project is consistent with the City's goals and policies related to airport land use compatibility plans. Therefore, impacts of the Modified Project, as with the Original Project, would be less than significant.

The Modified Project would not result in new or substantially more severe significant impacts.

- f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

Less Than Significant Impact. As with the Original Project, the Modified Project would be designed, constructed, and maintained in accordance with applicable standards associated with vehicular access, ensuring that adequate emergency access and evacuation would be provided. Construction activities that may temporarily restrict vehicular traffic would be required to implement appropriate measures to facilitate the passage of persons and vehicles through/around any required roads closures. Compliance with existing regulations for emergency access and evacuation would ensure that impacts related to this issue are less than significant.

The Modified Project would not result in new or substantially more severe significant impacts.

- g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?**

Less Than Significant Impact. According to the Original Project, the areas around the project site are prone to very high, high, and moderate fire risks. However, the project site is in an urbanized area that, according to

8. Impacts Found Not to Be Significant

the City of Wildomar General Plan, does not have any risk of wildfires. As shown in Table 4.8.C, *General Plan Consistency Analysis*, on page 4.8-10 of the 2016 DEIR, the project would be consistent with the General Plan Safety Element. Therefore, the Modified Project, as with the Original Project, would result in less than significant impacts.

The Modified Project would not result in new or substantially more severe significant impacts.

8. Impacts Found Not to Be Significant

8.8 LAND USE AND PLANNING

Would the project:

a) Physically divide an established community?

Less Than Significant Impact. The project site is currently vacant, and would include the construction of a hotel and MOB, in addition to the residential component of the Original Project. The adjacent properties west and north of the project site are residential, and the adjacent property south of the site is vacant; commercial uses are located to the east of the I-15 which bounds the eastern project site boundary. As the majority of the surrounding area is residential, the existing residential communities would become more contiguous with the project site once it is developed. As with the Original Project, impacts of the Modified Project would be less than significant.

The Modified Project would not result in new or substantially more severe significant impacts.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less Than Significant Impact. As indicated in the Original Project, the project would be generally consistent with the goals of SCAG's Regional Comprehensive Plan (RCP), Compass Plan, and Regional Transportation Plan (RTP), and would be consistent with the Water Quality Control Plan for the San Diego Basin and Riverside County Drainage Area Management Plan (DAMP), as shown in Table 4.10.B, *General Plan Consistency Analysis*, on page 4.10-10 of the 2016 DEIR, and Table 4.10.D, *Discussion of RTP Outcomes and Performance Measures/Indicators*, on page 4.10-23 of the 2016 DEIR. Therefore, as with the Original Project, the Modified Project would result in a less than significant impact.

The Modified Project would not result in new or substantially more severe significant impacts.

8. Impacts Found Not to Be Significant

8.9 MINERAL RESOURCES

Would the project:

- 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 designated MRZ-3a; minerals in this category have undetermined value and are not considered locally-important mineral resource recovery sites. Therefore, as with the Original Project, the Modified Project would not result in the loss of known mineral resources in the region.

The Modified Project would not result in new or substantially more severe significant impacts.

- 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. See response to Impact 8.9(a). All of Wildomar is also designated as MRZ-3a, and while it is possible that the site could yield mineral resources, the physical characteristics of the site provide no indication of a unique or valuable mineral resource. Development of the site would not result in the loss of mineral resources; neither the General Plan nor the zoning ordinance designates the site for mining or mineral extraction uses. Therefore, as with the Original Project, no impacts would occur.

The Modified Project would not result in new or substantially more severe significant impacts.

8. Impacts Found Not to Be Significant

8.10 NOISE

Would the project:

- a) **Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

Less Than Significant Impact with Mitigation Incorporated. Short-term noise would occur during the construction of the project. Noise would be generated from the transportation of construction equipment and commute of construction crew. Noise would also be generated during construction activities. Site preparation which includes excavation and grading would generate the highest noise levels due to the earthmoving equipment. As indicated in the Original Project, the highest noise levels would occur during the grading phase where noise experienced by the closest sensitive receptor, 50 feet north of the site, could reach up to 87.1 L_{eq} dBA. Therefore, mitigation is required to reduce impacts to less than significant. Moreover, Tables 4.12.E through 4.12.G on pages 4.12-29 through 4.12-31 of the 2016 DEIR, present the roadway traffic noise analysis; the project is expected to generate an unmitigated exterior noise level of up to 1.6 dBA. The greatest noise level increase would occur on Monte Vista Drive south of Bundy Canyon Road. As noise levels at this location do not exceed 65 dBA in the no project condition, the addition of the project traffic would not create a significant noise level increase, according to the 2016 DEIR. As a result, the project would not produce a substantial increase in noise as a result of increasing traffic in the study area. Impacts related to this issue are less than significant. However, since exterior noise levels may potentially exceed the General Plan standard, the noise study analyzed “windows closed” conditions to ensure interior noise is below the 45 dBA CNEL interior standard. As shown on Table 4.12.H on page 4.12-32 of the 2016 DEIR, noise levels at the multifamily housing adjacent to the I-15 would exceed the City’s exterior noise standard, and would result in a potentially significant impact. As the residential component of the Original Project would remain the same under the Modified Project, this impact would continue to be significant and would require mitigation to reduce impacts to less than significant. The proposed MOB and hotel would generate stationary-source noise, similar to the commercial/retail noise sources identified in the Original Project, such as two-axle truck deliveries, rooftop air conditioning units, parking lot vehicle movements, and trash compacting. Compliance with the City General Plan interior and exterior noise levels would be adhered to. Impacts would be less than significant.

The Modified Project would not result in new or substantially more severe significant impacts.

Mitigation Measure

- **Mitigation Measure 4.12.6.1A:** A construction noise mitigation plan shall be prepared and submitted to the City for review and approval prior to start of construction. The plan shall identify the location of construction equipment and activity, proximity to identified noise receptors, and demonstrate either a minimum 10 dBA reduction in noise levels off-site, or that noise levels would not exceed 85 dBA at any time when measured at the nearest property line of noise receptors. Methods to mitigate construction noise may include (but shall not be limited to):

8. Impacts Found Not to Be Significant

- Install temporary noise control barriers, or equally effective noise protection measures. The noise barriers shall be maintained, and any damage promptly repaired. Noise control barriers and associated elements shall be completely removed, and the site appropriately restored upon the conclusion of the construction activity.
 - During all project site construction, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise-sensitive receivers 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 receivers nearest the project site during all project construction.
- **Mitigation Measure 4.12.6.2A:** To satisfy the City of Wildomar 45 dBA CNEL interior noise level criteria, lots facing the I-15 Freeway will require a Noise Level Reduction (NLR) of up to 27.7 dBA and a windows closed condition requiring a means of mechanical ventilation (e.g., air conditioning). Specific window recommendations will be made once final architectural plans are available and detailed interior noise reduction calculations can be calculated based on actual building assembly details. The preliminary interior noise analysis indicates that in order to meet the City of Wildomar 45 dBA CNEL interior noise standards, the project shall provide the following noise mitigation measures:
- **Windows:** All windows and sliding glass doors shall be well fitted, well weather-stripped assemblies and shall have a minimum STC of 32.
 - **Exterior Walls:** Provide exterior walls with a minimum Sound Transmission Class (STC) rating of 46. Typical walls with this rating will have 2 × 4 studs or greater, 16" o.c. with R13 insulation, a minimum 7/8" exterior surface of cement plaster and a minimum interior surface of 1/2" gypsum board.
 - **Doors:** All exterior doors shall be well weather-stripped solid core assemblies at least 1 3/4" thick.
 - **Roof:** Roof sheathing of wood construction shall be well fitted or caulked plywood of at least one-half inch thick. Ceilings shall be well fitted, well-sealed gypsum board of at least 1/2" thick. Insulation with at least a rating of R-19 shall be used in the attic space.
 - **Ventilation:** Arrangements for any habitable room shall be such that any exterior door or window can be kept closed when the room is in use. A forced air circulation system (e.g., air conditioning) shall be provided which satisfy the requirements of the Uniform Mechanical Code.
 - **Landscaping:** A screen of planting containing predominantly evergreen tree and shrub species between the property and the freeway will help to reduce noise and visual impacts associated with freeway vehicle movement.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. Construction of the project would generate varying levels of ground vibration depending on the equipment and methods used, distance to the affected structures, and soil types. Heavy construction equipment, such as large bulldozers and haul trucks have the greatest potential of

8. Impacts Found Not to Be Significant

producing vibration impacts. According to the Original Project, the nearest sensitive receptor is located approximately 50 feet north of the project site and the maximum level of vibration felt by this receptor would be 78 VdB, which is below the FTA human annoyance standard of 80 VdB. Construction would be short-term and intermittent. Delivery trucks during operation of the project would not be expected to generate a vibration level of greater than 65 VdB. Therefore, as with the Original Project, the Modified Project would result in less than significant impacts.

The Modified Project would not result in new or substantially more severe significant impacts.

- c) For a project located within the vicinity of a private airstrip or 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?**

Less Than Significant Impact. The closest airport to the project site is the Skylark Field Airport in the City of Lake Elsinore approximately 1.9 miles northwest of the site, as indicated in the Original Project. However, the project site is not within the influence zone of policy areas of the Airport, and Skylark Field Airport does not have a Land Use Compatibility Plan. As with the Original Project, the Modified Project would not have the potential to expose people to excessive noise levels from airport operations; impacts would be less than significant.

The Modified Project would not result in new or substantially more severe significant impacts.

8. Impacts Found Not to Be Significant

8.11 POPULATION AND HOUSING

Would the project:

- a) **Induce substantial unplanned 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. As stated in the Original Project, the project is a mixed-use development that would contribute to jobs and housing. The residential portion of the project is expected to generate approximately 653 people. The hotel and MOB are expected to generate approximately 29¹ employees and 103² employees (SCAG 2001). The hotel and MOB would generate a total of approximately 132 employees, which is 18 employees less than the commercial/retail component employment generation of the Original Project, which was estimated to generate 150 employees. As with the Original Project, the Modified Project would generate housing and jobs within the City; however, the Modified Project's jobs-to-housing ratio, 0.48, would be less than the Original Project's jobs-to-housing ratio of 0.55. According to the Original Project, both the proposed and Original Projects' jobs-to-housing ratios are above the City's ratio of 0.32 and below the SCAG ratio of 1.14. As the Original Project did not induce a population increase above that which has been planned for by the City, the Modified Project would not induce a population increase above what has been planned for the City, and impacts would be less than significant.

The Modified Project would not result in new or substantially more severe significant impacts.

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

No Impact. The project site is currently vacant, and therefore, would not displace people or housing. The Modified Project, as with the Original Project, would develop housing on the site. No impact would occur.

The Modified Project would not result in new or substantially more severe significant impacts.

¹ 11.82 employees x 2.4 acres = 28.368 = 29 employees (Table 10A, Land Use Category – Hotel/Motel)

² 14.21 employees x 7.2 acres = 102.312 = 103 employees (Table 10A, Land Use Category – R & D/Flex Space)

8. Impacts Found Not to Be Significant

8.12 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:

a) Fire protection?

Less Than Significant Impact. The project site is currently vacant and would increase the demand for fire protection services. All new development would be required to pay development impact fees (DIFs) to the City. As with the Original Project, the Modified Project would be required to be designed, constructed, and operated per applicable fire prevention/protection standards established by the City. With these provisions and the payment of DIFs, impacts would be less than significant.

The Modified Project would not result in new or substantially more severe significant impacts.

b) Police protection?

Less Than Significant Impact. The development and operation of the Modified Project would increase police protection demands, as the project site is currently vacant. As stated in the Original Project, it is anticipated that private security would be utilized during the construction period. As per City Municipal Code Chapter 3.44, the City collects fees from developers to offset police-related service impacts associated with new development. The project would be designed and operated per applicable standards required by the City for new development in regard to public safety. Payment of DIFs would offset any increase in demand for police facilities. Therefore, impacts related to police protection, as with the Original Project, would be less than significant.

The Modified Project would not result in new or substantially more severe significant impacts.

c) Schools?

Less Than Significant Impact. Typically, only residential projects generate a need for school facilities. The residential component of the project would increase the number of students in the City by approximately 85 students. As indicated in the Original Project, the addition of 85 students would not cause the schools in the project area to exceed capacity. Therefore, the construction of new or physically altered school facilities would not be required. Payment of DIFs would help fund school facilities and programs. Additionally, the Modified Project would be required to pay development fees in accordance with Government Code 65995 and Education Code 17620. Therefore, impacts would be less than significant.

The Modified Project would not result in new or substantially more severe significant impacts.

8. Impacts Found Not to Be Significant

d) Parks?

Less Than Significant Impact. The Modified Project, as with the Original Project, would increase the number of residents in the City, thereby increasing the demand for parks. As indicated in the Original Project, the Original Project proposed a total of 5.41 acres of open space area. The Modified Project would include 7,500 square feet of open space. The project applicant would be required to pay Quimby fees as well as DIFs, and future property owners would be subject to pay Wildomar Ordinance 71 parcel tax. With the payment of these fees and taxes, impacts would be less than significant.

The Modified Project would not result in new or substantially more severe significant impacts.

e) Other public facilities?

Less Than Significant Impact. As with the Original Project, the Modified Project is not anticipated to have a negative impact on other public facilities. As stated in the Original Project, the nominal increase in population (approximately 653 residents) would not result in the need for new or expanded public facilities. The project applicant would be required to pay any applicable impact fees. Therefore, as with the Original Project, the Modified Project would result in less than significant impacts.

The Modified Project would not result in new or substantially more severe significant impacts.

8. Impacts Found Not to Be Significant

8.13 RECREATION

- a) **Would the project 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. See response to Impact 8.12(d), above. The project would require approximately 1.96 acres of parkland to be set aside in order to meet the City's requirement of 0.0066 acre per multifamily dwelling unit and 0.0093 acre per single-family dwelling unit, if the developer chooses dedication of land to comply with the Quimby Act. Although the project would provide open space, this space is not considered parkland and does not count towards the Quimby Act requirements. The project applicant would be required to pay Quimby fees as well as DIFs, and future property owners would be subject to pay Wildomar Ordinance 71 parcel tax. With the payment of these fees and taxes, impacts would be less than significant.

The Modified Project would not result in new or substantially more severe significant impacts.

- b) **Does the project 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. See response to Impact 8.13(a). Implementation of the Modified Project, as with the Original Project, would result in the provision of new recreational opportunities through the preservation of 5.41 acres of open space, which would include a community multi-use trail and open space recreation area. The multifamily building would include recreational facilities such as a tot lot, gazebo area, and BBQ area. The construction of amenities associated with recreational facilities within the project area are included as part of the project site's development, as stated in Original Project. The construction or expansion of such areas would not result in an adverse physical effect on the environment beyond those analyzed for the overall development of the project in both the Original Project and this DSEIR. Therefore, as with the Original Project, the Modified Project would result in less than significant impacts.

The Modified Project would not result in new or substantially more severe significant impacts.

8. Impacts Found Not to Be Significant

8.14 TRIBAL CULTURAL RESOURCES

Would the project:

- c) **Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:**
 - i) **Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or**

No Impact. See response to Impact 8.4(a). The project site is vacant and therefore, there no resources that are listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources exists onsite. No impact would occur.

The Modified Project would not result in new or substantially more severe significant impacts.

- ii) **A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.**

Less Than Significant Impact with Mitigation Incorporated. See response to Impact 8.4(b). The Modified Project would implement Mitigation Measures 4.5.6.1A through 4.5.6.1E. Additionally, per AB 52, the City consulted with the Rincon Band of Luiseño Indians on April 13, 2020; after reviewing the mitigation measures of the Original Project, the Rincon Band of Luiseño Indians concluded consultation. The City also consulted with the Pechanga Band of Luiseño Indians and Soboba Band of Luiseño Indians on April 30, 2020. The Pechanga Band of Luiseño Indians provided mitigation measures, which are included below, and concluded consultation on May 4, 2020. The Soboba Band of Luiseño Indians asked to review the mitigation measures provided by the Pechanga Band of Luiseño Indians, and the Soboba Band of Luiseño Indians concurred with their mitigation measures, and concluded consultation on May 28, 2020.

The Modified Project would not result in new or substantially more severe significant impacts.

Mitigation Measures

- **TRI-1: Inadvertent Archeological Find.** If during ground disturbance activities, unique cultural resources are discovered that were not assessed by the archaeological report(s) and/or environmental assessment conducted prior to project approval, the following procedures shall be followed. Unique cultural resources are defined, for this condition only, as being multiple artifacts in close association with each other, but may include fewer artifacts if the area of the find is determined to be of significance due to its sacred or cultural importance as determined in consultation with the Native American Tribe(s).

8. Impacts Found Not to Be Significant

- a. All ground disturbance activities within 100 feet of the discovered cultural resources shall be halted until a meeting is convened between the developer, the archaeologist, the tribal representative(s) and the Planning Director to discuss the significance of the find.
 - b. At the meeting, the significance of the discoveries shall be discussed and after consultation with the tribal representative(s) and the archaeologist, a decision shall be made, with the concurrence of the Planning Director, as to the appropriate mitigation (documentation, recovery, avoidance, etc.) for the cultural resources.
 - c. Grading of further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate mitigation. Work shall be allowed to continue outside of the buffer area and will be monitored by additional Tribal monitors if needed.
 - d. Treatment and avoidance of the newly discovered resources shall be consistent with the Cultural Resources Management Plan and Monitoring Agreements entered into with the appropriate tribes. This may include avoidance of the cultural resources through project design, in-place preservation of cultural resources located in native soils and/or re-burial on the Project property so they are not subject to further disturbance in perpetuity as identified in Non-Disclosure of Reburial Condition.
 - e. If the find is determined to be significant and avoidance of the site has not been achieved, a Phase III data recovery plan shall be prepared by the project archeologist, in consultation with the Tribe, and shall be submitted to the City for their review and approval prior to implementation of the said plan.
 - f. Pursuant to Calif. Pub. Res. Code § 21083.2(b) avoidance is the preferred method of preservation for archaeological resources and cultural resources. If the landowner and the Tribe(s) cannot agree on the significance or the mitigation for the archaeological or cultural resources, these issues will be presented to the Planning Director for decision. The City's Planning Director shall make the determination based on the provisions of the California Environmental Quality Act with respect to archaeological resources, recommendations of the project archeologist and shall take into account the cultural and religious principles and practices of the Tribe. Notwithstanding any other rights available under the law, the decision of the City Planning Director shall be appealable to the City Planning Commission and/or City Council.”
- **TRI-2: Cultural Resources Disposition.** In the event that Native American cultural resources are discovered during the course of grading (inadvertent discoveries), the following procedures shall be carried out for final disposition of the discoveries:
- a. One or more of the following treatments, in order of preference, shall be employed with the tribes. Evidence of such shall be provided to the City of Wildomar Planning Department:
 - i. Preservation-In-Place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in the place where they were found with no development affecting the integrity of the resources.
 - ii. Reburial of the resources on the Project property. The measures for reburial shall include, at least, the following: Measures and provisions to protect the future reburial area from any future impacts in perpetuity. Reburial shall not occur until all legally required cataloging and basic recordation

8. Impacts Found Not to Be Significant

have been completed, with an exception that sacred items, burial goods and Native American human remains are excluded. Any reburial process shall be culturally appropriate. Listing of contents and location of the reburial shall be included in the confidential Phase IV report. The Phase IV Report shall be filed with the City under a confidential cover and not subject to Public Records Request.

- iii. If preservation in place or reburial is not feasible then the resources shall be curated in a culturally appropriate manner at a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines. The collection and associated records shall be transferred, including title, and are to be accompanied by payment of the fees necessary for permanent curation. Evidence of curation in the form of a letter from the curation facility stating that subject archaeological materials have been received and that all fees have been paid, shall be provided by the landowner to the City. There shall be no destructive or invasive testing on sacred items, burial goods and Native American human remains. Results concerning finds of any inadvertent discoveries shall be included in the Phase IV monitoring report.
- **TRI-3: Archeologist Retained.** Prior to issuance of a grading permit the project applicant shall retain a Riverside County qualified archaeologist to monitor all ground disturbing activities in an effort to identify any unknown archaeological resources.

The Project Archaeologist and the Tribal monitor(s) shall manage and oversee monitoring for all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, mass or rough grading, trenching, stockpiling of materials, rock crushing, structure demolition and etc. The Project Archaeologist and the Tribal monitor(s), shall have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources in coordination with any required special interest or tribal monitors.

The developer/permit holder shall submit a fully executed copy of the contract to the Planning Department to ensure compliance with this condition of approval. Upon verification, the Planning Department shall clear this condition.

In addition, the Project Archaeologist, in consultation with the Consulting Tribe(s), the contractor, and the City, shall develop a Cultural Resources Management Plan (CRMP) in consultation pursuant to the definition in AB52 to address the details, timing and responsibility of all archaeological and cultural activities that will occur on the project site. A consulting tribe is defined as a tribe that initiated the AB 52 tribal consultation process for the Project, has not opted out of the AB52 consultation process, and has completed AB 52 consultation with the City as provided for in Cal Pub Res Code Section 21080.3.2(b)(1) of AB52. Details in the Plan shall include:

- a. Project grading and development scheduling;
- b. The Project archeologist and the Consulting Tribes(s) shall attend the pre-grading meeting with the City, the construction manager and any contractors and will conduct a mandatory Cultural Resources Worker Sensitivity Training to those in attendance. The Training will include a brief review of the

8. Impacts Found Not to Be Significant

cultural sensitivity of the Project and the surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event inadvertent discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. All new construction personnel that will conduct earthwork or grading activities that begin work on the Project following the initial Training must take the Cultural Sensitivity Training prior to beginning work and the Project archaeologist and Consulting Tribe(s) shall make themselves available to provide the training on an as-needed basis;

- c. The protocols and stipulations that the contractor, City, Consulting Tribe(s) and Project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.
- **TRI-4: Native American Monitoring (Pechanga).** Tribal monitor(s) shall be required on-site during all ground-disturbing activities, including grading, stockpiling of materials, engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified tribal monitor(s) from the Pechanga Band of Luiseno Indians. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the above-mentioned Tribe and the land divider/permit holder for the monitoring of the project to the Planning Department and to the Engineering Department. The Tribal Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground-disturbance activities to allow recovery of cultural resources, in coordination with the Project Archaeologist.
 - **TRI-5: Native American Monitoring (Soboba).** Tribal monitor(s) shall be required on-site during all ground-disturbing activities, including grading, stockpiling of materials, engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified tribal monitor(s) from the Soboba Band of Luiseno Indians. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the above-mentioned Tribe and the land divider/permit holder for the monitoring of the project to the Planning Department and to the Engineering Department. The Tribal Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground-disturbance activities to allow recovery of cultural resources, in coordination with the Project Archaeologist.
 - **TRI-6: Archeology Report - Phase III and IV.** Prior to final inspection, the developer/permit holder shall prompt the Project Archeologist to submit two (2) copies of the Phase III Data Recovery report (if required for the Project) and the Phase IV Cultural Resources Monitoring Report that complies with the Community Development Department's requirements for such reports. The Phase IV report shall include evidence of the required cultural/historical sensitivity training for the construction staff held during the pre-grade meeting. The Planning Department shall review the reports to determine adequate mitigation compliance. Provided the reports are adequate, the Community Development Department shall clear this condition. Once the report(s) are determined to be adequate, two (2) copies shall be submitted to the Eastern Information Center (EIC) at the University of California Riverside (UCR) and one (1) copy shall be submitted to the Consulting Tribe(s) Cultural Resources Department(s).

8. Impacts Found Not to Be Significant

8.15 UTILITIES AND SERVICE SYSTEMS

Would the project:

- a) **Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?**

Less Than Significant Impact.

Water

Water treatment facilities filter and/or disinfect water before it is delivered to customers. The EVMWD supplies water to the surrounding area and would supply water to the project site. Water line improvements at the project site would be constructed in accordance with Title 13, Public Services, of the Wildomar Municipal Code. See response to Impact 8.15(b). The Original Project determined that water demand of the project would not warrant the construction of new water treatment facilities or expansion of existing facilities. As the Modified Project would generate a lower water demand than the Original Project, the Modified Project would also result in a less than significant impact.

Wastewater Treatment

See response to Impact 8.15(c). As the increase in wastewater generation is insignificant, the Modified Project, as with the Original Project, would not require the construction of new or expansion of existing wastewater treatment facilities. Therefore, impacts would be less than significant.

Storm Water Drainage

The project site is located within the limits of the Riverside County Flood Control and Water Conservation District's (RCFCWCD) Murrieta Creek/Murrieta Valley Area Drainage Plan. As part of the development process, the project applicant would be required to pay fees to the RCFCWCD or the City prior to the issuance of grading permits. The project site is currently undeveloped, and development of the site would increase impervious surfaces, however, drainage on the site has been designed to accommodate post-development water flows. Stormwater drainage improvements would not exceed the capacity of storm drain systems in accordance with the City of Wildomar Municipal Code Section 13.12.050 and the MS4 Permit from the San Diego Regional Water Quality Control Board. With the implementation of BMPs, compliance with local and state laws, and drainage features detailed in the Final WQMP, impacts of the Modified Project, as with the Original Project, would be less than significant relative to the extension of expansion of storm water drainage facilities.

Electricity and Natural Gas

The project site would require connection to utilities such as electricity and natural gas lines in the vicinity of the site in accordance with Municipal Code Section 16.40.010, Installation Requirements, for undergrounding utilities. The applicant would be responsible for payment of electricity and gas connections as well as use of

8. Impacts Found Not to Be Significant

the utility. As described in Section 8.5, *Energy*, above, the project would not result in energy use such that new or expanded facilities would be required. Therefore, impacts would be less than significant.

The Modified Project would not result in new or substantially more severe significant impacts.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less Than Significant Impact. According to the Original Project, the residential component of the Original Project would generate a water demand of approximately 161,944 gallons per day (gpd), and the commercial/retail component of the Original Project would generate approximately 22,800 gpd. The hotel component of the Modified Project, using a generation factor of 240 gpd per employee, would generate 6,960 gpd³, and the MOB would generate approximately 12,772 gpd⁴ (Pac Institute 2013). The total water demand of the hotel and MOB is 19,732 gpd, which is a reduction of approximately 3,068 gpd compared to the Original Project's commercial/retail component. The total water demand of the Original Project was approximately 184,744 gpd, and the total water demand of the Modified Project, including the residential component, would be 181,676 gpd. As the Modified Project would result in a lower water demand, compared to the Original Project, impacts would be less than the Original Project and would continue to be less than significant as there would be sufficient water supplies available for the Modified Project.

The Modified Project would not result in new or substantially more severe significant impacts.

c) Result in a determination by the waste water 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. The Original Project was estimated to generate approximately 65,300 gallons of wastewater per day (0.065 mgd), which would be within the treatment capacity of the Regional Water Reclamation Facility (WRF) which is 8.0 mgd. As the Modified Project would result in less employees and a lower water demand compared to the Original Project, impacts, as with the Original Project, would be less than significant.

The Modified Project would not result in new or substantially more severe significant impacts.

d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less Than Significant Impact. As indicated in the Original Project, solid waste would be hauled from the site to the Perris transfer station, after which non-recyclable materials would be sent to Lamb Canyon Landfill. The landfill has a remaining capacity of 19,242,950 cubic yards and a maximum daily throughput of 5,000 (CalRecycle 2019a). The residential component of the project would generate 267.7 tons of solid waste per year; the commercial/retail portion of the Original Project was estimated to generate 129 tons per year, which

³ 240 gpd per employee (hotel) x 29 employees = 6,960 gpd

⁴ 124 gpd per employee (hospital) x 103 employees = 12,772 gpd

8. Impacts Found Not to Be Significant

is a total of 396.7 tons per year. The proposed hotel and MOB would generate approximately 37.23 tons per year⁵ and 907.2⁶, respectively (CalRecycle 2019b; San Diego 2013). The Modified Project, including the residential component, would generate 1,212.13 tons per year. The Modified Project would make up approximately 0.24 percent of the landfill's maximum daily throughput. As with the Original Project, the Modified Project would result in less than significant impacts.

The Modified Project would not result in new or substantially more severe significant impacts.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact. Solid waste would be generated during construction and operation of the Modified Project. Development of the Modified Project would be subject to the Solid Waste Reuse and Recycling Access Act of 1991. The Act requires that adequate areas be provided for collecting and loading recyclable materials such as paper, products, glass, and other recyclables. City of Wildomar Municipal Code Section 8.104 regulates solid waste handling and mandates that sufficient receptacles be in place onsite to accommodate refuse and recycling. Compliance with state law and the City's Municipal Code, as well as applicable state laws, would ensure the Modified Project, as with the Original Project, would result in a less than significant impact.

The Modified Project would not result in new or substantially more severe significant impacts.

⁵ 2 lb/room/day x 102 rooms = 204 lb/day = 74,460 lb/year (37.23 tons per year)

⁶ 0.01080 tons/sq. ft./year x 84,000 = 907.2 tons per year

8. Impacts Found Not to Be Significant

8.16 WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. See response to Impact 8.7(f). As with the Original Project, the Modified Project would be designed, constructed, and maintained in accordance with applicable standards associated with vehicular access, ensuring that adequate emergency access and evacuation would be provided. Compliance with existing regulations for emergency access and evacuation would ensure that impacts related to this issue are less than significant.

The Modified Project would not result in new or substantially more severe significant impacts.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Less Than Significant Impact. There are three primary factors used in assessing wildfire hazards – topography, weather, and fuel. The project site is generally flat and is located in an urbanized area that does not have any risks of wildfires, as indicated in the Original Project. The project site would comply with existing regulations governing emergency access and evaluation during construction and operational activities. The combination of urban development that reduces fire fuel, as well as fire requirements such as smoke alarms, sprinklers, fire hydrants, etc. would reduce impacts to less than significant.

The Modified Project would not result in new or substantially more severe significant impacts.

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

Less Than Significant Impact. As the project site is vacant, the Modified Project may require new infrastructure for electricity, natural gas, telecommunications, and cable services. The utilities would be installed to meet service requirements. The project area is highly urbanized, and the project site is not at risk for fire hazards. The Modified Project would not add infrastructure such as roads or overhead power lines in areas with wildland vegetation. Therefore, impacts to exacerbating fire risks to the environment would be less than significant for the Modified Project.

The Modified Project would not result in new or substantially more severe significant impacts.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Less Than Significant Impact. See responses to Impact 8.6(a.iv) on landslides and Impact 8.16(b) on slopes. The project site is generally flat, is located in an urbanized portion of the City and, as stated in the Original

8. Impacts Found Not to Be Significant

Project, does not have any risk of wildfires. According to Impact 5.3-3 in Section 5.3, *Hydrology and Water Quality*, in this DSEIR, the project site is designated by the Federal Emergency Management Agency (FEMA) as being Zone X, indicating minimal risk of flooding. Therefore, it is unlikely that the project site would be susceptible to downslope or downstream flooding or landslides as a result of post-fire slope instability. Therefore, impacts would be less than significant, for the Modified Project.

The Modified Project would not result in new or substantially more severe significant impacts.

8. Impacts Found Not to Be Significant

8.17 REFERENCES

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8. Impacts Found Not to Be Significant

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9. Significant Irreversible Changes from the Modified Project

Section 15126.2(c) of the CEQA Guidelines requires that an Environmental Impact Report (EIR) describe any significant irreversible environmental changes that would be caused by the Modified Project should it be implemented. Specifically, the CEQA Guidelines state:

Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highways improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.

The following are the significant irreversible changes that would be caused by the Modified Project, should it be implemented:

- Implementation of the Modified Project would include construction activities that would entail the commitment of nonrenewable and/or slowly renewable energy resources; human resources; and natural resources such as lumber and other forest products, sand and gravel, asphalt, steel, copper, lead, other metals, water, and fossil fuels. Operation of the Modified Project would require the use of natural gas and electricity, petroleum-based fuels, fossil fuels, and water. The commitment of resources required for the construction and operation of the Modified Project would limit the availability of such resources for future generations or for other uses during the life of the project.
- An increased commitment of social services and public maintenance services (e.g., police, fire, and sewer and water services) would also be required. The energy and social services commitments would be long-term obligations in view of the low likelihood of returning the land to its original condition once it has been developed.
- An increase in vehicle trips would accompany project-related population growth. Over the long term, emissions associated with such vehicle trips would continue to contribute to the South Coast Air Basin's nonattainment designation for ozone (O₃) and particulate matter (PM_{2.5} and PM₁₀) under the California and National Ambient Air Quality Standards (AAQS), and nonattainment for nitrogen dioxide (NO₂) under the California AAQS.

9. Significant Irreversible Changes from the Modified Project

- The visual character of the project site would be altered by the construction of the structures onsite. Additional landscaping, grading, and construction of the project site would also contribute to an altered visual character of the existing vacant site. This would result in a permanent change in the character of the project site and on- and off-site views in the project's vicinity.

Given the low likelihood that the land at the project site would revert to its original form, the Modified Project would generally commit future generations to these environmental changes. As stated in this DSEIR, the Modified Project impacts would not result in new significant environmental effects or a substantial increase in the severity of the Original Project's previously identified significant effects.

10. Growth-Inducing Impacts of the Modified Project

Pursuant to Sections 15126(d) and 15126.2(d) of the CEQA Guidelines, this section is provided to examine ways in which the Modified Project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Also required is an assessment of other projects that would foster other activities which could affect the environment, individually or cumulatively. To address this issue, potential growth-inducing effects will be examined through analysis of the following questions:

- Would this project remove obstacles to growth, e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area, or through changes in existing regulations pertaining to land development?
- Would this project result in the need to expand one or more public services to maintain desired levels of service?
- Would this project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?
- Would approval of this project involve some precedent-setting action that could encourage and facilitate other activities that could significantly affect the environment?

Please note that growth-inducing effects are not to be construed as necessarily beneficial, detrimental, or of little significance to the environment. This issue is presented to provide additional information on ways in which this project could contribute to significant changes in the environment, beyond the direct consequences of developing the land use concept examined in the preceding sections of this DSEIR.

Would this project remove obstacles to growth, e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area, or through changes in existing regulations pertaining to land development?

The Modified Project would construct a hotel and MOB, in addition to the residential component of the Original Project. The project site is currently vacant, and the project would connect to the existing infrastructure facilities on the project and in the project area. The Modified Project does not require a change in General Plan Designation or Zoning, but does require the approval of a Plot Plan and Parcel Map to accommodate the hotel and MOB developments. The Project does not propose changes to any of the City's building safety standards to implement this Project. The Modified Project would comply with all applicable City plans, policies, ordinances, etc. to ensure that there are no conflicts with adopted land development regulations and that any environmental impacts are minimized. Therefore, the Modified Project, in and of itself, would not be a precedent-setting action. As stated in this DSEIR, the Modified Project impacts would not result in new

10. Growth-Inducing Impacts of the Modified Project

significant environmental effects or a substantial increase in the severity of the Original Project's previously identified significant effects, and the Modified Project would not result in new or more significant impacts in these regards.

Would this project result in the need to expand one or more public services to maintain desired levels of service?

The Modified Project is expected to increase demand for fire protection services, police services, school services, and library services, which would contribute to the need to expand facilities. However, as substantiated in Section 8.12, *Public Services*, and 8.15, *Utilities and Service Systems*, of the DSEIR, existing programs and policies would ensure that the service capability will grow proportionate to the increase in uses, and impacts to public services and utilities would be less than significant. Additionally, as stated in this DSEIR, the Modified Project impacts would not result in new significant environmental effects or a substantial increase in the severity of the Original Project's previously identified significant effects, and the Modified Project would not result in new or more significant impacts in these regards.

Would this project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?

During Project construction, a number of design, engineering, and construction jobs would be created. This would last until Project construction is completed. Construction employees would be absorbed from the regional labor force, and the construction of the Project would not attract new workers to the region. The operation of both the Original Project and the Modified Project would result in an increase of 653 residents; the Modified Project would result in 132 employees, whereas the Original Project would result in 150 employees (see Section 8.11, *Population and Housing*). Residents of the Modified Project would seek shopping, entertainment, employment, home improvement, auto maintenance, and other economic opportunities in the City of Wildomar and surrounding area. This would create an increased demand for such economic goods and services and would, therefore, encourage the creation of new businesses and/or the expansion of existing businesses that address these needs. Therefore, although the Modified Project would have a direct growth-inducing effect, indirect growth-inducing effects would be minimized due to the balance of land uses in the Modified Project. As stated in this DSEIR, the Modified Project impacts would not result in new significant environmental effects or a substantial increase in the severity of the Original Project's previously identified significant effects, and the Modified Project would not result in new or more significant impacts in these regards.

Would approval of this project involve some precedent-setting action that could encourage and facilitate other activities that could significantly affect the environment?

The Modified Project is consistent with the General Plan and zoning district and does not propose changes to any of the City's building safety standards (i.e., building, grading, plumbing, mechanical, electrical, or fire codes) to implement this Project. The Project would comply with all applicable City plans, policies, ordinances, etc. to ensure that there are no conflicts with adopted land development regulations and that any environmental impacts are minimized. Therefore, the Modified Project would not be a precedent-setting action. As stated in this DSEIR, the Modified Project impacts would not result in new significant environmental effects or a

10. Growth-Inducing Impacts of the Modified Project

substantial increase in the severity of the Original Project's previously identified significant effects, and the Modified Project would not result in new or more significant impacts in these regards.

11. Organizations and Persons Consulted

Native American Tribes

Rincon Band of Luiseño Indians

Pechanga Band of Luiseño Indians

Soboba Band of Luiseño Indians

11. Organizations and Persons Consulted

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12. Qualifications of Persons Preparing SEIR

PLACEWORKS

Mark Teague, AICP
Associate Principal

- BA, Political Science, California State University Stanislaus

Mark Teague, AICP, is an Associate Principal with PlaceWorks, with over 30 years of public and private sector experience. Mark has analyzed and evaluated projects including planned communities, shopping center EIR's, General Plan and zoning code updates, impact fees and conducted public outreach for projects highly scrutinized by the public. Mark has experience working throughout California in agencies large and small and is considered an innovative CEQA problem solver. Mark is an excellent public speaker and regularly presents at the California League of California Cities Planning Commissioner's Academy on topics such as design guidelines, CEQA compliance and how to read an EIR. Mark also teaches CEQA to staff with a focus on how new legal decisions affect compliance.

Jasmine A. Osman
Project Planner

- BA Sustainability, Geography minor, San Diego State University
- Master of City Planning, San Diego State University

Jasmine A. Osman is a Project Planner with PlaceWorks. Jasmine assists both the planning and environmental teams on a wide range of projects for public- and private-sector clients – from industrial, commercial, and residential developments to school facilities and general plan updates.

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