



# **INITIAL STUDY & MITIGATED NEGATIVE DECLARATION**

**St. Frances of Rome Church Project  
(Planning Application No. 19-0017)**

**Lead Agency:**

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

**Prepared by:**

PlaceWorks  
3910 Normal Street, Suite C  
San Diego, CA 92103

October 2019



## TABLE OF CONTENTS

<b>I.</b>	<b>INTRODUCTION AND PROJECT DESCRIPTION .....</b>	<b>1</b>
<b>II.</b>	<b>EXISTING CONDITIONS.....</b>	<b>1</b>
	PROJECT SITE.....	1
	PHYSICAL SETTING .....	1
<b>III.</b>	<b>PROJECT DESCRIPTION.....</b>	<b>3</b>
<b>IV.</b>	<b>EXECUTIVE SUMMARY .....</b>	<b>4</b>
<b>V.</b>	<b>ENVIRONMENTAL CHECKLIST FORM .....</b>	<b>25</b>
	A. BACKGROUND .....	25
	B. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED.....	27
<b>VI.</b>	<b>ENVIRONMENTAL ANALYSIS .....</b>	<b>29</b>
	1. AESTHETICS.....	29
	2. AGRICULTURE AND FORESTRY RESOURCES.....	31
	3. AIR QUALITY .....	33
	4. BIOLOGICAL RESOURCES .....	42
	5. CULTURAL RESOURCES.....	45
	6. ENERGY .....	47
	7. GEOLOGY AND SOILS .....	51
	8. GREENHOUSE GAS EMISSIONS .....	56
	9. HAZARDS AND HAZARDOUS MATERIALS .....	63
	10. HYDROLOGY AND WATER QUALITY .....	67
	11. LAND USE AND PLANNING.....	77
	12. MINERAL RESOURCES .....	78
	13. NOISE .....	79
	14. POPULATION AND HOUSING .....	86
	15. PUBLIC SERVICES.....	87
	16. RECREATION .....	89
	17. TRANSPORTATION.....	91
	18. TRIBAL CULTURAL RESOURCES .....	103
	19. UTILITIES AND SERVICE SYSTEMS .....	107
	20. WILDFIRE .....	112
<b>VII.</b>	<b>MANDATORY FINDINGS OF SIGNIFICANCE .....</b>	<b>114</b>
<b>VIII.</b>	<b>REFERENCES .....</b>	<b>119</b>

## TABLES

Table 3-1 Construction-Related Emissions (Maximum Pounds per Day) .....	35
Table 3-2 Long-Term Operational Emissions (Maximum Pounds per Day) .....	36
Table 3-3 Equipment-Specific Rates .....	38
Table 3-4 On-Site Daily Emissions for Comparison to LSTs (Unmitigated) .....	38
Table 3-5 LST Emission Thresholds (5-Acre Site) .....	39
Table 6-1 Operation-Related Vehicle Fuel and Energy Usage .....	49
Table 8-1 Expected Annual Construction CO <sub>2</sub> Emissions Summary MT/Year.....	56
Table 8-2 Expected Operational Emissions Summary MT/Year .....	57
Table 8-3 Regional Transportation Plan/Sustainable Communities Strategy Consistency .....	58
Table 8-4 Project Consistency with Applicable CARB Scoping Plan Measures.....	60
Table 10-1 Undeveloped Drainage Summary .....	70
Table 10-2 Developed Drainage Summary .....	70
Table 13-1 Existing Noise Levels .....	80
Table 13-2 Future Traffic Parameters .....	81
Table 13-3 Future Exterior Noise Levels .....	81
Table 13-4 Construction Noise Reference Levels .....	82
Table 13-5 Typical Construction Equipment Vibration Levels.....	85
Table 17-1 Level of Service for Signalized and Unsignalized Intersections .....	91
Table 17-2 Study Area Intersections.....	93
Table 17-3 Existing Conditions Study Intersection LOS Analysis Summary .....	94
Table 17-4 Proposed Project Trip Generation .....	95
Table 17-5 Existing Plus Project Mid-day Peak Hour Intersection Conditions.....	96
Table 17-6 Opening Year (2020) Cumulative With Project Conditions Study Intersection Summary .....	98
Table 19-1 Project-Wastewater Generation.....	108
Table 19-2 EVMWD Water Treatment Facilities .....	109
Table 19-3 Project-Wastewater Generation.....	109

## FIGURES

Figure 1	Regional Location.....	17
Figure 2	Local Vicinity .....	19
Figure 3	Aerial Photograph .....	21
Figure 4	Site Plan.....	23
Figure 5	Undeveloped Drainage Areas .....	73
Figure 6	Project Drainage Areas.....	75
Figure 7	Existing Travel Lanes and Intersections .....	99

## APPENDICES

1. **Appendix 1.0** – Project Development Plans. Charles Brown Architect (June 10, 2019); Scott Peterson Landscape Architect (August 21, 2019).
2. **Appendix 2.0** – Air Quality Assessment, Ldn Consulting, Inc. (June 3, 2019)
3. **Appendix 3.0** – MSHCP General Biological Resources Habitat Assessment and Compliance Analysis, Hernandez Environmental Services and Brian F. Smith and Associates, Inc. (March 29, 2019).
4. **Appendix 4.0** – Jurisdictional Delineation for the St. Frances of Rome Church, Hernandez Environmental Services and Brian F. Smith and Associates, Inc. (March 27, 2019).
5. **Appendix 5.0** – Cultural Resources Assessment for the St. Frances of Rome Project, Brian F. Smith and Associates, Inc. (June 19, 2018)
6. **Appendix 6.0** – Energy Calculations. PlaceWorks (April 2019).
7. **Appendix 7.0** – Geotechnical Report New Church at St. Frances of Rome, LandMark Consultants, Inc. (April 2016)
8. **Appendix 8.0** – Greenhouse Gas Assessment, Ldn Consulting, Inc. (June 3, 2019)
9. **Appendix 9.0** – Phase I Environmental Site Assessment, EEI Engineering Solutions. (March 11, 2019).
10. **Appendix 10.0** – Preliminary Drainage Study for St. Frances Catholic Church, W.J. McKeever, Inc. (July 2019)
11. **Appendix 11.0** – Project Specific Water Quality Management Plan (WQMP), W.J. McKeever, Inc. (August 4, 2019)
12. **Appendix 12.0** – Noise Assessment, Ldn Consulting, Inc. (January 7, 2019)
13. **Appendix 13.0** – St. Frances of Rome Traffic Impact Analysis, RK Engineering Group, Inc. (March 12, 2019)
14. **Appendix 14.0** – St. Frances of Rome – Sewer Sizing (W.J. McKeever, Inc. , August 2019)

**Note to Reader:** To save natural resources, the appendices are contained on a CD-ROM included with the printed copy of this Initial Study. The appendices are also available on the City's Environmental Documents Center webpage at the following web address:  
(<http://www.cityofwildomar.org/cms/One.aspx?portalId=9894827&pageId=10911316>).

**City of Wildomar, Planning Department**

23873 Clinton Keith Road, Suite 201

Wildomar, CA 92595

Hours: Monday–Thursday, 8 a.m. – 5 p.m. (closed Fridays)

## I. INTRODUCTION AND PROJECT DESCRIPTION

### Purpose and Project Overview

This Initial Study evaluates the following development applications:

- **Plot Plan (PP):** The project requires approval of a plot plan for the St. Frances of Rome Church development including related on-/off-site improvements. The existing church would be converted to a multi-purpose building, the existing modular classrooms would be removed, and a 17,601-square-foot church with a seating capacity of 1,200 people (net increase of 303 seats) and a 9,792 square foot office and classroom/meeting room building would be constructed. Another 234 parking spaces are proposed to be added to the existing 178 spaces.
- **Parcel Merger:** The project requires approval of a parcel merger to merge 3 lots into 1 parcel to accommodate the proposed project. This is an administrative approval by the Planning/Engineering departments and will be conditioned to record prior to review by the Planning Commission.

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

## II. EXISTING CONDITIONS

### Project Site

#### Project Location

The project address is 21591 Lemon Street, City of Wildomar in Riverside County and encompasses Assessor's Parcel Numbers (APNs): 366-170-058, 366-170-005, and 366-330-011. The project site adjoins Lemon Street to the south and is located in the northwestern portion of the City of Wildomar, west of Interstate-15 (I-15). Regional and local vicinity maps of the project site are shown in **Figure 1**, Regional Location, and **Figure 2**, Local Vicinity. An aerial photograph of the site is shown in **Figure 3**, Aerial Photograph.

#### Surrounding Area

The project site is in a residential area and is surrounded by residences on all sides, with some vacant lots interspersed. Jean Hayman Elementary School is 450 feet to the northwest of the site and is no longer in operation. Surrounding roadways that provide access to the site include Lemon Street to the north and Mojonner Way to the south; Orchard Street is along the western portion of the project site but does not provide site access. Regional access is provided by the I-15, approximately 1,000 feet to the east of the site.

### Physical Setting

The project site is approximately 11.24 acres and is generally square in shape with a rectangular parking lot at its southeastern portion. Existing development on the site includes a church, an office, six modular classrooms, one modular office building, landscaped areas, a courtyard, and parking area with a total of 178 parking spaces. The existing preschool onsite has an enrollment of approximately 20 students. Additionally, the existing church was constructed as a multi-purpose building with a kitchen and meeting rooms; there are 10 rooms that can accommodate approximately 20 persons each for meetings.

Topography of the site is generally flat, and the grade gradually slopes from the northeast to the southwest.

The site is accessed by a circular roadway with two ingress/egress driveways on Lemon Street. The road encompasses a courtyard that includes the existing 9,589 square-foot church/multipurpose building, five modular classroom buildings, one modular office building, landscaped open space, and parking on both sides of the access road (see **Figure 3**, Aerial Photograph).

Outside of the interior of the circular access road there is one 1,443-square-foot modular classroom and one 2,092-square-foot office located at the northwestern and northeastern portions of the site, respectively; bare land with ruderal vegetation and trees are to the southwest and southeast of the access road. Further southeast is a paved overflow parking area that is accessed by a driveway at the southern portion of the circular road.

#### Utilities

The existing structures on the project site are connected to water and sewer, drainage, electricity, and natural gas and include fire line connection to support a sprinkler fire-protection system. The proposed improvements would be connected to the utility connections that serve the existing facilities.

#### Water and Sewer

Water and sewer connections are provided by the Elsinore Valley Municipal Water District (EVMWD). There is an 8-inch water line and an 8-inch sewer line that connect to the site.

#### Drainage

Offsite flows originate east of the project site and drain to the west. These flows cross under the highway by way of a 66-inch corrugated steel pipe (CSP), a 30-inch CSP, and three 24-inch CSPs (W.J. McKeever, Inc. 2019). Runoff enters the project site by overtopping the curb along Lemon Street. General drainage flow at the project site is from the northeast corner to the southeast.

#### Electricity and Natural Gas

Electricity at the project site is currently provided via Southern California Edison (SCE) overhead power lines on Lemon Street. Natural gas at the project site is provided by The Gas Company via underground pipelines.

#### Natural Hazards

The Riverside County Fault Zone traverses the site from the northwestern portion to the southern portion toward Waite Street. The fault zone covers areas of the proposed improvements and existing structures onsite, except for the office at the northeastern corner of the site. While the project site is not within a very high fire hazard severity zone, mitigation measures have been included to mitigate potential impacts (see Executive Summary, below).

#### **Regulatory Setting**

The City of Wildomar General Plan land use designation for the project site is Medium Density Residential (MDR), and the zoning district is R-R (Rural Residential). Churches and religious institutions are permitted uses within the R-R zoning district subject to the approval of a Plot Plan. The proposed project does not require a General Plan Amendment (GPA), or Change of Zone since the proposed church expansion is consistent with both designations.



Additionally, the project requires approval of a parcel merger to merge 3 lots into 1 parcel to accommodate the proposed project. This is an administrative approval by the Planning/Engineering departments and will be conditioned to record prior to review by the Planning Commission.

### **III. PROJECT DESCRIPTION**

The proposed project includes the construction of a 17,601-square-foot church building with a seating capacity of 1,200 people (a net increase of 303 seats from existing conditions); construction of a 9,792-square-foot office and classroom/meeting room building; conversion of the preschool to a church office; the continued use of the existing church building on the project site as a multi-purpose building; removal of existing modular classrooms; and the reconstruction of an existing parking lot with 234 additional parking spaces, for a total of 412 parking spaces onsite. A 6-foot high block wall would be placed around the project site's eastern, western, and southern boundaries, where required, to screen automobiles. The proposed project would result in a total increase of 27,393 square feet of building area. The proposed development plans, including architectural renderings and elevations, are provided in **Appendix 1. Figure 4, Site Plan**, shows a site plan of the proposed improvements.

#### **Church Building**

The new church building would be one story and approximately 42 feet and 8 inches in height. The new church building would include a bell system that would include a bell within a supporting wall that would be approximately 23 feet 4 inches tall and 32 feet wide; the bell would only sound on ceremonial occasions such as Easter and Christmas. The meeting rooms would serve as weekday Religious Education. The building would be painted with a cream-colored stucco with terracotta-colored metal Spanish tile roofing.

The church would operate with Mass times as follows:

- Saturdays: 4–5 p.m. and 6–7 p.m.
- Sundays: 7–8 a.m., 9–10 a.m., 11 a.m.–12 p.m., 1–2 p.m., and 5–6 p.m.
- Weekday Mass: 8 a.m. – 9 a.m.

No other functions would occur during Mass times.

#### **Office and Classroom Building**

The project includes construction of a 9,792-square-foot office and classroom building after the removal of the existing modular structures on the site. The building would be one story and approximately 29 feet tall. The office and classroom building would have a stucco finish.

#### **Parking Lot**

The proposed project would reconstruct the existing asphalt parking lot at the southern portion of the site (APN 366-330-011). The new parking lot would be improved to accommodate 234 parking spaces in addition to the existing 178 spaces (412 spaces total). The periphery of the reconstructed parking lot would be improved with landscaping, and the driveway connection between the existing onsite circular roadway and the proposed parking lot would be improved. The proposed parcel merger would make the parking lot a part of the church property and would make the property one parcel instead of two.

## **Roadway Access**

The two existing driveways that provide access to the site from Lemon Street would remain and continue to provide site access from the north. The existing fence surrounding the parking lot at the southern portion of the project site would be removed, and a new full-access driveway would be constructed at the northern terminus of Mojonner Way to provide site access from Waite Street.

## **Utilities**

### Water and Sewer

Water and sewer utilities for the proposed improvements would be connected to the existing 8-inch water and sewer lines on Lemon Street (see section VI.19, Utilities and Service Systems, for discussion of water demand and wastewater generation).

### Electricity and Natural Gas

The project site is currently connected to existing SCE electricity lines and The Gas Company lines and will continue with the existing service. (see Section VI.6, Energy, for discussion of energy demand).

## **Grading and Drainage**

### Grading

Subsurface soils encountered at the project site are predominantly medium dense to dense, silty sands, to a depth of 51.5 feet, the maximum depth of exploration (LandMark 2016). Moreover, groundwater was not encountered in the borings during the time of exploration (LandMark 2016). Site development would include grading of the areas where the proposed improvements would occur. An approximately 100-foot-long retaining wall is proposed north of the new church building between the two driveways off of Lemon Street (see **Figure 4**, Site Plan).

### Drainage

The project site would reduce the developed drainage flows to 90 percent of the undeveloped flow values by way of three basins that would also be used for water quality management needs (W.J. McKeever, Inc. 2019b). One basin will be at the southeastern corner of the circular driveway; one basin will be in the southeastern portion of the project site, near the rectangular southeastern parking lot; and the existing man-made basin at the southwestern corner of the circular driveway would be improved (W.J. McKeever, Inc. 2019b).

## **Construction**

The proposed project would be constructed in three phases. Phase 1 would include construction of the new church and additional parking along the circular driveway and at the parking lot at the southeastern portion of the site. Phase 2 would include construction of the new offices and classrooms. Phase 3 would include removal of the existing concrete sidewalk to the southwest of the office located at the northeastern portion of the site, and a new accessible ramp and stairs would be constructed.

## **IV. EXECUTIVE SUMMARY**

Through analysis provided in this MND, it was determined that the proposed project has the potential to result in significant environmental impacts with regard to Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Transportation, Tribal Cultural Resources, and

Wildfire. Mitigation measures are identified that would reduce all impacts to less than significant levels. **Table 1** presents an at-a-glance summary of the identified significant impact issue areas and required mitigation measures.

<b>Table 1</b> <b>Project Impact and Mitigation Summary</b>			
<b>Impact</b>	<b>Level of Significance without Mitigation</b>	<b>Mitigation Measure</b>	<b>Resulting Level of Significance</b>
<b>Air Quality</b>			
Expose sensitive receptors to substantial pollutant concentrations?	Potentially Significant	<b>AQ-1</b> To ensure that the design feature of the project assumed in the air quality analysis is applied to the project, the improvements would be constructed using only Tier IV diesel construction equipment.	Less than Significant
<b>Biological Resources</b>			
Would the project 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?	Potentially Significant	<b>BIO-1</b> Potential Direct/Indirect Impacts to Protected Avian Species. Vegetation clearing/grubbing, ground disturbance (e.g., grading, earth moving, excavation, use of heavy equipment), and construction activities that may directly (e.g., grading) or indirectly (e.g., noise) affect protected nesting avian species shall be timed to avoid the typical avian nesting season (February 15 to August 31 for songbirds; January 15 to August 31 for raptors). If such activities are scheduled during the nesting season, a qualified biologist shall conduct a preconstruction survey for nesting raptors and other protected avian species within 500 feet of proposed disturbance activities and no more than 14 days prior to the start of vegetation clearing/grubbing. As determined necessary by the biologist, surveys for nesting birds may continue during grading/construction to address the potential for new arrivals and unique species' breeding seasons. The necessity and timing of these continued surveys shall be determined by the biologist in coordination with the project applicant,	Less than Significant

<p style="text-align: center;"><b>Table 1</b> <b>Project Impact and Mitigation Summary</b></p>			
<b>Impact</b>	<b>Level of Significance without Mitigation</b>	<b>Mitigation Measure</b>	<b>Resulting Level of Significance</b>
		<p>the City, the CDFW, and the USFWS, as needed.</p> <p>If raptors or other protected avian nests are identified during the surveys, the qualified biologist shall notify the project applicant, the City, the CDFW, and the USFWS, and an appropriate no-disturbance buffer shall be imposed (to be determined by the biologist), within which no vegetation clearing/grubbing, ground disturbance, or construction activities shall take place (generally 500 feet in all directions for raptors; other avian species may have species-specific requirements) until the young have fledged and are no longer reliant upon the nest or parental care for survival, as determined by the biologist.</p> <p><i>Timing/Implementation:</i> Fourteen days prior to any vegetation removal or ground-disturbing activities</p> <p><i>Enforcement/Monitoring:</i> City of Wildomar Planning Department</p>	
<b>Cultural Resources</b>			
Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	Potentially Significant	<b>TRI-1</b> through <b>TRI-5</b> (see Tribal Cultural Resources, below).	Less than Significant

<p align="center"><b>Table 1</b> <b>Project Impact and Mitigation Summary</b></p>			
<b>Impact</b>	<b>Level of Significance without Mitigation</b>	<b>Mitigation Measure</b>	<b>Resulting Level of Significance</b>
Disturb any human remains, including those interred outside of dedicated cemeteries?	Potentially Significant	<p><b>CUL-1</b> If human remains are encountered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the county coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within 24 hours. Subsequently, the Native American Heritage Commission shall identify the most likely descendant and notify them of discovery. The most likely descendant shall then make recommendations and engage in consultations concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.</p> <p><i>Timing/Implementation:</i> During any ground-disturbing construction activities</p> <p><i>Enforcement/Monitoring:</i> City of Wildomar Engineering Department and Planning Department</p>	Less than Significant
<b>Geology and Soils</b>			
Would the project result in rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning	Potentially Significant	<p><b>GEO-1</b> The project applicant shall incorporate the recommendations of the Geotechnical Report prepared by Landmark Consultants, Inc. (2016; <b>Appendix 7.0</b>) into project plans related to the proposed project. The project's building plans shall demonstrate that they incorporate all applicable recommendations of the Geotechnical Report and comply with all applicable requirements of the latest adopted version of the California Building Code. A licensed professional engineer shall</p>	Less than Significant

<p align="center"><b>Table 1</b> <b>Project Impact and Mitigation Summary</b></p>			
<b>Impact</b>	<b>Level of Significance without Mitigation</b>	<b>Mitigation Measure</b>	<b>Resulting Level of Significance</b>
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.		<p>prepare the plans, including those that pertain to soil engineering, structural foundations, pipeline excavation, and installation. All plans will be subject to the approval of the City Engineer.</p> <p><i>Timing/Implementation:</i> Prior to any ground-disturbing construction activities</p> <p><i>Enforcement/Monitoring:</i> City of Wildomar Planning Department and Building and Safety Department</p>	
Result in substantial soil erosion or the loss of topsoil?	Potentially Significant	<b>GEO-1</b>	Less than Significant
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?	Potentially Significant	<b>GEO-1</b>	Less than Significant
Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Potentially Significant	<b>GEO-2</b> Construction personnel involved in excavation and grading activities shall be informed of the possibility of discovering fossils at any location and the protocol to be followed if fossils are found. A professional meeting the Society of Vertebrate Paleontology's standards shall provide the preconstruction training. The City shall ensure the grading plan notes include specific reference to the potential discovery of fossils.	Less than Significant

<p align="center"><b>Table 1</b> <b>Project Impact and Mitigation Summary</b></p>			
<b>Impact</b>	<b>Level of Significance without Mitigation</b>	<b>Mitigation Measure</b>	<b>Resulting Level of Significance</b>
		<p>If potentially unique paleontological resources (fossils) are discovered during project construction, work shall be halted immediately within 50 feet of the discovery, the City shall be notified, and a professional paleontologist shall be retained to determine the significance of the discovery. The paleontologist shall establish procedures for paleontological resource surveillance throughout project construction and shall establish, in cooperation with the project applicant, procedures for temporarily halting or redirecting work to permit sampling, identification, and evaluation of fossils. Excavated finds shall be offered to an accredited repository.</p> <p><i>Timing/Implementation:</i> During any ground-disturbing construction activities</p> <p><i>Enforcement/Monitoring:</i> City of Wildomar Engineering Department and Planning Department</p>	
<b>Hazards and Hazardous Materials</b>			
Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	Potentially Significant	<p><b>HAZ-1</b> Prior to the issuance of building permits, the project applicant shall demonstrate, to the satisfaction of the City Building Official and the Riverside County Fire Chief, compliance with the 2016 California Building Code (or the most recent edition) (Part 2 of Title 24 of the California Code of Regulations) and the 2016 California Fire Code (or the most recent edition) (Part 9 of Title 24 of the California Code of Regulations), including those regulations pertaining to materials and construction methods intended to mitigate wildfire exposure as described in the 2016 California Building Code and California Residential Code (or most recent edition);</p>	Less than Significant

<p align="center"><b>Table 1</b> <b>Project Impact and Mitigation Summary</b></p>			
<b>Impact</b>	<b>Level of Significance without Mitigation</b>	<b>Mitigation Measure</b>	<b>Resulting Level of Significance</b>
		<p>specifically California Building Code Chapter 7A; California Residential Code Section R327; California Residential Code Section R337; California Referenced Standards Code Chapter 12-7A; and California Fire Code Chapter 49.</p> <p><i>Timing/Implementation:</i> Prior to issuance of building permits</p> <p><i>Enforcement/Monitoring:</i> City of Wildomar Building Department and Riverside County Fire Department</p>	
Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	Potentially Significant	<p><b>HAZ-2</b> Prior to the issuance of a certificate of occupancy, the applicant shall demonstrate, to the satisfaction of the City Building Official and the County Fire Chief, compliance with the vegetation management requirements prescribed in California Fire Code Section 4906, including California Government Code Section 51182.</p> <p><i>Timing/Implementation:</i> Prior to issuance of certificate of occupancy</p> <p><i>Enforcement/Monitoring:</i> City of Wildomar Building Department and Riverside County Fire Department</p>	Less than Significant
<b>Tribal Cultural Resources</b>			
Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as	Potentially Significant	<p><b>TRI-1</b> To address the possibility that historical, archaeological, and/or tribal cultural resources (collectively referred to as “cultural resources” in these mitigation measures) may be encountered during grading or construction, a qualified professional archaeologist shall monitor all construction activities that could potentially impact cultural resources (e.g., grading, excavation, and/or trenching). The Soboba Band of</p>	Less than Significant



<p align="center"><b>Table 1</b> <b>Project Impact and Mitigation Summary</b></p>			
<b>Impact</b>	<b>Level of Significance without Mitigation</b>	<b>Mitigation Measure</b>	<b>Resulting Level of Significance</b>
defined in Public Resources Code section 5020.1(k).		<p>Luiseno Indians and the Pechanga Band of Luiseño Indians may assign individuals to monitor all grading, excavation, and groundbreaking activities as well, and the tribal monitors shall be allowed on-site during any construction activities that could potentially impact cultural resources. However, monitoring may be discontinued as soon the qualified professional and the consulting tribe(s) are satisfied that construction will not disturb cultural resources.</p> <p><i>Timing/Implementation:</i> During any ground-disturbing construction activities</p> <p><i>Enforcement/Monitoring:</i> City of Wildomar Planning Department and Building and Safety Department</p> <p><b>TRI-2</b> At least 30 days but no more than 60 days prior to the issuance of any grading permit, the project archaeologist shall file a pre-grading report with the City to document the proposed methodology for grading activity observation which will be determined in consultation with the tribe(s) that intend to assign tribal monitors pursuant to mitigation measure <b>CUL-1</b>. The archaeologist and the tribal monitor(s) will have the authority to temporarily halt and redirect grading activities in order to evaluate the significance of any cultural resources discovered on the project site.</p> <p><i>Timing/Implementation:</i> Thirty days prior to any ground-disturbing construction activities</p> <p><i>Enforcement/Monitoring:</i> City of Wildomar Engineering Department and Planning Department</p> <p><b>TRI-3</b> At least 30 days but no more than 60 days prior to the issuance of any grading permit,</p>	

<p align="center"><b>Table 1</b> <b>Project Impact and Mitigation Summary</b></p>			
<b>Impact</b>	<b>Level of Significance without Mitigation</b>	<b>Mitigation Measure</b>	<b>Resulting Level of Significance</b>
		<p>the project applicant shall contact the Soboba Band of Luiseno Indians and the Pechanga Band of Luiseño Indians with notification of the proposed grading and shall enter into a Tribal Cultural Resources Treatment and Monitoring Agreement with the tribe(s). The agreements shall include, but not be limited to, outlining provisions and requirements for addressing the handling of tribal cultural resources; project grading and development scheduling; terms of compensation for tribal monitors; and establishing on-site monitoring provisions and/or requirements for professional tribal monitors during all ground-disturbing activities. The terms of the agreements shall not conflict with any of these mitigation measures. A copy of the signed agreement shall be provided to the Planning Director and the Building Official prior to the issuance of the first grading permit.</p> <p><i>Timing/Implementation:</i> At least 30 days but no more than 60 days prior to the issuance of any grading permit.</p> <p><i>Enforcement/Monitoring:</i> City of Wildomar Engineering Department and Planning Department</p> <p><b>TRI-4</b> If during grading or construction activities, cultural resources are discovered on the project site, work shall be halted immediately within 50 feet of the discovery and the resources shall be evaluated by the archaeologist and the tribal monitor(s). Any cultural resources that are discovered shall be evaluated and a final report prepared by the archaeologist. The report shall include a list of the resources discovered; documentation of each site/locality; interpretation of the resources identified; a determination of</p>	

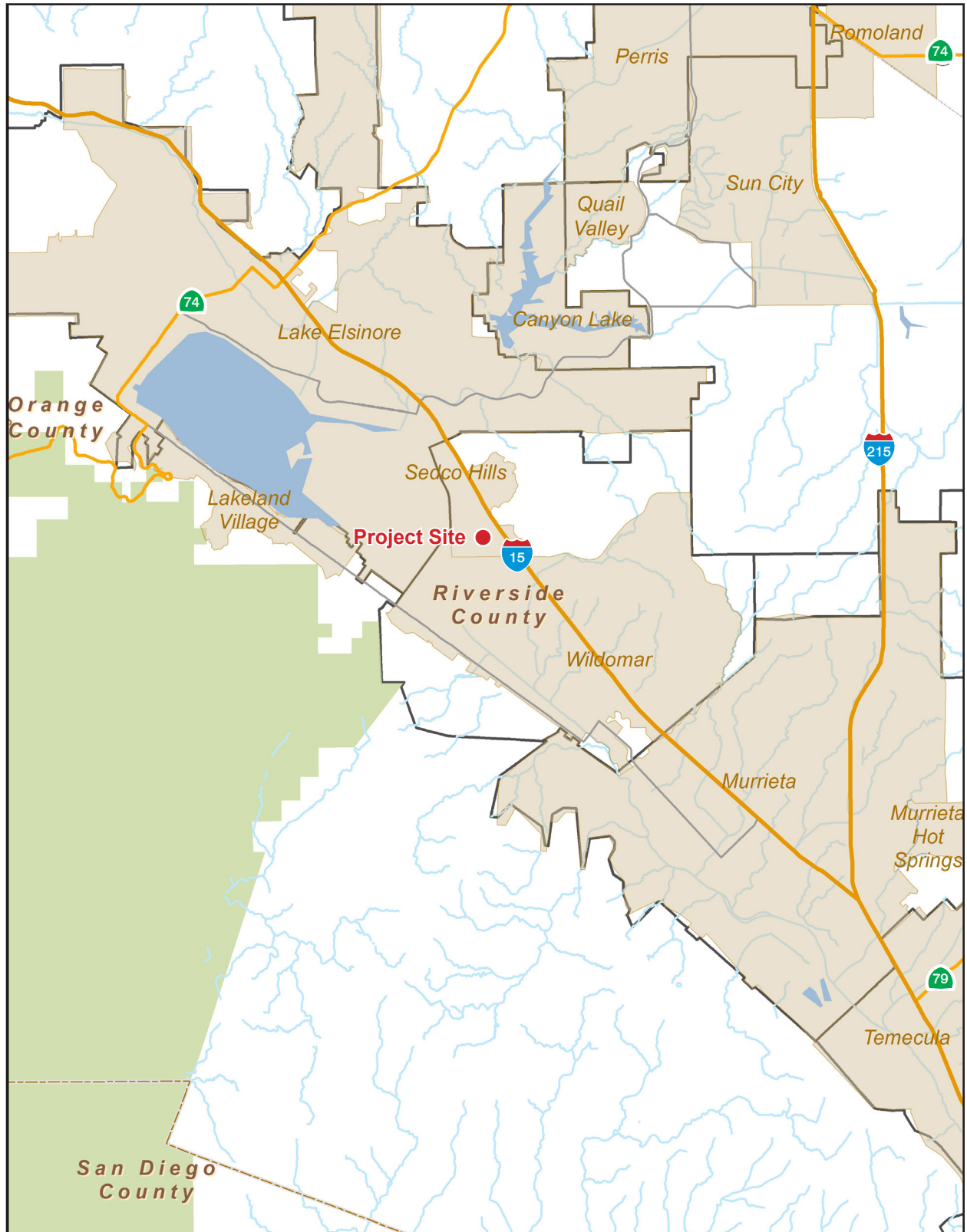
<p align="center"><b>Table 1</b> <b>Project Impact and Mitigation Summary</b></p>			
<b>Impact</b>	<b>Level of Significance without Mitigation</b>	<b>Mitigation Measure</b>	<b>Resulting Level of Significance</b>
		<p>whether the resources are historical resources, unique or non-unique archeological resources, and/or tribal cultural resources; and the method of preservation and/or recovery for the identified resources. If the archaeologist, in consultation with the tribes, determines the cultural resources to be either historic resources or unique archaeological resources, avoidance and/or mitigation will be required pursuant to and consistent with CEQA Guidelines Section 15064.5(c) and Public Resources Code Section 21083.2. Further ground disturbance shall not resume within the area of the discovery until the City, project applicant, project archaeologist, and consulting tribe(s) reach an agreement regarding the appropriate treatment of the cultural resources, which may include avoidance or appropriate mitigation. Pursuant to California Public Resources Code Section 21083.2(b), avoidance is the preferred method of preservation for archaeological and cultural resources. Work may continue outside of the buffer area and will be monitored by additional tribal monitors, if needed as determined by the project archaeologist and the consulting tribe(s).</p> <p><i>Timing/Implementation:</i> During any ground-disturbing construction activities</p> <p><i>Enforcement/Monitoring:</i> City of Wildomar Engineering Department and Planning Department</p> <p><b>TRI-5</b> In the event that cultural resources are discovered during the course of grading (inadvertent discoveries), the following shall be carried out for final disposition of the discoveries:</p>	

<p align="center"><b>Table 1</b> <b>Project Impact and Mitigation Summary</b></p>			
<b>Impact</b>	<b>Level of Significance without Mitigation</b>	<b>Mitigation Measure</b>	<b>Resulting Level of Significance</b>
		<ul style="list-style-type: none"> <li>a. The landowner(s) shall agree to relinquish ownership of all recovered tribal cultural resources to the consulting tribe(s), including sacred items and all artifacts, as part of the required treatment for impacts to cultural resources.</li> <li>b. One or more of the following treatment, in order of preference below, with (i) being the preferred treatment and (ii) being the secondary preferred treatment, shall be employed with the agreement of all parties. Evidence of such agreement shall be provided to the City: <ul style="list-style-type: none"> <li>i. Preservation in place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in place they were found with no development affecting the integrity of the resources.</li> <li>ii. On-site relocation to a preservation area shall be accomplished as requested by the consulting tribe(s). The preservation area location shall be governed by measures and provisions to protect the preservation area from any future impacts in perpetuity. Relocation shall not occur until all legally required cataloging and basic recordation have been completed. No recordation of sacred items is permitted without the written consent of the consulting tribe(s).</li> <li>iii. Only if (i) and (ii) above cannot be employed, curation shall be arranged with an appropriate qualified repository that meets federal standards per 36 CFR Part 79.</li> </ul> </li> </ul>	

<p align="center"><b>Table 1</b> <b>Project Impact and Mitigation Summary</b></p>			
<b>Impact</b>	<b>Level of Significance without Mitigation</b>	<b>Mitigation Measure</b>	<b>Resulting Level of Significance</b>
		<p>The cultural resources would be professionally curated and made available to other archeologists/researchers/tribal governments for further research and culturally appropriate use. The collections and associated records shall be transferred to a curation facility meeting the above federal standards to be accompanied by a curation agreement and payment of any fees necessary for permanent curation.</p> <p><i>Timing/Implementation:</i> During any ground-disturbing construction activities</p> <p><i>Enforcement/Monitoring:</i> <i>City of Wildomar Engineering Department and Planning Department</i></p>	
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 § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency	Potentially Significant	<b>TRI-1 through TRI-5</b>	Less than Significant

<b>Table 1</b> <b>Project Impact and Mitigation Summary</b>			
<b>Impact</b>	<b>Level of Significance without Mitigation</b>	<b>Mitigation Measure</b>	<b>Resulting Level of Significance</b>
shall consider the significance of the resource to a California Native American tribe.			
<b>Wildfire</b>			
Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?	Potentially Significant	<b>HAZ-1 and HAZ-2</b>	Less than Significant
Due to slope, prevailing winds, and other factors, would the project exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	Potentially Significant	<b>HAZ-1 and HAZ-2</b>	Less than Significant

Figure 1 - Regional Location  
1. Introduction



Note: Unincorporated county areas are shown in white.  
Source: ESRI, 2019

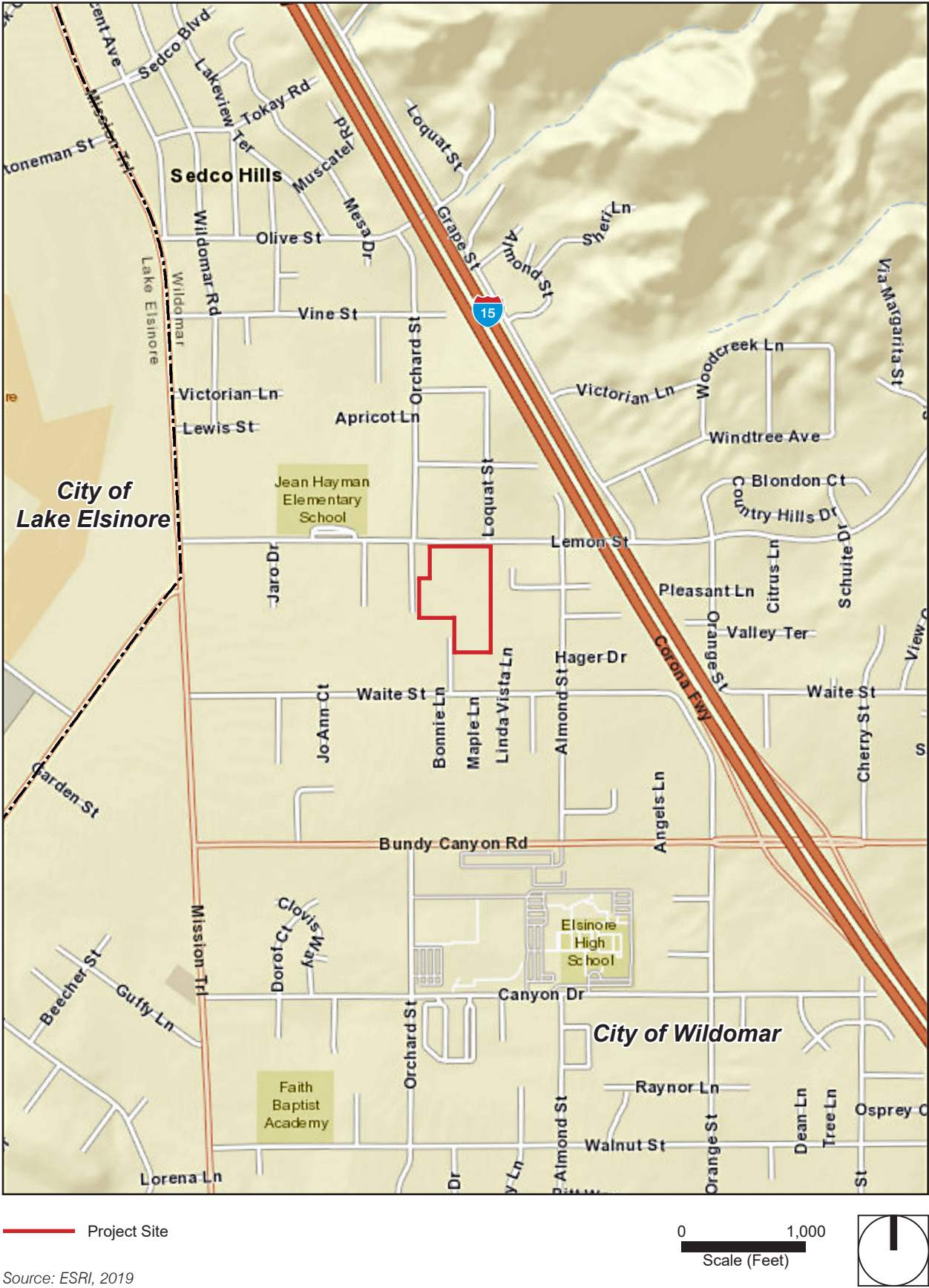
0 3  
Scale (Miles)



*This page intentionally left blank.*



Figure 2 - Local Vicinity  
1. Introduction



*This page intentionally left blank.*



Figure 3 - Aerial Photograph  
1. Introduction



— Project Site      — Assessor's Parcel Number (APN) Boundary

0 250  
Scale (Feet)

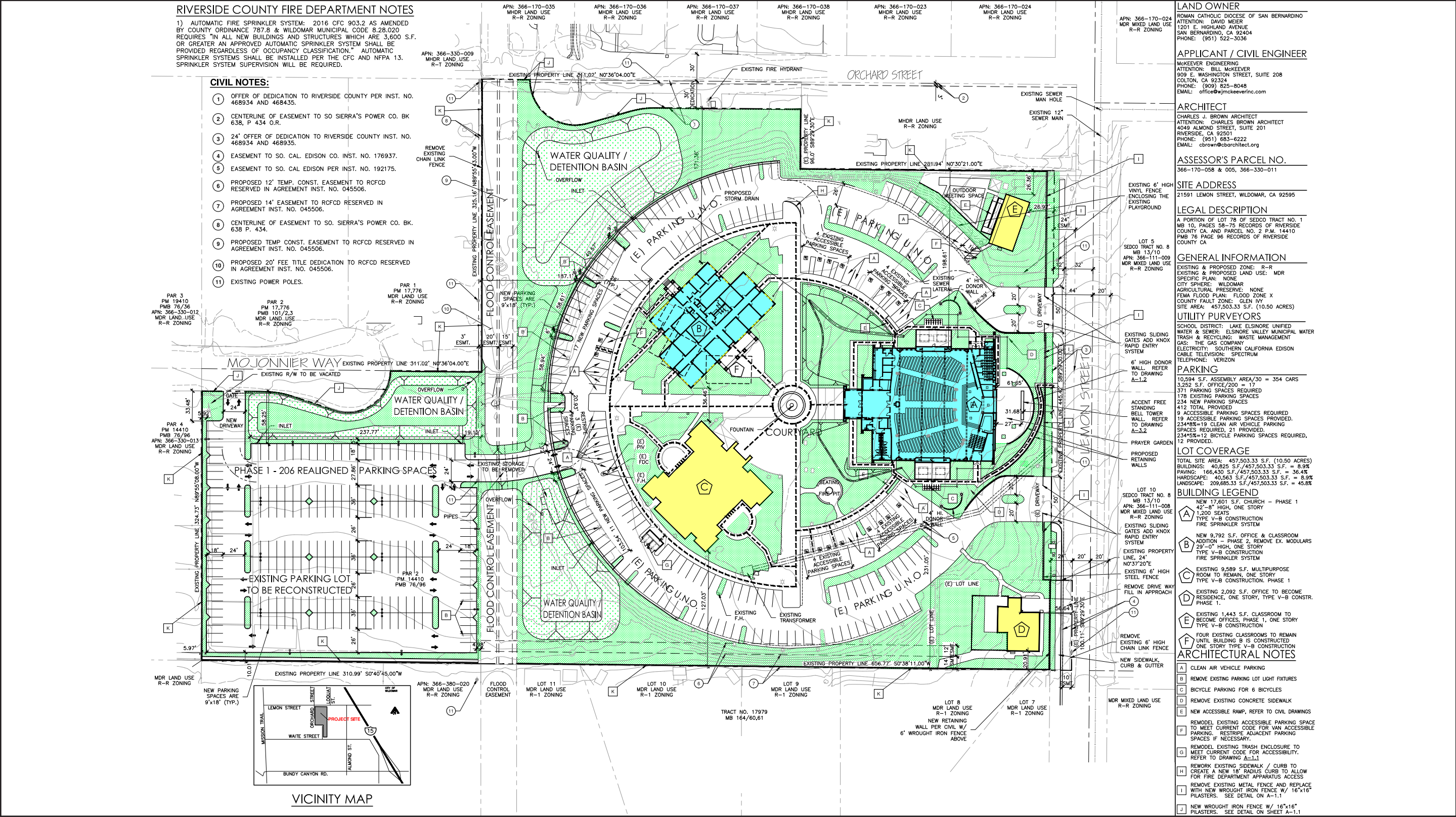


Source: Google Earth, 2019

*This page intentionally left blank.*



Figure 4 - Site Plan  
1. Introduction



*This page intentionally left blank.*

## V. ENVIRONMENTAL CHECKLIST FORM

### A. BACKGROUND

1. **Project Title:**

St. Frances of Rome Church (Planning Application No. 19-0017)

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

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

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

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

4. **Project Location:**

The project site encompasses APNs: 366-170-058, 366-170-005, and 366-330-011, and is located at 21591 Lemon Street in Wildomar, California

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

David Meier, Diocese of San Bernardino, Office of Construction and Real Estate, 1202 East Highland Avenue, San Bernardino, CA 92404

6. **General Plan Designation:**

Medium Density Residential (MDR)

7. **Zoning:**

R-R (Rural Residential)

8. **Description of Project:**

The proposed project includes the construction of a 17,601-square-foot church building with a seating capacity of 1,200 people (an increase of 303 seats from existing conditions); the conversion of the existing church building on the project site to a multi-purpose building; removal of existing modular classrooms; construction of a 9,792-square-foot office and classroom/meeting room building; and reconstruction of a parking lot with an additional 234 parking spaces. In total, the proposed project would result in an increase of 27,393 square feet of building area. **Figure 4**, Site Plan, shows a site plan of the proposed improvements. The new church building would include a bell wall; the bell would only sound on ceremonial occasions such as Easter and Christmas.

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

ADJACENT LAND USE, LAND USE DESIGNATION, AND ZONING			
Location	Current Land Use	General Plan Land Use Designation	Zoning
North	Single Family Residences	Medium Density Residential MDR)	R-R (Rural Residential)
South	Single Family Residences and Vacant	Medium Density Residential (MDR)	R-R (Rural Residential)

ADJACENT LAND USE, LAND USE DESIGNATION, AND ZONING			
Location	Current Land Use	General Plan Land Use Designation	Zoning
East	Single Family Residences	Medium High Density Residential (MHDR))	R-R (Rural Residential)
West	Single Family Residences	Medium Density Residential (MDR)	R-R (Rural Residential), R-1 (One Family Dwellings)

**10. Other Public Agencies Whose Approval May Be Required:**

- San Diego Regional Water Quality Control Board
- Elsinore Valley Municipal Water District
- Riverside County Flood Control and Water Conservation District

**11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?**

The City of Wildomar sent notice to tribes that have requested to be notified of projects pursuant to Assembly Bill (AB) 52 and Public Resources Code Section 21080.3.1. The City has completed consultations with the Pechanga Band of Luiseño Indians and Soboba Band of Luiseño Indians (please refer to section VI.18 of the Initial Study, Tribal Cultural Resources).



## B. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

- |  |   |  |
|--|---|--|
| <input type="checkbox"/> Aesthetics                      | <input type="checkbox"/> Agriculture and Forestry Resources | <input checked="" type="checkbox"/> Air Quality                        |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources      | <input type="checkbox"/> Energy  |
| <input checked="" type="checkbox"/> Geology/Soils        | <input type="checkbox"/> Greenhouse Gas Emissions           | <input checked="" type="checkbox"/> Hazardous and Hazardous Materials  |
| <input type="checkbox"/> Hydrology/Water Quality         | <input type="checkbox"/> Land Use/Planning                  | <input type="checkbox"/> Mineral Resources                             |
| <input type="checkbox"/> Noise                           | <input type="checkbox"/> Population/Housing                 | <input type="checkbox"/> Public Services                               |
| <input type="checkbox"/> Recreation                      | <input checked="" type="checkbox"/> Transportation          | <input checked="" type="checkbox"/> Tribal Cultural Resources          |
| <input type="checkbox"/> Utilities and Service Systems   | <input checked="" type="checkbox"/> Wildfire                | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

### C. DETERMINATION

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because of the incorporated mitigation measures and revisions in the project have been made by or agreed to by the project proponent. **A MITIGATED NEGATIVE DECLARATION will be prepared.**
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

#### City Representative

  
Matthew C. Bassi, Planning Director

10/17/19  
Date

#### Applicant

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

  
Diocese of San Bernardino, Applicant

10-17-19  
Date

## VI. ENVIRONMENTAL ANALYSIS

### 1. Aesthetics

Except as provided in Public Resources Code Section 21099, would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?			✓	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			✓	
c) In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? ( <i>Public views are those that are experienced from publicly accessible vantage point</i> ). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			✓	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			✓	

### DISCUSSION

a) **Less Than Significant Impact.** Scenic vistas and scenic backdrops in the project vicinity include views of the mountain ridgelines from approximately 4,000 feet above mean sea level (amsl) to 10,000 feet amsl. Views of the mountain ridgelines from the north, south, and east of the project site are generally obstructed by residences and trees; the Santa Ana Mountains to the west are visible above residences and trees.

The site is developed with a church building, office buildings, and modular classrooms. The tallest existing structure on the project site is the church building at approximately 25 feet in height. The proposed St. Frances of Rome Church building would be the tallest structure proposed on the project site at approximately 42 feet and 8 inches in height. The proposed new church would be constructed over existing landscaped area at the northern portion of the site and would reduce approximately 130 feet (horizontally) of westward views of the Santa Ana Mountains from the location of the new church. However, westward views are already impaired by residences and trees under existing conditions, and views of the ridgeline extend across the western boundary of the project site. Additionally, the church building would be terraced and would not impair views for the entire length of the church.

The proposed classrooms would be a similar in height to the existing modular classrooms and would be constructed west of the existing church building; therefore, construction of the classrooms would not significantly change westward views of the ridgeline near the existing church. Therefore, implementation of the proposed project would not have a substantial adverse effect on a scenic vista, and this impact is less than significant.

b) **Less Than Significant Impact.** The project site is currently developed as a church facility. Construction of the project would not require the removal of any tree, rock outcropping, or historic building that is recognized as a scenic resource, and the proposed buildings would not block any scenic view or resource. The nearest officially designated State Scenic Highway to the site is the eastern portion of State Route (SR) 74, approximately 26 miles east (Caltrans 2011). The I-15, approximately 945 feet east of the project site, is listed as an eligible State Scenic Highway, but is not officially designated (Caltrans 2011). Therefore, impacts to scenic resources within a State Scenic Highway would be less than significant.

c) **Less Than Significant Impact.** The project site is an urbanized area and has existing structures on the site. The surrounding area consists of vacant land, residences, and a vehicle and parts storage yard to the north; residences to the west; vacant land and residences to the south; and residences to the east. The existing church building would remain and be converted to a multi-purpose building. The proposed project would be compatible with existing development pattern and character on the project site as the improvements would beautify an existing church site. Additionally, the proposed improvements would be visually similar to the surrounding area; the proposed church and office and classroom building would be one story and would have a cream-colored stucco finish that would be similar to the earth tones of existing structures onsite and nearby residences. Furthermore, the proposed project would be designed in accordance with the City of Wildomar Design Standards and Guidelines and in consultation with City staff. Compliance with these standards would ensure that the proposed project would feature quality design and architecture and would be compatible with the character of the adjacent uses. The proposed project has been reviewed by the City of Wildomar for conformance with the City's standards and found acceptable. Therefore, implementation of the proposed project would not substantially degrade the existing visual character or quality of the site and its surroundings. This impact would be less than significant.

d) **Less Than Significant Impact.** The proposed project would result in construction of additional parking spaces that would result in an increase in glare from windshield reflection of parked vehicles and night time lighting for security purposes. The project improvements also would include glare from new building windows and interior/exterior lighting for church operation and nighttime security.

Sources of new and increased nighttime lighting and illumination include, but are not limited to, lights associated with vehicular travel (e.g., car headlights), street lighting, parking lot lights, and security-related lighting. Light pollution is regulated by Chapter 8.64, Light Pollution, of the Wildomar Municipal Code. The City's light pollution ordinance establishes limits on the types of fixtures and size of bulbs for all aspects of development. Compliance with the ordinance, which is verified as part of building permit application review and then prior to occupancy to ensure correct installation and operation, would result in a less than significant impact on nighttime light pollution. Consistent with the City's lighting standards (Municipal Code Section 8.64.090), all proposed exterior light fixtures must have full cutoff so that there is no light pollution created above the 90-degree plane of the light fixtures.

According to the photometric lighting plan (see **Appendix 1**), the proposed lighting improvements would not exceed 1 foot-candle outside of the project site boundary except at the southern and eastern portions of the proposed parking lot at the southeastern portion of the site, and at the northwestern portion. However, per Section 8.64.090, all light fixtures installed along the perimeter would include house-side shields to eliminate the spillover of light pollution onto streets and neighboring properties. The light fixtures would be reviewed on the development plan and verified during building and site inspections to ensure compliance with the ordinance. Compliance with the ordinance would not adversely affect day or nighttime views in the area, and the project would not contribute to night sky and would be in compliance with the Wildomar development standards. Therefore, this impact would be less than significant.

## **STANDARD CONDITIONS AND REQUIREMENTS**

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

## **MITIGATION MEASURES**

None required.

## **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:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				✓
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				✓
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))?				✓
d) Result in the loss of forest land or conversion of forest land to non-forest use?				✓
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				✓

## **DISCUSSION**

a) **No Impact** The project site, which is currently developed, is designated as Urban and Built-up according to the California Important Farmland Finder (DLRP 2016a). Therefore, the proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use, and no impact would occur.

b) **No Impact.** The project site is zoned R-R (Rural Residential) and is not zoned for agricultural use (Wildomar 2018). The project site is currently developed and is located on land not enrolled in a Williamson Act contract (DLRP 2016b). No impact would occur.

c) **No Impact.** The project site is developed and is zoned R-R. Project implementation would not cause rezoning of forestland or timberland. Therefore, no impact would occur.

d) **No Impact.** The project site does not contain forestland, nor is the project site zoned as forestland. The project site is developed, and implementation of the proposed project would not convert forestland to non-forest use or result in a loss of forestland. Therefore, no impact would occur.

e) **No Impact.** The project site is currently developed, and the proposed project would construct a new church building, convert the existing church building to a multi-purpose building, remove existing modular classrooms, construct a new office and classroom building, and add 234 additional parking spaces. The project site is zoned R-R and would not convert farmland or forest land to non-agricultural or non-forest land uses. Therefore, no impact would occur.

## **STANDARD CONDITIONS AND REQUIREMENTS**

None required.

## **MITIGATION MEASURES**

None required.

### 3. Air Quality

Issues, would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?			✓	
b) 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?			✓	
c) Expose sensitive receptors to substantial pollutant concentrations?		✓		
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			✓	

An Air Quality Assessment was prepared by Ldn Consulting, Inc. on June 3, 2019 (2019a) (see **Appendix 2.0**). The analysis was prepared to evaluate the potential for construction and operation of the proposed project to contribute to air quality.

#### DISCUSSION

a) **Less Than Significant Impact.** The project site is in the South Coast Air Basin (SoCAB), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD is required, pursuant to the federal Clean Air Act, to reduce emissions of criteria pollutants for which the basin is in nonattainment: ozone (O<sub>3</sub>), coarse particulate matter (PM<sub>10</sub>), and fine particulate matter (PM<sub>2.5</sub>). These are considered criteria pollutants because they are three of several prevalent air pollutants known to be hazardous to human health. (An area designated as nonattainment for an air pollutant is an area that does not achieve national and/or state ambient air quality standards for that pollutant.)

In order to reduce emissions of criteria pollutants for which the SoCAB is in nonattainment, the SCAQMD has adopted the 2016 Air Quality Management Plan (AQMP). The 2016 AQMP establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving state (California) and national air quality standards. The 2016 AQMP is a regional and multi-agency effort including the SCAQMD, the California Air Resources Board (CARB), the Southern California Association of Governments (SCAG), and the US Environmental Protection Agency (EPA). The 2016 AQMP pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including SCAG's 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy, updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts, defined in consultation with local governments and with reference to local general plans. The project is subject to the SCAQMD's AQMP.

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

- Consistency Criterion No. 1: The proposed project will not result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new violations, or delay the

timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

- Consistency Criterion No. 2: The proposed project will not exceed the assumptions in the AQMP based on the years of project buildout phase.

The violations to which Consistency Criterion No. 1 refers are the California ambient air quality standards (CAAQS) and the national ambient air quality standards (NAAQS). As evaluated under Issue b, below, the project will not exceed the short-term construction standards or long-term operational standards and in so doing will not violate any air quality standards. Thus, no impact would occur, and the project would be consistent with the first criterion.

Concerning Consistency Criterion No. 2, the AQMP contains air pollutant reduction strategies based on SCAG's latest growth forecasts; SCAG's growth forecasts were defined in consultation with local governments and with reference to local guidelines. Growth projections from local general plans adopted by cities in the district are provided to SCAG, which develops regional growth forecasts that are used to develop future air quality forecasts for the AQMP. Development consistent with the growth projections in the Wildomar General Plan is considered to be consistent with the AQMP.

The project site is currently designated as MDR and zoned R-R. The proposed development of a religious institution would comply with the municipal code (section 17.16.010), in which churches, temples, and other places of religious worship are permitted. Therefore, the proposed project would not result in an inconsistency with the current land use designation in the City's General Plan. The project is expected to result in an increase in the congregation but is not expected to add population growth in the region. The proposed improvements would not increase employees from the existing seven staff at the church; therefore, the improvements would not exceed the population or job growth projections used by the SCAQMD to develop the Air Quality Management Plan (projections were based on the General Plan land use designations for the project site), as the existing site is developed with a church and the improvements would continue to be consistent with the General Plan. Thus, based on the above, the proposed project would not result in an inconsistency with the SCAQMD AQMP. Therefore, the proposed project would not conflict with or obstruct implementation of any applicable air quality plan and would result in a less than significant impact.

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

#### Construction Emissions

Construction associated with the proposed project would generate short-term emissions of criteria air pollutants. The criteria pollutants of primary concern within the project area include ozone-precursor pollutants (i.e., Reactive Organic Gases [ROG] and Nitrogen Oxide [NOx]) and PM<sub>10</sub> and PM<sub>2.5</sub>. Construction-generated emissions are short term and of temporary duration, lasting as long as construction activities occur, but are considered a significant air quality impact if the volume of pollutants generated exceeds the SCAQMD's thresholds of significance.

Project emissions were calculated using the California Emissions Estimator Model version 2016.3.2 (CalEEMod). Construction results in the temporary generation of emissions resulting from site grading, motor vehicle exhaust associated with construction equipment and worker trips, and the movement of construction equipment, especially on unpaved surfaces. Emissions of airborne particulate matter are largely dependent on the amount of ground disturbance associated with site preparation activities as well



as weather conditions and the appropriate application of water. It was assumed that approximately 1,100 cubic yards of materials would be exported and would result in 109 haul trips.

The duration of construction activities associated with the proposed project is estimated to be approximately 364 working days. Construction-generated emissions associated with the project were calculated using the CARB-approved CalEEMod computer program, which is designed to model emissions for land use development projects based on typical construction requirements. See **Appendix 2.0** for more information regarding the construction assumptions used in this analysis. Predicted maximum daily construction-generated emissions for the proposed project are summarized in **Table 3-1, Construction-Related Emissions**.

**Table 3-1  
Construction-Related Emissions (Maximum Pounds per Day)**

Construction Year	Reactive Organic Gases (ROG)	Nitrogen Oxide (NO <sub>x</sub> )	Carbon Monoxide (CO)	Sulfur Dioxide (SO <sub>2</sub> )	PM <sub>10</sub> (Dust)	PM <sub>10</sub> (Exhaust)	PM <sub>10</sub> (Total)	PM <sub>2.5</sub> (Dust)	PM <sub>2.5</sub> (Exhaust)	PM <sub>2.5</sub> (Total)
2020 (lb/day)	2.33	5.68	22.41	0.04	6.72	0.06	6.77	3.41	0.06	3.46
SCAQMD Threshold (lb/day)	75	100	550	150	-	-	150	-	-	55
Exceed SCAQMD Threshold?	No	No	No	No	-	-	No	-	-	No
Notes: SCAQMD Rule 403 Fugitive Dust applied. The Rule 403 reduction/credits include the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; cover stock piles with tarps; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied. No mitigation was applied to construction equipment. Refer to Appendix 2.0 for Model Data Outputs.										
Source: CalEEMod version 2016.3.2.										

As shown in **Table 3-1**, all criteria pollutant emissions would remain below their respective thresholds and included in SCAQMD Rule 403. While impacts would be considered less than significant, the proposed project would also be subject to SCAQMD Rules 402 and 1113, to further reduce specific construction-related emissions.

The SCAQMD's Rule 402 prohibits a person from discharging from any source such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. Through compliance with the SCAQMD's Rule 402, no significant impact related to odors would occur during the ongoing operations of the proposed project. Rule 403 requires fugitive dust sources to implement Best Available Control Measures for all sources, and all forms of visible particulate matter are prohibited from crossing any property line. SCAQMD Rule 403 is intended to reduce PM<sub>10</sub> emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. The proposed project would also be subject to SCAQMD Rule 1113, which limits

the volatile organic compounds of architectural coatings used in the SoCAB, thus reducing the amount of ROG off-gassed as paint dries.

#### Operational Emissions

Project-generated emissions would be associated with motor vehicle use and area sources, such as the use of landscape maintenance equipment and architectural coatings. Emissions rates differ from summer to winter because weather factors are dependent on the season and these factors affect pollutant mixing, dispersion, ozone formation, and other factors. Operational activities associated with the proposed project would result in emissions of ROG, NO<sub>x</sub>, CO, sulfur oxide (SO<sub>x</sub>), PM<sub>10</sub>, and PM<sub>2.5</sub>. Operational emissions would be come from area sources, energy sources, and operational vehicle sources. Operational-source emissions are summarized in **Table 3-2**, Long-Term Operational Emissions.

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

<b>Source</b>	<b>Reactive Organic Gases (ROG)</b>	<b>Nitrogen Oxide (NO<sub>x</sub>)</b>	<b>Carbon Monoxide (CO)</b>	<b>Sulfur Dioxide (SO<sub>2</sub>)</b>	<b>Coarse Particulate Matter (PM<sub>10</sub>)</b>	<b>Fine Particulate Matter (PM<sub>2.5</sub>)</b>
<b>Summer Emissions</b>						
Area Source Emissions (lb/day)	0.660	0.000	0.030	0.000	0.000	0.000
Energy Emissions (lb/day)	0.026	0.239	0.201	0.001	0.018	0.018
Operational Vehicle Emissions (lb/day)	0.649	4.427	6.090	0.025	1.686	0.462
<b>Total with Design Features (lb/day)</b>	<b>1.336</b>	<b>4.667</b>	<b>6.321</b>	<b>0.026</b>	<b>1.704</b>	<b>0.481</b>
<b>SCAQMD Threshold</b>	<b>55</b>	<b>55</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
<b>Significant?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Winter Emissions</b>						
Area Source Emissions (lb/day)	0.660	0.000	0.030	0.000	0.000	0.000
Energy Emissions (lb/day)	0.026	0.239	0.201	0.001	0.018	0.018
Operational Vehicle Emissions (lb/day)	0.544	4.393	5.448	0.023	1.686	0.4625
<b>Total with Design Features (lb/day)</b>	<b>1.230</b>	<b>4.632</b>	<b>5.679</b>	<b>0.024</b>	<b>1.704</b>	<b>0.481</b>
<b>SCAQMD Threshold (lb/day)</b>	<b>55</b>	<b>55</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
<b>Significant?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
Source: CalEEMod version 2016.3.2. Refer to Appendix 2.0 for model outputs.						

As shown in **Table 3-2**, and according to the air quality report, operational impacts would not occur (Ldn 2019a). Therefore, regional operations emissions would result in a less than significant long-term regional air quality impact.

### Cumulative Short-Term Emissions

The SCAB is designated nonattainment for O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> for State standards and nonattainment for O<sub>3</sub> and PM<sub>2.5</sub> for Federal standards. As discussed above, the project construction-related emissions by themselves would not have the potential to exceed the SCAQMD significance thresholds for criteria pollutants. Since these thresholds indicate whether individual project emissions have the potential to affect cumulative regional air quality, project-related construction emissions would not be cumulatively considerable. The SCAQMD has developed strategies to reduce criteria pollutant emissions outlined in the AQMP pursuant to the federal Clean Air Act mandates. During construction, fugitive dust emissions would not exceed thresholds established by the SCAQMD; given this, no construction mitigation is required (Ldn 2019a).

SCAQMD rules, mandates, and compliance with adopted AQMP emissions control measures would also be imposed on construction projects throughout the air basin, which would include related projects. Compliance with SCAQMD rules and regulations would reduce the proposed Project construction-related impacts to a less than significant level. Therefore, project-related construction emissions, in combination with those from other projects in the area, would not substantially deteriorate the local air quality. Construction emissions associated with the proposed project would not result in a cumulatively considerable contribution to significant cumulative air quality impacts.

### Cumulative Long-Term Impacts

The SCAQMD has not established separate significance thresholds for cumulative operational emissions. The nature of air emissions is largely a cumulative impact. As a result, no single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. Instead, individual project emissions contribute to existing cumulatively significant adverse air quality impacts. The SCAQMD developed the operational thresholds of significance based on the level above which individual project emissions would result in a cumulatively considerable contribution to the SCAB's existing air quality conditions. Therefore, a project that exceeds the SCAQMD operational thresholds would also be a cumulatively considerable contribution to a significant cumulative impact.

As shown in **Table 3-2**, the proposed project operational emissions would not exceed SCAQMD thresholds. As a result, operational emissions associated with the proposed project would not result in a cumulatively considerable contribution to significant cumulative air quality impacts. Additionally, adherence to SCAQMD rules and regulations would alleviate potential impacts related to cumulative conditions on a project-by-project basis. Project operations would not contribute a cumulatively considerable net increase of any nonattainment criteria pollutant.

#### **c) Less Than Significant Impact with Mitigation Incorporated.**

### Localized Construction Impacts

The project site is surrounded by residential uses; residences are approximately 110 feet to the north, 80 feet to the east, 55 feet and residences adjacent to the property line to the west, and 25 feet and 70 feet to the south of the project site.

To identify impacts to sensitive receptors, the SCAQMD recommends addressing localized significance thresholds (LSTs) for construction and operational impacts. LSTs were developed in response to SCAQMD Governing Board's Environmental Justice Enhancement Initiative. The SCAQMD (2008) published its Final Localized Significance Threshold Methodology, recommending that certain air quality analyses include an assessment of both construction and operational impacts on the air quality of nearby sensitive receptors. The LST methodology assists lead agencies in analyzing localized impacts associated with Project-specific emissions.

CalEEMod calculates construction emissions based on the number of equipment hours and load factor for each piece of equipment, as shown in **Table 3-3**, Equipment-Specific Rates. The air quality analysis assumed the use of Tier IV diesel equipment during construction. To ensure that this equipment will be used, mitigation measure AQ-1 will be applied to the proposed project requiring the use of Tier IV diesel equipment during construction.

**Table 3-3**  
**Equipment-Specific Rates**

Construction Phase	Equipment Type	Equipment Quantity	Usage Hours	Horsepower	Load Factor
Site Preparation	Tractors/Loaders/Backhoes	3	8	97	0.37
Grading	Excavators	1	8	158	0.38
	Graders	1	8	187	0.41
	Rubber Tired Dozers	1	8	247	0.40
	Tractors/Loaders/Backhoes	3	8	97	0.37
Paving	Pavers	1	8	130	0.42
	Paving Equipment	2	6	132	0.36
	Rollers	2	6	80	0.38
Building Construction	Cranes	1	7	231	0.29
	Forklifts	3	8	89	0.20
	Generator Sets	1	8	84	0.74
	Tractors/Loaders/Backhoes	3	7	97	0.37
	Welders	1	8	46	0.45
Architectural Coating	Air Compressors	1	6	78	0.48
Source: CalEEMod version 2016.3.2. Refer to Appendix 2.0 for model outputs.					

The SCAQMD's methodology states that "off-site mobile emissions from the project should not be included in the emissions compared to LSTs." **Table 3-4**, On-Site Daily Emissions for Comparison to LSTs (Unmitigated), presents the results of daily onsite emissions during construction.

**Table 3-4**  
**On-Site Daily Emissions for Comparison to LSTs (Unmitigated)**

Pollutant	Project without Offsite Mobile Emissions (lb/day)	LST SRA 25 5-Acre (lb/day)	Significant?
CO (Construction)	55.26	1,965	No
CO (Operation)	0.23	1,965	No
PM <sub>10</sub> (Construction)	7.53	13	No

**Table 3-4**  
**On-Site Daily Emissions for Comparison to LSTs (Unmitigated)**

Pollutant	Project without Offsite Mobile Emissions (lb/day)	LST SRA 25 5-Acre (lb/day)	Significant?
PM <sub>10</sub> (Operation)	0.02	4	No
PM <sub>2.5</sub> (Construction)	3.59	8	No
PM <sub>2.5</sub> (Operation)	0.02	2	No
N <sub>x</sub> (Construction)	5.27	371	No
N <sub>x</sub> (Operation)	0.24	371	No
Source: CalEEMod version 2016.3.2. Refer to Appendix 2.0 for model outputs.			

**Table 3-4** shows that the emissions of these pollutants would not exceed thresholds; construction activities would result in a less than significant impact to LSTs.

#### Localized Operational Impacts

Per the requirements of SCAQMD's LSTs methodology, emissions for gases in attainment, such as NO<sub>2</sub> and CO, are calculated by adding emission impacts from the project development to the peak background ambient NO<sub>2</sub> and CO concentrations and comparing the total concentration to the most stringent ambient air quality standards (Ldn 2019a). The LSTs derived by SCAQMD are differentiated by Source Receptor, and the proposed project would be represented by SRA # 25 within the Lake Elsinore area; the 25-meter distance was utilized as the worst-case LST (Ldn 2019a).

According to the SCAQMD localized significance threshold methodology, LSTs apply to on-site sources. LSTs for receptors located at 25 meters in SRA 25 were utilized in this analysis. LSTs are only provided for 1-, 2-, and 5-acre sites. As the LSTs increase with site acreage, the 5-acre LST thresholds were used for the project site. The unmitigated LST emission thresholds are shown in **Table 3-5**, LST Emission Thresholds (5-Acre Site).

**Table 3-5**  
**LST Emission Thresholds (5-Acre Site)**

Pollutant	LST at 25 meters (lb/day)
CO	1,965
PM <sub>10</sub> (Construction)	13
PM <sub>10</sub> (Operation)	4
PM <sub>2.5</sub> (Construction)	8
PM <sub>2.5</sub> (Operation)	2
NO <sub>2</sub> (Corrected utilizing NO <sub>2</sub> /NO <sub>x</sub> Ratio Construction and Operation)	371
Source: CalEEMod version 2016.3.2. Refer to Appendix 2.0 for model outputs.	

As shown in **Tables 3-4** and **3-5**, the LST emission thresholds during operation would be 4 lb/day for PM<sub>10</sub> and 371 lb/day for NO<sub>x</sub>, which would not exceed SCAQMD's thresholds. Therefore, the project would not result in significant concentrations of pollutants at nearby sensitive receptors and operational LST impacts would be less than significant.

#### Carbon Monoxide Hotspots

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

Accordingly, with the steadily decreasing CO emissions from vehicles, even very busy intersections do not result in exceedances of the CO standard. The 2016 AQMP is the most recent version that addresses CO concentrations. As part of the SCAQMD CO Hotspot Analysis, the Wilshire Boulevard/Veteran Avenue intersection—one of the most congested intersections in Southern California with an average daily traffic (ADT) volume of approximately 100,000 vehicles per day—was modeled for CO concentrations. This modeling effort identified a CO concentration high of 4.6 ppm, which is well below the 35-ppm federal standard. The proposed project considered herein would not produce the volume of traffic required to generate a CO hot spot in the context of SCAQMD's CO Hotspot Analysis. Because CO hotspots were not experienced at the Wilshire Boulevard/Veteran Avenue intersection even though it accommodates 100,000 vehicles daily, it can be reasonably inferred that CO hotspots would not be experienced at any vicinity intersections resulting from 300 additional Saturday and 367 Sunday vehicle trips attributable to the project (see **Appendix 13.0**).

#### Construction-Related Diesel Particulate Matter

Construction would result in the emission of diesel particulate matter (DPM) from off-road diesel equipment. The amount to which receptors are exposed (a function of concentration and duration of exposure) is the primary factor used to determine health risk (i.e., potential exposure to TAC emission levels that exceed applicable standards). Health-related risks associated with diesel-exhaust emissions are primarily linked to long-term exposure and the associated risk of contracting cancer.

The use of diesel-powered construction equipment would be temporary and episodic. The duration of exposure would be short, and exhaust from construction equipment dissipates rapidly. Current models and methodologies for conducting health risk assessments are associated with longer-term exposure periods of 9, 30, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities. The closest sensitive receptors are located approximately 25 feet from the property boundary.

California Office of Environmental Health Hazard Assessment has not identified short-term health effects from DPM. Construction is temporary and would be transient throughout the site (i.e., move from location to location) and would not generate emissions in a fixed location for extended periods of time. Construction would be subject to and would comply with California regulations limiting the idling of heavy-duty construction equipment to no more than 5 minutes to further reduce nearby sensitive receptors' exposure to temporary and variable DPM emissions. For these reasons, DPM generated by construction activities, in and of itself, would not expose sensitive receptors to substantial amounts of air toxics, and the Project would have a less than significant impact.

**d) Less Than Significant Impact.**

Potential odors could arise from the diesel construction equipment used on-site, as well as from architectural coatings and asphalt off-gassing. Odors generated from the referenced sources are common in an urban environment and are not known to be substantially offensive to adjacent receptors. Additionally, odors generated during construction activities would be temporary and would disperse rapidly.

The SCAQMD CEQA Air Quality Handbook identifies certain land uses as sources of odors. These land uses include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. The proposed project would not include land uses identified by the SCAQMD as odor sources. Therefore, the project would result in no impact with regard to odor.

**STANDARD CONDITIONS AND REQUIREMENTS**

**None required.**

**MITIGATION MEASURES**

**AQ-1** To ensure that the design feature of the project assumed in the air quality analysis is applied to the project, the improvements would be constructed using only Tier IV diesel construction equipment.

#### 4. Biological Resources

Issues: Would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				✓
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				✓
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?				✓
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?		✓		
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			✓	
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?			✓	

A Multiple Species Habitat Conservation Plan (MSHCP) General Biological Resources Habitat Assessment and Compliance Analysis was prepared for the project by Hernandez Environmental Services (HES) and Brian F. Smith and Associates (BSFA), Inc., on March 29, 2019, and is included as **Appendix 3.0** of this report (HES and BSFA 2019a). The report analyzes how the proposed project would comply with the Western Riverside County MSHCP for impacts to riparian/riverine resources. Additionally, a Jurisdictional Delineation report was prepared for the project site by HES and BSFA on March 27, 2019 (HES and BSFA 2019b). The Jurisdictional Delineation report provides mapped jurisdictional features on the project site and is included as **Appendix 4.0** of this report (HES and BSFA 2019b).

#### DISCUSSION

**a) No Impact.** The project site is developed with asphalt and buildings and contains ruderal vegetation and trees throughout the site. According to the MSHCP Consistency Analysis, the project site is not within designated survey areas for any special-status wildlife species associated with riparian/riverine habitat,



as listed in Section 6.1.2 of the MSHCP, is not within a predetermined survey area for burrowing owl, amphibians, or mammals, and does not contain soils known to be associated with listed or sensitive plant species (see **Appendix 3.0**). There is no native or suitable habitat for sensitive species onsite due to the project site's developed nature and its location in an urbanized area. Therefore, impacts to sensitive species, either directly or indirectly through habitat modification, would not occur.

**b) No Impact.** The project is entirely developed and is frequently disturbed in an urban environment. Occurrences of the following sensitive natural communities are listed in the Lake Elsinore quadrangle on the California Natural Diversity Database maintained by the California Department of Fish and Wildlife (CDFW): Southern Coast Live Oak Riparian Forest, Southern Cottonwood Willow Riparian Forest, and Southern Sycamore Alder Riparian Woodland (CDFW 2018). However, there are no sensitive natural communities or riparian habitat onsite. According to the Jurisdictional Delineation report, there is no riparian habitat or ephemeral drainages that would be considered CDFW jurisdictional drainage features onsite (see **Appendix 4.0**) because the project site is entirely developed and frequently disturbed by human activity; therefore, no impacts would occur.

**c) No Impact.** The project site is developed with buildings, asphalt, and landscaping. According to the Jurisdictional Delineation report, there are no wetland or vernal pools or ephemeral drainages that would be considered CDFW jurisdictional drainage features onsite. The nearest wetland is a freshwater pond approximately 0.65 mile east of the project site (USFWS 2018). Therefore, the proposed project would not have an adverse effect on wetlands, and no impact would occur.

**d) Less Than Significant Impact with Mitigation Incorporated.** Wildlife corridors refer to established migration routes commonly used by resident and migratory species for passage from one geographic location to another. Movement corridors may provide favorable locations for wildlife to travel between different habitat areas, such as foraging sites, breeding sites, cover areas, and preferred summer and winter range locations. They may also function as dispersal corridors allowing animals to move between various locations within their range. The trees onsite could be used for nesting by birds protected under the California Fish and Game Code Sections 3503 et seq. In compliance with the California Fish and Game Code, birds and their active nests are protected. Removal of trees onsite would occur outside the nesting season, prior to February 15 or after August 15. If construction of the proposed improvements would occur within avian nesting season there would be potential for disturbing or destroying active nests. Therefore, per mitigation measure **BIO-1**, a preconstruction nesting bird survey is required prior to any ground disturbance during the nesting season.

**e) Less Than Significant Impact.** The City Wildomar Municipal Code Section 12.08.050, Tree Removal, states that severely trimming or removing trees within the right-of-way can only be performed after obtaining a permit from the Transportation Director. The project site contains ornamental trees but no trees in the public right of way of Lemon Street. The City of Wildomar Municipal Code sets fees for tree removal (Municipal Code Section 3.44.260). Payment of all fees is required as a standard condition of approval. While there are no trees in the public right-of-way affected by the project, if trees were to grow in later phases, the City's municipal code would apply, and the project would comply with the adopted ordinance. Impacts associated with the proposed project would be less than significant.

**f) Less Than Significant Impact.** The Western Riverside MSHCP is a habitat conservation plan and natural community conservation plan to which the City of Wildomar is a permittee (i.e., signatory). The project site is located in the Elsinore Area Plan of the MSHCP, but it is not located in a Criteria Cell (WRCRCA 2003). Since the site is not located in a Criteria Cell, there are no conservation requirements on the property. Furthermore, the project site is developed and disturbed with buildings and a parking lot, and has paid their mitigation fees in accordance with Wildomar Municipal Code Section 3.42.080.

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

#### **STANDARD CONDITIONS AND REQUIREMENTS**

1. As required by Section 3.42.070 of the Wildomar Municipal Code, the project applicant is required to submit fees (or show evidence of prior payment) to the City in accordance with the requirements of the Western Riverside County Multiple Species Habitat Conservation Plan Mitigation Fee.
2. As required by Section 3.43.070 of the Wildomar Municipal Code, the project applicant is required to submit fees (or show evidence of prior payment) to the City in accordance with the requirements of the Stephens' Kangaroo Rat Habitat Conservation Plan Mitigation Fee Area.
3. As required by Section 12.08.050 of the Wildomar Municipal Code, any future trees planted in the right-of-way that would require removal or severe trimming must obtain a permit from the Transportation Director. Municipal Code Section 3.44.260, Tree Removal Fees, requires that the appropriate fee be paid in order to remove trees.

#### **MITIGATION MEASURES**

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

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

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

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

## 5. Cultural Resources

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

A Cultural Resources Assessment was prepared by Brian F. Smith and Associates, Inc. on June 19, 2018 (see **Appendix 5.0**). Note that as of January 2019, Tribal Cultural Resources impacts are discussed in Section 18 of this Initial Study.

### DISCUSSION

a) **No Impact.** Section 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 lead agency. Generally, a resource is considered to be “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; or
- iv. Has yielded, or may be likely to yield, information important in prehistory or history.

The project site is currently developed with a church building and modular classrooms. According to the Cultural Resources Assessment, the project site does not contain structures listed in the National Register Historic Places Index, the Archaeological Determinations of Eligibility, or the Historic Property Data File (Brian F. Smith and Associates, Inc. 2018). Additional archival research indicates that two buildings were located within the northern portion of the site during the mid-twentieth century but were removed when the property was developed for the church campus (Brian F. Smith 2018). As the project site does not contain eligible or designated historic resources and no historic were discovered as a result of the survey, project development would not damage historic resources. Therefore, no impact would occur.

b) **Less Than Significant Impact with Mitigation Incorporated.** Archaeological resources are prehistoric or historic evidence of past human activities, including structural ruins and buried resources. According to the Cultural Resources Assessment, the archaeological investigation of the project site included a review of an archaeological records search performed by Brian F. Smith and Associates, Inc. at the Eastern Information Center (EIC) at the University of California at Riverside. The EIC records search indicated that 12 cultural resource properties are located within one mile of the project site; however, no resources have

been recorded within the project site. Furthermore, the EIC records also indicated that there has been a total of 33 cultural resource studies conducted within a one-mile radius of the project site, none of which include the project site. According to the Cultural Resources Assessment, given that no archaeological sites, features, or artifacts have been identified within the project site and because the site was previously developed for construction of the existing buildings, landscape, and hardscape, the likelihood for discovery of archaeological resources is low. Nonetheless, because the project would involve excavation for building footings and utility connections, there is some possibility that prehistoric and/or historic archaeological resources could be buried in site soils and could be damaged by project ground-disturbing activities. Mitigation measures **TRI-1** through **TRI-5** (see VI. 19, Tribal Cultural Resources) would ensure that any archaeological resources discovered on site would be properly managed by having a qualified archaeologist to monitor construction and grading activities, complying with the provisions outlined in the Tribal Cultural Resource Treatment and Monitoring Agreement, and halting construction within 50 feet of discovered resources in the event that they are uncovered and would reduce impacts to a less than significant level.

c) **Less Than Significant Impact with Mitigation Incorporated.** The proposed project would involve grading and excavation below the surface. California Health and Safety Code Section 70520.5 requires that in the event that human remains are discovered within the project site, disturbance of the site shall halt and remain halted until the coroner has conducted an investigation into the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes or has reason to believe the human remains to be those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. The project would comply with existing law, and potential impacts to human remains would be less than significant with the implementation of mitigation measure **CUL-1**.

#### **STANDARD CONDITIONS AND REQUIREMENTS**

None required.

#### **MITIGATION MEASURES**

**CUL-1** If human remains are encountered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the county coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within 24 hours. Subsequently, the Native American Heritage Commission shall identify the most likely descendant and notify them of discovery. The most likely descendant shall then make recommendations and engage in consultations concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.

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

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

## 6. Energy

Issues, would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			✓	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			✓	

### a) Less Than Significant Impact.

#### Construction

During construction, the project would consume energy in two general forms: (1) the fuel energy consumed by construction vehicles and equipment; and (2) bound energy in construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Construction of the proposed project would require the use of construction equipment for grading, hauling, and building activities. Equipment proposed for these types of activities is included in **Table 3-3**, in section VI.3, Air Quality, above. As a condition of the proposed project discussed in section VI.3, Air Quality, Tier IV diesel construction equipment will be used during construction. Electricity use during construction would vary during different phases of construction—the majority of construction equipment during removal of the modular classrooms and grading would be gas powered or diesel powered, and the later construction phases would require electricity-powered equipment, such as interior construction and architectural coatings. Construction also includes the vehicles of construction workers traveling to and from the project site and haul trucks for the export of materials from site clearing and the export and import of soil for grading.

The surrounding area is already served by electricity provided by Southern California Edison (SCE) and natural gas infrastructure provided by the Southern California Gas Company. The proposed project would connect to the existing lines that connect to the project site. Adequate infrastructure capacity in the vicinity of the site would be available to accommodate the electricity and natural gas demand for construction activities and would not require additional or expanded infrastructure.

The construction contractors would minimize idling of construction equipment during construction as required by state law (see section VI.3, Air Quality), and reduce construction waste by recycling. These required practices would limit wasteful and unnecessary electrical energy consumption. Furthermore, there are no unusual project characteristics that would necessitate the use of construction equipment that would be less energy efficient than at comparable construction sites in other parts of the state. Therefore, the proposed short-term construction activities would not result in inefficient, wasteful, or unnecessary fuel consumption.

## **Transportation**

Transportation energy use depends on the type and number of trips, vehicle miles traveled, fuel efficiency of vehicles, and travel mode. Transportation energy use during construction would come from the transport and use of construction equipment, delivery vehicles and haul trucks, and construction employee vehicles that would use diesel fuel and/or gasoline. The use of energy resources by these vehicles would fluctuate according to the phase of construction and would be temporary. The majority of construction equipment during removal of the modular classrooms and grading would be gas powered or diesel powered, and the later construction phases would require electricity-powered equipment. Impacts related to transportation energy use during construction would be temporary and would not require expanded energy supplies or the construction of new infrastructure. Impacts would not be significant.

## **Operation**

Operational use of energy would include heating, cooling, and ventilation of buildings; water heating; operation of electrical systems, security, and control center functions; use of on-site equipment and appliances; and indoor, outdoor, perimeter, and parking lot lighting. Additionally, the facilities would operate as a church and office and classroom building and would not result in an excessive consumption of energy compared to other uses allowed within the R-R zone.

## **Electricity**

According to the Greenhouse Gas Emissions Assessment prepared for the proposed project, operation of the proposed improvements would result in an increased energy demand of approximately 314,930 kWh or 0.31 gigawatt hour (GWh) (see **Appendix 8.0**). In 2017, the latest year for which data are available, SCE provided over 85,879 GWh of electricity to its customers. Therefore, energy demand as a result of operation of the improvements would be less than 0.001 percent of the annual service area demand.<sup>1</sup> In addition, because the proposed project is subject to the more stringent 2016 Title 24 standards and would also exceed energy efficiency code requirements through project design, the project's electricity demand could potentially be lower than projected. Project development would not require SCE to obtain new or expanded electricity supplies, and impacts would be less than significant.

## **Natural Gas**

The project would construct new facilities at the project site that would result in an increase in gas demands. According to the US Energy Information Administration, religious worship land uses would result in a natural gas demand of 28.1 cubic feet per square foot (EIA 2016); parking lots do not generate demand for natural gas. Therefore, the proposed 17,601-square-foot church would result in a natural gas demand of 494,588.1 cubic feet per year or 0.49 million cubic feet (Mcf) of natural gas per year. SoCalGas's forecast demand is expected to decrease at an average rate of 1.4 percent per year from 6,072 MMcf per day in 2016 to 4,626 MMcf/day by 2035 (CGEU 2016). At project buildout (2020), daily average supply within SoCalGas's service area is estimated to be 5,645 MMcf/day (CGEU 2016). Therefore, the annual gas needs for operation of the proposed improvements would be less than 0.001 percent of the daily gas supply for the SoCalGas's service area.<sup>2</sup> Therefore, project development would not require SDGE to obtain new or expanded gas supplies, and impacts would be less than significant.

---

<sup>1</sup> 0.31 GWh (project demand) / 87,879 GWh (SCE service area demand) = 0.0000035 = 0.00035 percent

<sup>2</sup> 5,360 MMcf per day x 365 days = 1,956,400 MMcf year = 0.49 MMcf / 1,956,400 MMcf = 0.00000025 or 0.000025 percent.

## Renewable Energy

Project development would not interfere with achievement of the 60 percent Renewable Portfolio Standard set forth in SB 100 for 2030 or the 100 percent standard for 2045. These goals apply to SCE and other electricity retailers. As electricity retailers reach these goals, emissions from end user electricity use will decrease from current emission estimates.

## Vehicle Miles Traveled and Fuel Consumption

Transportation energy use depends on the type and number of trips, vehicle miles traveled (VMT), fuel efficiency of vehicles, and travel mode. Transportation energy used during operation of the site would come from delivery, employee, and visitor vehicles that would use diesel fuel and/or gasoline. The use of energy resources by these vehicles would be temporary and would fluctuate throughout the lifespan of the project. According to the Traffic Assessment Letter prepared for the proposed project (see **Appendix 13**), the project would generate an increase of 300 average daily trips from existing conditions on Saturdays with 133 AM peak hour trips, and 367 average daily trips on Sundays with 164 AM peak hour trips.

The CalEEMod program estimates average trips associated with commercial and employment land uses. The VMT estimate was 14.7 miles for commercial-customer and commercial-work trips. CARB publishes the EMFAC2017 Web Database, which was used to calculate fuel consumption for the project-generated VMT for the buildout year of 2020. The database search was limited to Riverside County and assumed the 2020 calendar year and light-duty private vehicles with a range of model years and fuel types. **Table 6-1, Operation-Related Vehicle Fuel and Energy Usage**, shows the calculated VMT and fuel consumption based on the project-generated trips.

**Table 6-1**  
**Operation-Related Vehicle Fuel and Energy Usage**

Year	Gas		Diesel		CNG		Electricity	
	VMT	Gallons	VMT	Gallons	VMT	Gallons	VMT	kWh
<b>Proposed Project</b>	180,046	6,942	21,609	2,508	192	57	1,268	424
<b>Total</b>	<b>180,046</b>	<b>6,942</b>	<b>21,609</b>	<b>2,508</b>	<b>192</b>	<b>57</b>	<b>1,268</b>	<b>424</b>

Notes: The full calculations are in Appendix 6 of the MND.

The gas consumption estimates in Table 6-1 would be a conservative figure, because as fuel efficiency in passenger cars increases and electric vehicle use expands, fuel usage will decrease. The calculated fuel use represents less than 0.01 percent of the total fuel usage for light vehicles in the region over the same year in 2020 (548 million gallons) (see **Appendix 6.0**). This increase in fuel usage represents a conservative estimate, with the real use likely being less than calculated. Additionally, the calculated VMT represents less than 0.01 percent of the total VMT in the region over the same year in 2020 (14.1 billion VMT). The 0.01 percent increase in VMT associated with this project is considered negligible when compared to the region as a whole. Therefore, the project would not result in a significant use of energy, and a less than significant impact would occur.

b) **Less Than Significant Impact.** The City of Wildomar is within SCAG's 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. As

identified later in **Table 8-2**, energy and mobile source emissions are the most potent contributors of GHG emissions by the proposed project.

The RTP/SCS sets forth a development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, would reduce GHG emissions from transportation (excluding goods movement). The RTP/SCS is meant to provide individual jurisdictions with growth strategies that, when taken together, achieve the regional GHG emissions reduction targets. Specifically, the SCS distributes growth forecast data to transportation analysis zones for the purpose of modeling performance. As discussed in section VI.8, Greenhouse Gas Emissions, below, the proposed project would not result in any significant impacts or interfere with SCAG's ability to achieve the region's post-2020 mobile source GHG reduction targets.

The City of Wildomar does not have its own renewable energy plan; however, the City does encourage the use of renewable energy via solar panels, recycling, etc. The proposed project would be subject to 2016 Title 24, Part 6, standards, which sets standards that improve energy efficiency of newly constructed buildings. Additionally, all contractors and waste haulers are required to comply with the Countywide Integrated Waste Management Plan, which requires a minimum diversion of 50 percent of waste project materials from disposal. Therefore, the project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

#### **STANDARD CONDITIONS AND REQUIREMENTS**

None required.

#### **MITIGATION MEASURES**

None required.



## 7. Geology and Soils

Issues, would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
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.		✓		
ii) Strong seismic ground shaking?			✓	
iii) Seismic-related ground failure, including liquefaction?				✓
iv) Landslides?				✓
b) Result in substantial soil erosion or the loss of topsoil?		✓		
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?		✓		
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			✓	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				✓
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		✓		

LandMark Consultants, Inc. prepared a Geotechnical report (April 2016) for the proposed project included as **Appendix 7.0** of this Initial Study.

## DISCUSSION

a)

i) **Less Than Significant Impact with Mitigation Incorporated.** According to the geotechnical report prepared by LandMark Consultants (see **Appendix 7.0**), the nearest mapped Earthquake Fault Zone is the Elsinore-Temecula fault, located approximately 1.5 miles southwest of the project site (LandMark 2016). Riverside County fault maps indicate that the nearest Riverside County-mapped fault is the Glen Ivy segment of the Elsinore Zone, located approximately 0.2 mile southwest of the project site; however, as provided in the geotechnical report and the Wildomar GIS database, the southwest portion of the project site lies within the County Fault zone boundary and may require additional evaluation (LandMark 2016). Surface fault rupture is considered to be unlikely at the project site because of the well-delineated fault lines through the French Valley, which is located to the east/northeast of the Elsinore-Temecula Trough and to the south of Perris Plain within the Peninsular Ranges geomorphic province. However, because of the high tectonic activity and deep alluvium of the region, the geotechnical report cannot preclude the potential for surface rupture on undiscovered or new faults that may underlie the site (LandMark 2016). Therefore, the project would incorporate mitigation measure **GEO-1**, which would require the proposed project to comply with the recommendations of the geotechnical report. Some of the recommendations include ensuring that all exterior and interior foundations be embedded a minimum of 18 inches below the building support pad or lowest adjacent final grade (whichever is deeper) (LandMark 2016). Compliance with the recommendations of the geotechnical report would ensure that impacts are less than significant with mitigation incorporated.

ii) **Less Than Significant Impact.** The primary seismic hazard at the project site is the potential for strong ground shaking earthquakes along the Temecula Segment of the Elsinore Zone (LandMark 2016). The project site is located in the seismically active area of southern California and the site structures are subject to strong ground shaking due to potential fault movements along the San Andreas fault (LandMark 2016). Foundation movement under the estimated static loadings and seismic site conditions are estimated to not exceed  $\frac{3}{4}$  inch (LandMark 2016). Engineered design and earthquake-resistant construction are the common solutions to increase safety and development of seismic areas. In accordance with state law and the City of Wildomar Municipal Code section 15.12.010, the design of the proposed improvements would comply with the latest edition of the California Building Code (CBC) and ensure that impacts are reduced to less than significant.

iii) **Less Than Significant Impact.** According to the Geotechnical Report, liquefaction is unlikely to be a potential hazard at the site because of the absence of shallow groundwater. Groundwater was not discovered at depths greater than 50 feet (the maximum depth that liquefaction is known to occur) (LandMark 2016). Therefore, no impact would occur.

iv) **No Impact.** According to the Geotechnical Report and from observations of aerial views of the project site, the hazard of landsliding is unlikely due to the regional planar topography. No ancient landslides are shown on geologic maps of the region, and no indications of landslides were observed during the site investigation (LandMark 2016). Therefore, no impact would occur.

b) **Less Than Significant Impact with Mitigation Incorporated.** Construction of the proposed project may result in soil erosion because grading and construction can loosen surface soils and make soils susceptible to the effects of wind and water movement across the surface. The City routinely requires the submittal of detailed erosion control plans with any grading plans. Additionally, construction activities related to the proposed project would be subject to compliance with the CBC and would include best management practices (BMPs). Best management practices may include but are not limited to covering of the disturbed or stockpiled soil, use of a dust-inhibiting material, landscaping, use of straw and jute to slow and

channelize stormwater runoff, hydroseeding, and grading in a pattern than slows stormwater flow and reduces the potential for erosion. Compliance with BMPs is required by the federal and state Clean Water acts.

Additionally, since this project involves clearing, grading, or excavation that causes soil disturbance of one or more acres, it is subject to the provisions of the National Pollutant Discharge Elimination System (NPDES) State General Permit (Order No. R8-2010-0033). Furthermore, the project would be required to prepare and comply with an approved stormwater pollution prevention plan (SWPPP) that provides a schedule for the implementation and maintenance of erosion control measures and a description of the erosion control practices, including appropriate design details and a time schedule. The SWPPP would consider the full range of erosion control BMPs, including any additional site-specific and seasonal conditions. The State General Permit also requires that those implementing SWPPPs meet prerequisite qualifications that would demonstrate the skills, knowledge, and experience necessary to implement such plans. NPDES requirements would significantly reduce the potential for substantial erosion or topsoil loss to occur in association with new development. Additionally, as part of the approval process, prior to grading plan approval, the project applicant will be required to comply with Wildomar Municipal Code Chapter 13.12, Stormwater Drainage System Protection, which establishes requirements for stormwater and non-stormwater quality discharge and control that require new development or redevelopment projects to control stormwater runoff by implementing appropriate BMPs to prevent the deterioration of water quality. As indicated by the geotechnical report, cut and fill would be required for the site, and that would disturb the site topsoil. The displacement of soil through cut and fill would be controlled by chapter 33 of the 2016 California Building Code relating to grading and excavation, other applicable building regulations, and standard construction techniques. Therefore, compliance with the recommendations of the geotechnical report for cut and fill during construction (mitigation measure **GEO-1**) would reduce impacts to less than significant.

As part of the approval process, prior to grading plan approval, the project applicant will be required to comply with chapter 13.12, Stormwater and Drainage System Protection, of the Wildomar Municipal Code. Water quality features intended to reduce construction-related erosion impacts will be clearly denoted on the grading plans for implementation by the construction contractor. For a discussion of erosion and runoff impact post-construction, see section VI.9, Hydrology and Water Quality.

Compliance with the CBC and the NPDES would minimize effects from erosion. Additionally, compliance with Wildomar Municipal Code Chapter 13.12 and NPDES requirements would result in less than significant impacts related to soil erosion. Therefore, project impacts to erosion and topsoil would be mitigated to less than significant.

c) **Less Than Significant Impact with Mitigation Incorporated.** See Issues a.iii) and a.iv). The project site is not at risk for landslide, and risk of liquefaction is low (LandMark 2016). Therefore, impacts due to lateral spreading, which is the lateral movement of gently to steeply sloping and saturated soils caused by earthquake-induced liquefaction, would be less than significant. The soils beneath the site consist primarily of loose to medium dense silty sands to maximum penetrated for borings conducted at the site for the Geotechnical Report evaluation; should settlement occur, buried utility lines and the buildings may not settle equally. Therefore, the geotechnical report recommends that utilities, especially at the points of entry to the buildings, be designed to accommodate differential movement. Compliance with CBC regulations as well as the implementation of mitigation measure **GEO-1** would ensure that installation of utilities onsite would comply with the recommendations of the geotechnical report.

Seismic settlements of sands at the site have been calculated to approximately ½ to 1 inch based on the field exploration data; total seismic settlements would not exceed an inch, with differential settlements approximately ¼ to ½ inch (LandMark 2016). Furthermore, according to the Geotechnical Report, there is

low risk of collapse upon inundation from the project site. Therefore, development of building foundation is not required to include provisions for mitigating hydro-consolidation caused by the soil saturation from landscape irrigation or broken utility lines (LandMark 2016).

Subsurface soils encountered during field exploration consist of predominantly medium dense to dense, silty sands; the near surface soils are granular and non-expansive in nature (LandMark 2016). Fine-grained sediments, clays, and silts usually cause subsidence (USGS 2017). As the soils onsite have been classified as medium dense to dense silty sands and because the project site lacks shallow groundwater, impacts due to subsidence would be less than significant.

Implementation of CBC and other related construction standards apply seismic requirements and address certain grading activities. The CBC includes common engineering practices requiring special design and construction methods that reduce or eliminate potential impacts related to expansive soils. Compliance with CBC regulations and implementation of mitigation measure **GEO-1** would ensure adequate design and construction of building foundations to resist soil movement. Impacts would be less than significant with mitigation incorporated.

d) **Less Than Significant Impact.** Subsurface soils encountered during the field exploration consist of dominantly medium dense to dense, silty sands to a depth of 51.5 feet, the maximum depth of exploration (LandMark 2016). Silty sands are non-expansive; the near surface soils are granular and are low to non-expansive in nature (LandMark 2016). Therefore, impacts would be less than significant.

e) **No Impact.** The proposed project would maintain its existing connection to the Elsinore Valley Municipal Water District and does not propose the use or construction of septic tanks or an alternative wastewater disposal system. Therefore, no impact would occur.

f) **Less Than Significant Impact with Mitigation Incorporated.** Paleontological resources are fossilized remains of past life on earth such as bones, shells, leaves, tracks, burrows, and impressions. There are no unique geological features onsite; the project site is currently developed. However, there is some possibility that fossils could be present in the site soils and thus could be damaged by project grading and/or construction activities. In order to ensure that impacts to paleontological resources do not occur, implementation of mitigation measure **GEO-2** would reduce impacts to less than significant.

#### **STANDARD CONDITIONS AND REQUIREMENTS**

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

#### **MITIGATION MEASURES**

**GEO-1** The project applicant shall incorporate the recommendations of the Geotechnical Report prepared by Landmark Consultants, Inc. (2016; **Appendix 7.0**) into project plans related to the proposed project. The project's building plans shall demonstrate that they incorporate all applicable recommendations of the Geotechnical Report and comply with all applicable requirements of the latest adopted version of the California Building Code. A licensed professional engineer shall prepare the plans, including those that pertain to soil engineering, structural foundations, pipeline excavation, and installation. All plans will be subject to the approval of the City Engineer.

*Timing/Implementation:*                      *During building plan check, prior to any ground-disturbing construction activities*

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

**GEO-2** Construction personnel involved in excavation and grading activities shall be informed of the possibility of discovering fossils at any location and the protocol to be followed if fossils are found. A professional meeting the Society of Vertebrate Paleontology's standards shall provide the preconstruction training. The City shall ensure the grading plan notes include specific reference to the potential discovery of fossils. If potentially unique paleontological resources (fossils) are inadvertently discovered during project construction, work shall be halted immediately within 50 feet of the discovery, the City shall be notified, and a professional paleontologist shall be retained to determine the significance of the discovery. The paleontologist shall establish procedures for paleontological resource surveillance throughout project construction and shall establish, in cooperation with the project applicant, procedures for temporarily halting or redirecting work to permit sampling, identification, and evaluation of fossils. Excavated finds shall be offered to an accredited repository.

<i>Timing/Implementation:</i>	<i>During any ground-disturbing construction activities</i>
<i>Enforcement/Monitoring:</i>	<i>City of Wildomar Engineering Department and Planning Department</i>

## 8. Greenhouse Gas Emissions

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

A Greenhouse Gas Emissions Assessment was prepared by Ldn Consulting, Inc. on June 3, 2019 (2019b) (see **Appendix 8.0**). The analysis was prepared to evaluate the potential for the proposed project to contribute to greenhouse gas emissions.

### DISCUSSION

#### a) Less Than Significant Impact.

#### Short-Term Construction Greenhouse Gas Emissions

The proposed project would result in direct emissions of GHGs from construction. The approximate quantity of daily GHG emissions generated by construction equipment utilized to build the proposed project is provided in **Table 8-1**, Expected Annual Construction CO<sub>2</sub>e Emissions Summary MT/Year. Construction of the project assumed full buildout of the project based on a worst-case scenario from project plan information currently available.

**Table 8-1**  
**Expected Annual Construction CO<sub>2</sub> Emissions Summary MT/Year**

Year	Bio-CO <sub>2</sub>	NBio-CO <sub>2</sub>	Total CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e
2020	0.00	449.76	449.76	0.08	0.00	451.80
<b>Total</b>						<b>451.80</b>
<b>Yearly Average Construction Emissions (Metric Tons/year over 30 years)</b>						<b>15.06</b>
Source: CalEEMod version 2016.3.2. Refer to Appendix 8.0 for model outputs.						

As shown in **Table 8-1**, the project would result in the generation of approximately 451.80 MTCO<sub>2</sub>e over the course of construction. Construction GHG emissions are typically summed and amortized over the lifetime of the project (assumed to be 30 years), then added to the operational emissions.<sup>3</sup>

<sup>3</sup> The project lifetime is based on the standard 30-year assumption of the South Coast Air Quality Management District (South Coast Air Quality Management District, "Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #13," August 26, 2009).

## Long-Term Operational Greenhouse Gas Emissions

Operational or long-term emissions occur over the life of the proposed project. GHG emissions would result from direct emissions such as project-generated vehicular traffic, on-site combustion of natural gas, and operation of any landscaping equipment. Operational GHG emissions would also result from indirect sources, such as off-site generation of electrical power, the energy required to convey water to and wastewater from the project site, the emissions associated with solid waste generated from the project site, and any fugitive refrigerants from air conditioning or refrigerators. Total GHG emissions associated with the proposed Project are summarized in **Table 8-2**, Expected Operational Emissions Summary MT/Year.

**Table 8-2**  
**Expected Operational Emissions Summary MT/Year**

Year	Bio-CO <sub>2</sub>	NBio-CO <sub>2</sub>	Total CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e
Area	0.00	0.01	0.01	0.000	0.000	0.01
Energy	0.00	147.85	147.85	0.01	0.00	148.49
Mobile	0.00	101.56	101.56	0.01	0.00	101.72
Waste	31.70	0.00	31.70	1.87	0.00	78.54
Water	0.27	8.30	8.58	0.03	0.00	9.50
Amortized Construction Emissions (Table 8.1)						15.06
Total Operations						353.32
Source: CalEEMod version 2016.3.2. Refer to Appendix 8.0 for model outputs.						

As shown in **Table 8-2**, the project would generate approximately 353.32 MTCO<sub>2</sub>e GHG emissions annually. Therefore, construction and operation of the proposed project would not exceed the SCAQMD GHG threshold of 3,000 MTCO<sub>2</sub>e per year (Ldn 2019b). Therefore, project-related GHG emissions under short-term construction and long-term operations would be less than significant.

b) **Less Than Significant Impact.** There are currently no adopted local or regional GHG reduction plans applicable to the proposed project. The proposed project would be subject to compliance with all building codes in effect at the time of construction, which include energy conservation measures mandated by California Building Standards Code Title 24–Energy Efficiency Standards. Because Title 24 standards require energy conservation features in new construction (e.g., high-efficiency lighting; high-efficiency heating, ventilating, and air-conditioning (HVAC) systems; thermal insulation; double-glazed windows; water-conserving plumbing fixtures), they indirectly regulate and reduce GHG emissions. California's Building Energy Efficiency Standards are updated on an approximately three-year cycle. The 2016 standards improved upon the 2013 standards for new construction of and additions and alterations to residential, commercial, and industrial buildings. The 2016 standards went into effect on January 1, 2017. Additionally, the 2019 building standards further improve upon the 2016 standards and go into effect on January 1, 2020.

### Consistency with the SCAG RTP/SCS

Adopted on April 7, 2016, the RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The RTP/SCS embodies a collective vision for the region's future and is developed with input from local governments, county transportation

commissions, tribal governments, nonprofit organizations, businesses, and local stakeholders in the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. SCAG's RTP/SCS establishes GHG emissions goals for automobiles and light-duty trucks for 2020 and 2035 as well as an overall GHG target for the project region consistent with both the target date of AB 32 and the post-2020 GHG reduction goals of Executive Orders 5-03-05 and B-30-15.

The RTP/SCS contains over 4,000 transportation projects, ranging from highway improvements, railroad grade separations, and bicycle lanes to new transit hubs and replacement bridges. These future investments were included in county plans developed by the six county transportation commissions and seek to reduce traffic bottlenecks, improve the efficiency of the region's network, and expand mobility choices for everyone. The RTP/SCS is an important planning document for the region, allowing project sponsors to qualify for federal funding.

The plan accounts for operations and maintenance costs to ensure reliability, longevity, and cost effectiveness. The RTP/SCS is also supported by a combination of transportation and land use strategies that help the region achieve state GHG emissions reduction goals and federal Clean Air Act requirements, preserve open space areas, improve public health and roadway safety, support our vital goods movement industry, and utilize resources more efficiently. GHG emissions resulting from development-related mobile sources are the most potent source of emissions, and therefore project comparison to the RTP/SCS is an appropriate indicator of whether the proposed Project would inhibit the post-2020 GHG reduction goals promulgated by the state. The proposed project's consistency with the RTP/SCS goals is analyzed in detail in **Table 8-3**, Regional Transportation Plan/Sustainable Communities Strategy Consistency.

**Table 8-3**  
**Regional Transportation Plan/Sustainable Communities Strategy Consistency**

SCAG Goals		Compliance	
GOAL 1:	Align the plan investments and policies with improving regional economic development and competitiveness.	N/A:	This is not a project-specific policy and is therefore not applicable.
GOAL 2:	Maximize mobility and accessibility for all people and goods in the region.	N/A:	This is not a transportation improvement project and is therefore not applicable.
GOAL 3:	Ensure travel safety and reliability for all people and goods in the region.	N/A:	This is not a transportation improvement project and is therefore not applicable.
GOAL 4:	Preserve and ensure a sustainable regional transportation system.	N/A:	This is not a transportation improvement project and is therefore not applicable.
GOAL 5:	Maximize the productivity of our transportation system.	N/A:	This is not a transportation improvement project and is therefore not applicable.
GOAL 6:	Protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).	Consistent:	The reduction of energy use, improvement of air quality, and promotion of more environmentally sustainable development are encouraged through the development of alternative transportation methods, green design techniques for buildings, and other energy-reducing techniques. This development project is required to comply with the provisions of the California Building Energy Efficiency Standards and the Green Building Standards Code (CALGreen).



**Table 8-3**  
**Regional Transportation Plan/Sustainable Communities Strategy Consistency**

SCAG Goals		Compliance	
GOAL 7:	Actively encourage and create incentives for energy efficiency, where possible.	N/A:	This is not a project-specific policy and is therefore not applicable.
GOAL 8:	Encourage land use and growth patterns that facilitate transit as well as non-motorized transportation.	Consistent:	See response to RTP/SCS Goal 6.
GOAL 9:	Maximize the security of our transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.	N/A:	This is not a transportation improvement project and is therefore not applicable.
Source: Southern California Association of Governments, <i>Regional Transportation Plan/Sustainable Communities Strategy</i> , 2016.			

Compliance with applicable state standards would ensure consistency with State and regional GHG reduction planning efforts. The goals stated in the RTP/SCS were used to determine consistency with the planning efforts previously stated. As shown in **Table 8-3**, the proposed project would be consistent with the stated goals of the RTP/SCS. Therefore, the proposed Project would not result in any significant impacts or interfere with SCAG's ability to achieve the region's post-2020 mobile source GHG reduction targets.

#### **Consistency with the CARB Scoping Plan**

The California State Legislature adopted AB 32 in 2006. AB 32 focuses on reducing GHGs (carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride) to 1990 levels by the year 2020. Pursuant to the requirements in AB 32, CARB adopted the *Climate Change Scoping Plan* (CCSP) in 2008, which outlines actions recommended to obtain that goal. The CCSP provides a range of GHG reduction actions that include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms such as the cap-and-trade program, and an AB 32 implementation fee to fund the program. As shown in **Table 8-4**, Project Consistency with Applicable CARB Scoping Plan Measures, the proposed project is consistent with most of the strategies, while others are not applicable to the proposed project.

The 2017 CCSP Update identifies additional GHG reduction measures necessary to achieve the 2030 target. These measures build upon those identified in the first update to the CCSP in 2013. Although a number of these measures are currently established as policies and measures, some measures have not yet been formally proposed or adopted. It is expected that these actions to reduce GHG emissions will be adopted as required to achieve statewide GHG emissions targets. As such, impacts related to consistency with the Scoping Plan would be less than significant.

**Table 8-4**  
**Project Consistency with Applicable CARB Scoping Plan Measures**

Scoping Plan Sector	Scoping Plan Measure	Implementing Regulations	Project Consistency
Transportation	California Cap-and-Trade Program Linked to Western Climate Initiative	Regulation for the California Cap on Greenhouse Gas Emissions and Market-Based Compliance Mechanism October 20, 2015 (CCR 95800)	<b>Consistent.</b> The Cap-and-Trade Program applies to large industrial sources such as power plants, refineries, and cement manufacturers. However, the regulation indirectly affects people who use the products and services produced by these industrial sources when increased cost of products or services (such as electricity and fuel) are transferred to the consumers. The Cap-and-Trade Program covers the GHG emissions associated with electricity consumed in California, generated in-state, or imported. Accordingly, GHG emissions associated with CEQA projects' electricity usage are covered by the Cap-and-Trade Program. The Cap-and-Trade Program also covers fuel suppliers (natural gas and propane fuel providers and transportation fuel providers) to address emissions from such fuels and combustion of other fossil fuels not directly covered at large sources in the Program's first compliance period.
	California Light-Duty Vehicle Greenhouse Gas Standards	Pavley I 2005 Regulations to Control GHG Emissions from Motor Vehicles Pavley I 2005 Regulations to Control GHG Emissions from Motor Vehicles	<b>Consistent.</b> This measure applies to all new vehicles starting with model year 2012. The proposed project would not conflict with its implementation as it would apply to all new passenger vehicles purchased in California. Passenger vehicles, model year 2012 and later, associated with construction and operation of the proposed Project would be required to comply with the Pavley emissions standards.
		2012 LEV III California GHG and Criteria Pollutant Exhaust and Evaporative Emission Standards	<b>Consistent.</b> The LEV III amendments provide reductions from new vehicles sold in California between 2017 and 2025. Passenger vehicles associated with the site would comply with LEV III standards.
	Low Carbon Fuel Standard	2009 readopted in 2015. Regulations to Achieve Greenhouse Gas Emission Reductions Subarticle 7. Low Carbon Fuel Standard CCR 95480	<b>Consistent.</b> This measure applies to transportation fuels utilized by vehicles in California. The proposed Project would not conflict with implementation of this measure. Motor vehicles associated with construction and operation of the proposed Project would utilize low carbon transportation fuels as required under this measure.
	Regional Transportation-Related Greenhouse Gas Targets.	SB 375. Cal. Public Resources Code §§ 21155, 21155.1, 21155.2, 21159.28	<b>Consistent.</b> The proposed project would provide development in the region that is consistent with the growth projections in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).
	Goods Movement	Goods Movement Action Plan January 2007	<b>Not applicable.</b> The proposed Project does not propose any changes to maritime, rail, or intermodal facilities or forms of transportation.
	Medium/Heavy-Duty Vehicle	2010 Amendments to the Truck and Bus Regulation, the Drayage Truck Regulation and the Tractor-Trailer Greenhouse Gas	<b>Consistent.</b> This measure applies to medium and heavy-duty vehicles that operate in the state. The proposed project would not conflict with implementation of this measure. Medium- and heavy-duty vehicles associated with construction and operation of the proposed project would be required to comply with the requirements of this regulation.

**Table 8-4**  
**Project Consistency with Applicable CARB Scoping Plan Measures**

Scoping Plan Sector	Scoping Plan Measure	Implementing Regulations	Project Consistency
	High Speed Rail	Regulation Funded under SB 862	<b>Not applicable.</b> This is a statewide measure that cannot be implemented by a project applicant or lead agency.
Electricity and Natural Gas	Energy Efficiency	Title 20 Appliance Efficiency Regulation	<b>Consistent.</b> The proposed Project would not conflict with implementation of this measure. The proposed Project would comply with the latest energy efficiency standards.
		Title 24 Part 6 Energy Efficiency Standards for Residential and Non-Residential Building	
		Title 24 Part 11 California Green Building Code Standards	
	Renewable Portfolio Standard/Renewable Electricity Standard.	2010 Regulation to Implement the Renewable Electricity Standard (33% 2020)	<b>Consistent.</b> The Project would obtain electricity from the electric utility, Southern California Edison (SCE). SCE obtained 28 percent of its power supply from renewable sources in 2016. Therefore, the utility would provide power when needed on site that is composed of a greater percentage of renewable sources.
	Million Solar Roofs Program	SB 350 Clean Energy and Pollution Reduction Act of 2015 (50% 2030)	
	Million Solar Roofs Program	Tax Incentive Program	<b>Consistent.</b> This measure is to increase solar throughout California, which is being done by various electricity providers and existing solar programs. The program provides incentives that are in place at the time of construction.
Water	Water	Title 24 Part 11 California Green Building Code Standards	<b>Consistent.</b> The proposed Project would comply with the California Green Building Standards Code, which requires a 20 percent reduction in indoor water use. The proposed Project would also comply with the City's Water-Efficient Landscapes Regulations (Chapter 17.276 of the Wildomar Municipal Code).
		SBX 7-7—The Water Conservation Act of 2009	
		Model Water Efficient Landscape Ordinance	
Green Buildings	Green Building Strategy	Title 24 Part 11 California Green Building Code Standards	<b>Consistent.</b> The State is to increase the use of green building practices. The proposed Project would implement required green building strategies through existing regulation that requires the proposed Project to comply with various CalGreen requirements. The proposed Project includes sustainability design features that support the Green Building Strategy.
Industry	Industrial Emissions	2010 CARB Mandatory Reporting Regulation	<b>Not applicable.</b> The Mandatory Reporting Regulation requires facilities and entities with more than 10,000 MTCO <sub>2e</sub> of combustion and process emissions, all facilities belonging to certain industries, and all electric power entities to submit an annual GHG emissions data report directly to CARB. As shown above, total Project GHG emissions would not exceed 10,000 MTCO <sub>2e</sub> . Therefore, this regulation would not apply.

**Table 8-4**  
**Project Consistency with Applicable CARB Scoping Plan Measures**

Scoping Plan Sector	Scoping Plan Measure	Implementing Regulations	Project Consistency
Recycling and Waste Management	Recycling and Waste	Title 24 Part 11 California Green Building Code Standards	<b>Consistent.</b> The proposed Project would not conflict with implementation of these measures. The proposed Project is required to achieve the recycling mandates via compliance with the CALGreen code. The City has consistently achieved its state recycling mandates.
		AB 341 Statewide 75 Percent Diversion Goal	
Forests	Sustainable Forests	Cap and Trade Offset Projects	<b>Not applicable.</b> The proposed Project site is in an area designated for urban uses. No forested lands exist on-site.
High Global Warming Potential	High Global Warming Potential Gases	CARB Refrigerant Management Program CCR 95380	<b>Not applicable.</b> The regulations are applicable to refrigerants used by large air conditioning systems and large commercial and industrial refrigerators and cold storage system. The proposed Project would not conflict with the refrigerant management regulations adopted by CARB.
Agriculture	Agriculture	Cap and Trade Offset Projects for Livestock and Rice Cultivation	<b>Not applicable.</b> The Project site is designated for urban development. No grazing, feedlot, or other agricultural activities that generate manure currently exist on-site or are proposed by the Project.
Source: California Air Resources Board, <i>California's 2017 Climate Change Scoping Plan</i> , 2017 and CARB, <i>Climate Change Scoping Plan</i> , 2008.			

The proposed project is estimated to emit approximately 355.53 MTCO<sub>2</sub>e annually from on-site activities and indirectly from off-site motor vehicles (see **Table 8-2**). The GHG emissions caused by long-term operation of the proposed would be less than significant.

Regarding goals for 2050 under Executive Order S-3-05, at this time it is not possible to quantify the emissions savings from future regulatory measures, as they have not yet been developed. Nevertheless, it is anticipated that operation of the proposed project would comply with all applicable measures that state lawmakers decide would lead to an 80 percent reduction below 1990 levels by 2050.

#### **STANDARD CONDITIONS AND REQUIREMENTS**

None required.

#### **MITIGATION MEASURES**

None required.

## 9. Hazards and Hazardous Materials

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

A Phase I Environmental Site Assessment (ESA) was prepared by EEI engineering Solutions on March 11, 2019. The entire Phase I ESA can be found in **Appendix 9.0**.

### DISCUSSION

a) **Less Than Significant Impact.** The proposed project would involve construction activities that could result in the transport, use, and disposal of hazardous materials such as gasoline fuels, asphalt, lubricants, toxic solvents, pesticides, and herbicides. The transport, use, storage, and disposal of these materials would comply with existing regulations established by several agencies, including the Department of Toxic Substances Control, the US Environmental Protection Agency (EPA), the US Department of Transportation, and the Occupational Safety and Health Administration. The proposed project would operate with church and classroom facilities, where project maintenance may require the use of cleaners, solvents, paints, and

other custodial products that are potentially hazardous. These materials would be used in relatively small quantities, clearly labeled, and stored in compliance with state and federal requirements. With exercise of normal safety practices, the project would not create substantial hazards to the public or the environment.

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

**b) Less Than Significant Impact.** A Phase I ESA was prepared for the project (see **Appendix 9.0**). The Phase I ESA was performed in general accordance with the scope and limitations of the American Society for Testing and Materials (ASTM) Phase I ESA Standard E1527-2013 (equivalent to the US Environmental Protection Agency's All Appropriate Inquiry [AAI] Standard). Based upon the site reconnaissance, historical review, regulatory records review, and other information in the report, there was no evidence of recognized environmental conditions, including under- and above-ground storage tanks, asbestos-containing materials, lead-based paint, polychlorinated biphenyls, radon, or other hazardous waste in connection with the project site (see **Appendix 9.0**).

Construction projects typically maintain supplies onsite for containing and cleaning small spills of hazardous materials. Construction would also use equipment that would bring hazardous materials to the project site, including diesel, gasoline, paints, solvents, cement, and asphalt. However, construction activities would be conducted in accordance with the Storm Water Pollution Prevention Plan (SWPPP) as part of the NPDES permit. The primary objective of the SWPPP is to identify, construct, implement, and maintain best management practices (BMPs) to reduce or eliminate pollutants in stormwater discharges and authorized non-stormwater discharges from the construction site. BMPs for hazardous materials include, but are not limited to, off-site refueling, placement of generators on impervious surfaces, establishing clean out areas for cement, etc. While the risk of exposure to hazardous materials cannot be eliminated, adherence to existing regulations would ensure compliance with safety standards related to the use and storage of hazardous materials and with the safety procedures mandated by applicable federal, state, and local laws and regulations. Compliance with these regulations would ensure that risks resulting from the routine transportation, use, storage, or disposal of hazardous materials or hazardous wastes associated with the proposed project and the potential for accident or upset would be less than significant.

**c) Less Than Significant Impact.** Elsinore High School is approximately 0.35 mile south of the project site, and Jean Hayman Elementary School, which is no longer in operation, is approximately 450 feet northwest of the site. Operation of the proposed project would not generate hazardous emissions or require the handling of acutely hazardous materials, substances, or waste. Project operations would involve the use of potentially hazardous materials (e.g. solvents, cleaning agents, paints, pesticides) typical of church and residential developments; when used correctly, these would not result in a significant hazard to residents or workers in the project vicinity. Therefore, the proposed project would result in a less than significant impact.

**d) Less Than Significant Impact.** The project site is not listed on the EnviroStor or GeoTracker databases (DTSC 2019; SWRCB 2015). Construction activities would occur within the boundaries of the project site and would not disturb off-site properties. Therefore, a less than significant impact would occur.

e) **No Impact.** The project site is not located within an airport land use plan. The closest public airport is the French Valley Airport, which is located approximately 9.5 miles southeast of the project site. Given the distance of the project site to the French Valley Airport, no impact would occur.

f) **Less Than Significant Impact.** Site access would be provided by the two existing driveway entrances on Lemon Street and a proposed driveway entrance via Mojonner Way. Construction would take place within the project site, and no roadway closures are anticipated. To ensure compliance with zoning, building, and fire codes, the project applicant is required to submit appropriate plans for plan review prior to the issuance of a building permit. Adherence to these requirements would ensure that the proposed project would not have a significant impact on emergency response and evacuation plans. Impacts would be less than significant.

g) **Less Than Significant With Mitigation Incorporated.** California Government Code Chapter 6.8 directs the California Department of Forestry and Fire Protection (CAL FIRE) to identify areas of very high fire hazard severity within Local Responsibility Areas (LRA). Mapping of the areas, referred to as Very High Fire Hazard Severity Zones (VHFHSZ), is based on data and models of potential fuels over a 30- to 50-year time horizon and their associated expected fire behavior and expected burn probabilities, which quantifies the likelihood and nature of vegetation fire exposure to buildings. LRA VHFHSZ maps were initially developed in the mid-1990s and are now being updated based on improved science, mapping techniques, and data. In 2008, the California Building Standards Commission adopted California Building Code Chapter 7A requiring new buildings in Very High Fire Hazard Severity Zones to use ignition-resistant construction methods and materials.

The eastern and western portions of the City of Wildomar have been designated Very High Fire Hazard Severity Zones. The project site is located in a non-VHFHSZ within the LRA (CAL FIRE 2009). Development on the project site would be subject to compliance with the 2016 California Building Code (or the most current version) and the 2016 edition of the California Fire Code (Part 9 of Title 24 of the California Code of Regulations, which includes Section 4905.2, Construction Methods and Requirements within Established Limits). Fire Code Chapter 49 cites specific requirements for wildland-urban interface areas that include, but are not limited to, providing defensible space and hazardous vegetation and fuel management. Wildomar is covered under the Riverside County Operational Area Emergency Operations Plan (2006) and the Riverside County Operation Area Multi-Jurisdictional Local Hazard Mitigation Plan (2012). These plans provide guidance to effectively respond to any emergency, including wildfires. In addition, all proposed construction would be required to meet minimum standards for fire safety, and mitigation measures **HAZ-1** and **HAZ-2**, which require conformance with the California Building Code and Fire Code, would be implemented. Therefore, impacts are considered less than significant with mitigation incorporated.

#### **STANDARD CONDITIONS AND REQUIREMENTS**

1. City of Wildomar Municipal Code Chapter 8.28, *Fire Code*, requires compliance with the 2016 California Building Code (or most current version) and the 2016 edition of the California Fire Code (Part 9 of Title 24 of the California Code of Regulations).
2. City of Wildomar Municipal Code Chapter 8.28, *Fire Code*, requires adherence to California Fire Code Chapter 49, which cites specific requirements for wildland-urban interface areas.

#### **MITIGATION MEASURES**

**HAZ-1** Prior to the issuance of building permits, the project applicant shall demonstrate, to the satisfaction of the City Building Official and the Riverside County Fire Chief, compliance with the 2016 California Building Code (or the most recent edition) (Part 2 of Title 24 of the California Code

of Regulations) and the 2016 California Fire Code (or the most recent edition) (Part 9 of Title 24 of the California Code of Regulations), including those regulations pertaining to materials and construction methods intended to mitigate wildfire exposure as described in the 2016 California Building Code and California Residential Code (or most recent edition); specifically California Building Code Chapter 7A; California Residential Code Section R327; California Residential Code Section R337; California Referenced Standards Code Chapter 12-7A; and California Fire Code Chapter 49.

*Timing/Implementation: Prior to issuance of building permits*

*Enforcement/Monitoring: City of Wildomar Building Department and Riverside County Fire Department*

**HAZ-2** Prior to the issuance of a certificate of occupancy, the applicant shall demonstrate, to the satisfaction of the City Building Official and the County Fire Chief, compliance with the vegetation management requirements prescribed in California Fire Code Section 4906, including California Government Code Section 51182.

*Timing/Implementation: Prior to issuance of certificate of occupancy*

*Enforcement/Monitoring: City of Wildomar Building Department and Riverside County Fire Department*



## 10. Hydrology and Water Quality

Issues, would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			✓	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			✓	
c) 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; or			✓	
iv) impede or redirect flood flows?			✓	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				✓
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			✓	

The following analysis is based on a Preliminary Drainage Study and Water Quality Management Plan prepared W.J. McKeever, Inc. in January 2019 and revised in July 2019 (McKeever 2019b), and on August 4, 2019 (McKeever 2019a), respectively, and are included as **Appendix 10.0** and **11.0**, respectively, to this Initial Study.

### DISCUSSION

#### a) Less Than Significant Impact.

##### Construction

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.

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 best management practices (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.

## **Operation**

The primary constituents of concern during the project operational phase would be solids, oils, and greases from parking area and driveways that could be carried off-site. Project design features identified in the Water Quality Management Plan (WQMP), included as **Appendix 11.0** to this Initial Study, would address the anticipated and expected pollutants of concern during the project’s operational phase. Onsite landscaping would assist in minimizing the amount of runoff from the site by providing permeable areas for water infiltration and decreasing runoff volume. Infiltration through landscaped areas would serve as a water treatment function. The proposed project would also include BMPs to properly manage stormwater flow and prevent stormwater pollution by reducing the potential for contamination at the source. The BMPs could include minimizing impervious areas, identifying and dispersing runoff to pervious areas, and using drought-tolerant plant species (McKeever 2019a). The mix of BMPs have been determined as part of the WQMP. The proposed project would include three water quality/detention basins that would mitigate drainage flows of the developed project site (with the proposed improvements) to 90 percent of the undeveloped project flow values (discussed further in Section VI.10.c, below).

In general, projects must control pollutants, pollutant loads, and runoff volume from the project site by minimizing the impervious surface area and controlling runoff through infiltration, bioretention, or rainfall harvest and use. Projects must incorporate BMPs in accordance with the requirements of the municipal NPDES permit. The project would comply with water quality standards, and impacts would be less than significant.

b) **Less Than Significant Impact.** Groundwater was not encountered in the boring explorations at a depth of 51.5 feet at the project site (LandMark 2016). The proposed project is in the area subject to the Elsinore Basin Groundwater Management Plan (EBGMP) area. The EBGMP addresses the hydrogeologic understanding of the Elsinore Basin, evaluates baseline conditions, identifies management issues and strategies, and defines and evaluates alternatives. The primary sources of groundwater recharge in the basin are listed in the plan as:

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

The project site is developed, and construction of the proposed project would result in an increase in approximately 51,401 square feet of impervious surfaces (see **Appendix 11**). According to the Department of Water Resources Bulletin 118, the Elsinore Basin, which is the major source of potable groundwater supply for Elsinore Valley Municipal Water District (EVMWD), has not been identified to be in a state of overdraft (EVMWD 2016a). Furthermore, active groundwater management and conjunctive use programs have been implemented by EVMWD to ensure the balance of inflows and outflows of the Elsinore Basin (EVMWD 2016a). Therefore, the project would not impede sustainable groundwater management of the basin, and impacts would be less than significant.

c)

i, ii) **Less Than Significant Impact.** Please refer to issue b) in section VI.7, Geology and Soils, for further discussion of erosion. Surface water drainage would be controlled by building regulations, with the water directed toward existing streets, flood control channels, storm drains, and catch basins. The proposed drainage for the site would not channel runoff on exposed soils, would not direct flows over unvegetated soils, and would not otherwise increase the erosion or siltation potential of the site or any downstream areas. As discussed above, the proposed project is subject to NPDES requirements and the countywide MS4 permit. Additionally, the project applicant is required to submit a SWPPP to reduce erosion and sedimentation of downstream watercourses during project construction. Furthermore, the applicant would be required to prepare and submit a detailed erosion control plan for City approval prior to obtaining a grading permit. Implementation of this plan would address any erosion issues associated with proposed grading and site preparation. Although future development would create new impervious surfaces on the property, development associated with the proposed project would result in opportunities for landscaped areas to be utilized for stormwater retention.

The proposed project would include three basins that would be used for water quality management needs by mitigating drainage flows of the developed project site (with the proposed improvements) to 90 percent of the undeveloped project site (existing conditions) (McKeever 2019b). **Table 10-1** and **Table 10-2** show the drainage summaries for the project site before and after the implementation of the proposed project, respectively. Drainage areas for the undeveloped condition (without project improvements) are shown in **Figure 5**, Undeveloped Drainage Areas, and drainage areas for the project are shown in **Figure 6**, Project Drainage Areas.

**Table 10-1  
Undeveloped Drainage Summary**

Drainage Area	Storm Event	Flows (CFS)	Volume (Acre-Feet)
A <sub>1</sub> , A <sub>2</sub> , and F <sub>3</sub>	100 Year – 24 Hour	5.471	2.3258
B <sub>1</sub>	100 Year – 24 Hour	1.785	0.9972
<b>Total</b>		<b>7.256</b>	<b>3.323</b>

**Table 10-2  
Developed Drainage Summary**

Drainage Area	Storm Event	Flows (CFS)	Volume (Acre-Feet)
C <sub>1</sub> and F <sub>3</sub>	100 Year – 24 Hour	2.480	1.0589
D <sub>1</sub>	100 Year – 24 Hour	3.150	1.4978
E <sub>1</sub>	100 Year – 24 Hour	1.692	0.9089
<b>Total</b>		<b>7.322</b>	<b>3.4656</b>

The proposed hydrology improvements would be required to meet the flow rate standards of the San Diego County Municipal Separate Storm Sewer System (MS4) Order No.R9-2013-0001 (as amended by Order Nos. R9-2015-0001 and R9-2015-0100) in San Diego Regional Water Quality Control Board Region 9, which requires the post-development flow rates be no more than 10 percent greater than pre-development (existing) conditions (McKeever 2019b; San Diego RWQCB 2015). As shown in Table 10-2, above, the project would result in a flow rate of 7.322 cubic feet per second (cfs) during a 100-year, 24-hour storm event, which would be an increase of less than 1 percent from undeveloped (existing) conditions (7.256 cfs),<sup>4</sup> in compliance with the MS4.

Furthermore, the SWPPP for the project includes best management practices designed to prevent erosion during construction, such as preventing illicit discharges and implementing good practices for vehicle and equipment maintenance, cleaning, and fueling operations, such as using drip pans under vehicles. The project-specific water quality management plan provides best management practices for after construction, such as identifying and dispersing runoff to pervious areas, etc. Therefore, the proposed project would not result in substantial erosion or siltation on- or off-site. Additionally, the proposed basins would reduce impacts from on- or offsite flooding. Therefore, this impact would be less than significant.

---

<sup>4</sup> 7.322 cfs (developed condition) – 7.256 cfs (existing condition) = 0.066 cfs / 7.256 cfs = 0.009 or 0.9 percent increase.

iii) **Less Than Significant Impact.** The proposed project would be required to comply with Wildomar Municipal Code Section 13.12.050, which requires development to comply with a MS4 Permit from the San Diego Regional Water Quality Control Board. The proposed drainage facilities that would be constructed onsite include three drainage basins—one is an existing man-made basin at the southwestern portion of the site, one would be at the eastern portion of the site, and one would be south of the overflow parking lot. The project proposes the construction of an additional 6-inch concrete curb to be located just south of the existing tubular steel fence which is located at the 10-foot setback line south of the Lemon Street right of way (McKeever 2019b). A retaining wall, that would be approximately 2 feet, would be located to the south of the right-of-way line at the northeastern portion of the site; the height of this wall would be extended to 1 foot above the finished grade of the parkway to preclude the existing flow from Lemon Street from entering this site at this point (McKeever 2019b). The purposes of the proposed curb and wall are to prevent the co-mingling of offsite flows with onsite flows for the 2-year storm events, and to assure that the runoff generated by the 100-year storm overtops the street and flows into the project site at specified points so that these flows can be directed through the site (McKeever 2019b). The proposed basins would mitigate the developed drainage flows down to 90 percent of the undeveloped flow values in accordance with the requirements of the San Diego County MS4 (see VI.10.c.ii, above) (McKeever 2019b; San Diego RWQCB 2015). The maximum capacities of the storm drains crossing the freeway were evaluated to determine the flow values that will enter Lemon Street.

There is approximately 4.79 acres of offsite drainage area tributary to the parking lot at the southern portion of the site; the flows generated by this area would be intercepted by a rectangular concrete channel at the eastern end of the parking lot and conveyed north (McKeever 2019b). To the south of the 4.79-acre tributary to the parking lot is an offsite area tributary to Mojonnier Way. To prevent these offsite flows from flowing north along Mojonnier Way and co-mingling with the onsite flows by entering the basin at the southern portion of the site, it is necessary to design Mojonnier Way as a tilt section (McKeever 2019b). This section would enable these offsite flows to retain the same flow path they have in the predeveloped condition, flowing from east to west along Mojonnier Way (McKeever 2019b). Additionally, a buffer strip consisting of a 13-foot-wide by 2-foot-deep section of filter material would be added at the west end of the tilt section in order to treat the flows after they cross Mojonnier Way (McKeever 2019b).

Moreover, it was found that 16.8 cfs and 12.1 cfs would enter the east and west driveway entrances, respectively; this is less than the flow capacity of the parking lot, so these flows would be able to be conveyed through the parking lot and to the basins (McKeever 2019b). These flows would pass through the project site and basins to Line E (an existing drainage course that bisects the project site, running from east to west between the existing church to the north and the existing parking lot to the south end of the site), their pre-development downstream point (McKeever 2019b). With the improvement and construction to the three proposed basins, increases in runoff as a result of the project would not exceed the capacity of the existing stormwater systems, and impacts would be less than significant.

iv). **Less Than Significant Impact.** The project site is designated by the Federal Emergency Management Agency (FEMA) as being within Zone X, indicating minimal risk of flooding (FEMA 2008). Moreover, the project site is not within a 100- or 500-year flood zone (Wildomar 2003). Although the proposed project would increase impervious surfaces, the project site is not located within an area of flood risk, and the proposed basins would reduce impacts from on- or off-site flooding. Therefore, impacts would be less than significant.

d) **No Impact.** As provided in VI.10.c.iv, the project site is not within a flood hazard zone. The project site is not in an area that is 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 Figure S-10 of the Wildomar General Plan. According to Figure S-10, the project site is not in any dam inundation hazard zones (Wildomar 2003). In addition, the project is not in the vicinity of any levees. Therefore, the project would not be exposed to seiches, mudflows, or tsunami hazards, and no impact would occur.

e) **Less Than Significant Impact.** As provided in section VI.10.b, above, the project site is within the Elsinore Basin Groundwater Management Plan area; the proposed improvements would not conflict or obstruct implementation the EBGMP. Additionally, the project site is in the Water Quality Improvement Plan for the Santa Margarita River Watershed Management Area. The proposed 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 (EVMWD 2016a). Therefore, the project would not impede sustainable groundwater management of the basin, and impacts would be less than significant.

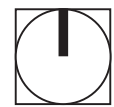
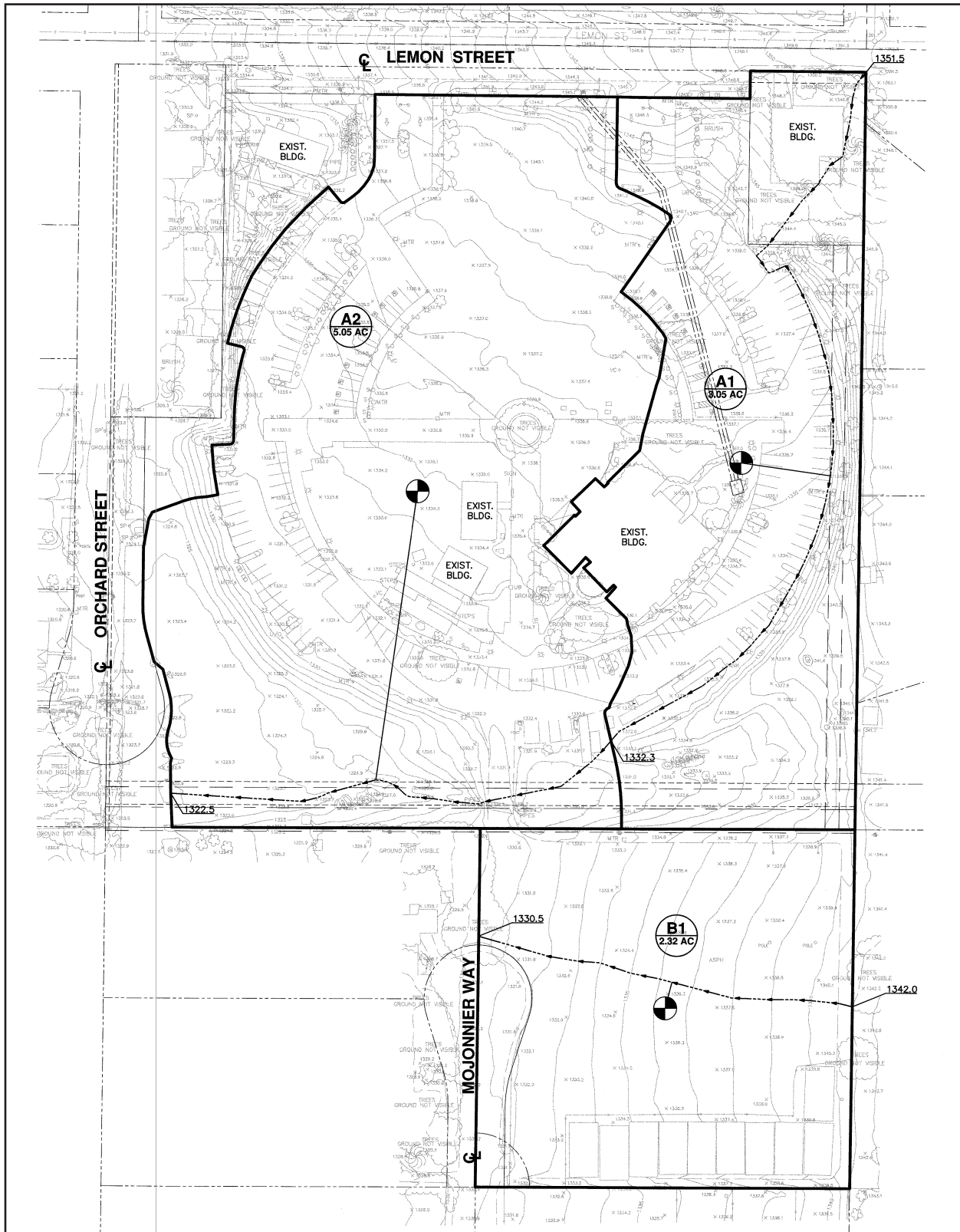
#### **STANDARD CONDITIONS AND REQUIREMENTS**

1. Wildomar Municipal Code Section 13.12.060 requires that new construction and renovation control stormwater runoff so as to prevent any deterioration of water quality that would impair subsequent or competing uses of the water.

#### **MITIGATION MEASURES**

None required.

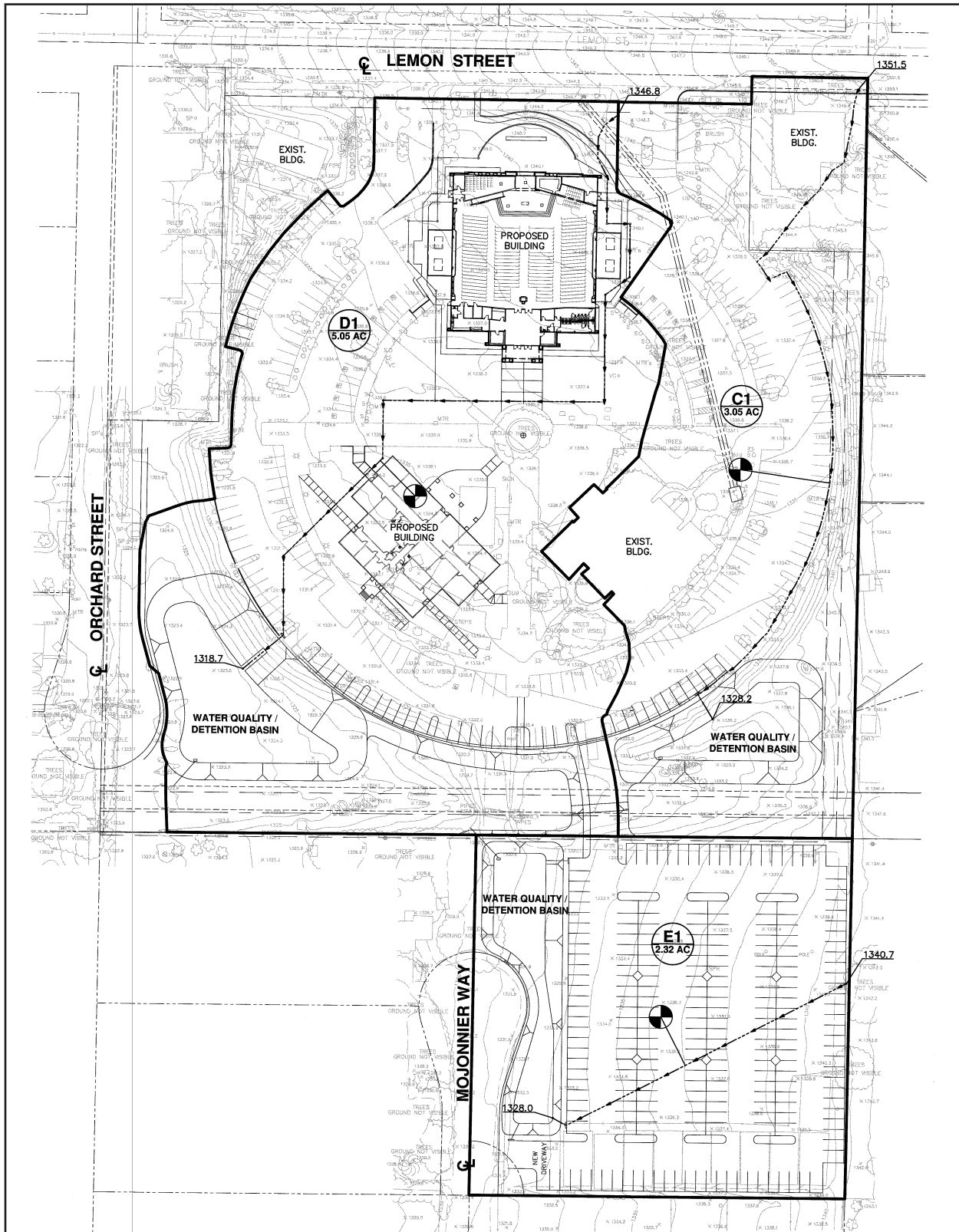
Figure 5 - Undeveloped Drainage Areas  
5. Environmental Analysis



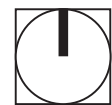
*This page intentionally left blank.*



Figure 6 - Project Drainage Areas  
5. Environmental Analysis



Source: WJ McKeever Inc. January 2019.



PlaceWorks

*This page intentionally left blank.*

## 11. Land Use and Planning

Issues, would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?				✓
b) 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?				✓

### DISCUSSION

a) **No Impact.** The project site is currently developed as a church and is surrounded by vacant lots and residences. There are no residences on the project site. Development of the proposed project would occur within the existing developed footprint of the site over hardscaped and landscaped areas. Therefore, construction of the proposed project would not physically divide an established community, and no impact would occur.

b) **Less Than Significant Impact.** The project site is disturbed and developed with buildings and a parking lot. The proposed project would develop a church building, convert the existing church building onsite to a multi-purpose building, and construct an office and classroom building. The project site is zoned R-R; churches and other structures used primarily for religious worship are permitted uses under the R-R zoning designation. Therefore, no impacts would occur.

### STANDARD CONDITIONS AND REQUIREMENTS

1. Section 3.42.090 of the Wildomar Municipal Code requires the payment of MSHCP fees at the time of issuance of a building permit.
2. Section 3.44.060 requires that the applicant pay appropriate development impact fees prior to issuance of a certificate of occupancy for the development project.
3. As required by Section 3.43.070 of the Wildomar Municipal Code, the project applicant is required to submit fees to the City in accordance with the requirements of the Stephens' Kangaroo Rat Habitat Conservation Plan Mitigation Fee Area.

### MITIGATION MEASURES

None required.

## 12. Mineral Resources

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

### DISCUSSION

a) **No Impact.** The City of Wildomar, including the project site, is in an area designated as MRZ-3 in the Wildomar General Plan (Wildomar 2003). The MRZ-3 zone includes areas where the available geologic information indicates that while mineral deposits are likely to exist, the significance of the deposit is undetermined. The General Plan Open Space-Mineral Resources (OS-MIN) land use designation allows mineral extraction and processing facilities, based on the applicable Surface Mining and Reclamation Act (SMARA) classification. Those land areas held in reserve for future mining activities are also designated OS-MIN. No areas within the city boundaries are designated as OS-MIN. In addition to local regulations, all projects are required to comply with applicable state and federal regulations. As a result, no impacts would occur.

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

### STANDARD CONDITIONS AND REQUIREMENTS

None required.

### MITIGATION MEASURES

None required.

### 13. Noise

Issues, would the project result in:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?			✓	
b) Generation of excessive groundborne vibration or groundborne noise levels?			✓	
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?			✓	

A Noise Assessment was prepared by Ldn Consulting, Inc on June 3, 2019 (2019c) (see **Appendix 12.0**). The analysis was prepared to evaluate the potential for construction and operation of the project to contribute to noise impacts.

The City's Noise Element sets general community noise and land use compatibility guidelines (see **Appendix 12.0**). Sound levels up to 60 dBA CNEL are normally compatible for single-family residential. Policy N 1.3 of the Noise Element includes standards for land use compatibility for community noise, and Policy N 4.1 of the Noise Element characterizes both schools and places of worship as noise-sensitive uses (Ldn 2019c). For noise-sensitive land uses, the exterior noise levels should not exceed 65 dBA CNEL (Ldn 2019c).

The project site is bordered on all sides by residences and vacant land. Access to the site is provided by Lemon Street to the north and a secondary access from Mojonner Way to the south. The surrounding single-family residences are considered a noise sensitive land use.

#### Existing Noise Levels

Existing noise level measurements are presented in **Table 13-1**, Existing Noise Levels. The existing noise levels in the project area consisted primarily of existing traffic along Lemon Street and on I-15. The ambient  $L_{eq}$  noise levels measured in the area of the project during the afternoon hour were found to be 60.2 dBA  $L_{eq}$ .

**Table 13-1**  
**Existing Noise Levels**

Location	Time	One Hour Levels (dBA)					
		L <sub>eq</sub>	L <sub>min</sub>	L <sub>max</sub>	L <sub>10</sub>	L <sub>50</sub>	L <sub>90</sub>
M1	1:00 – 1:15 p.m.	60.2	54.2	67.5	62.9	57.2	42.5

Source: Ldn Consulting, Inc. December 17, 2018. Appendix 12.0.

### Existing Traffic Noise Levels

Offsite project-related roadway segment noise was calculated using the methodology of the Highway Noise Model published by the Federal Highway Administration (FHWA Highway Traffic Noise Prediction Model, FHWA-RD-77-108, December ,1978), which uses the traffic volume, vehicle mix, speed, and roadway geometry to compute an equivalent noise level. For this project the 60 dBA CNEL contour was calculated based upon the City thresholds for single family uses adjacent to the site. **Table 13-2**, Existing Roadway Noise Levels, provides noise levels and distances to the 60 dBA CNEL contours for roadways in the vicinity of the site.

**Table 13-2**  
**Existing Roadway Noise Levels**

Roadway and Segment	ADT <sup>1</sup>	Noise Level @ 50-feet (dBA CNEL)	60 dBA CNEL Contour Distance (Feet)
Lemon Street – Project to Mission Trail	3,010	62.0	68
Lemon Street – Project to Almond Street	3,350	62.5	73
Almond Street – Lemon Street to Waite Street	2,100	60.4	53
Mojonnier Way – Project to Waite Street	340	52.5	16
Waite Street – Mojonnier Way to Mission Trail	1,380	58.6	40
Waite Street – Mojonnier Way to Almond Street	1,720	59.6	47
Almond Street – Waite Street to Bundy Canyon	620	55.1	24
Bundy Canyon – Almond Street to Orange Street	8,230	66.4	133
Bundy Canyon – Orange Street to Freeway	12,720	68.2	177

<sup>1</sup>Source: Project Traffic study prepared by RK Engineering Group, 2018.

## DISCUSSION

### a) Less Than Significant Impact.

#### Noise Measurements

**Table 13-2**, Future Traffic Parameters, presents the roadway parameters used in the analysis, including the average daily traffic volumes, vehicle speeds, and the hourly traffic flow distribution (vehicle mix) (Ldn 2019c). Based on the City's General Plan Circulation Element, Lemon Street is classified as a 2-lane collector roadway (Ldn 2019c). For the purposes of this analysis and to account for the worst-case traffic noise condition, traffic was modeled at level of service (LOS) C conditions with an Average Daily Traffic (ADT) volume of 10,400 at 40 miles per hour for Lemon Street, based on the City requirements (Ldn 2019c). A future ADT volume of 124,000 and speed of 65 miles per hour were used to describe future I-15 traffic noise levels based on the 2017 Caltrans traffic volumes.

**Table 13-2**  
**Future Traffic Parameters**

Roadway	Average Daily Traffic (ADT)	Peak Hour Volume <sup>1</sup>	Modeled Speeds (mph)	Vehicle Mix %		
				Auto	Medium Trucks	Heavy Trucks
Lemon Street	10,400	1,040	40	97.42	1.84	0.74
Interstate 15	124,000	12,400	65	91.3	3.9	4.8

Source: See Appendix 12.0 for noise measurement results.  
<sup>1</sup> 10% of the ADT.

The buildout analysis was modeled utilizing the roadway parameters described in **Table 13-2** for future conditions; the modeling results are quantitatively shown in **Table 13-3**, Future Exterior Noise Levels, which shows the unmitigated outdoor noise levels at various locations on the project site. As shown in **Table 13-3**, all the buildings would comply with the City's 70 dBA standard with no mitigation.

**Table 13-3**  
**Future Exterior Noise Levels**

Location	Building	Unmitigated Outdoor Noise Levels (dBA CNEL) <sup>1</sup>
A	Church	67.2
B	Office	64.4
C	Multi-purpose Room	64.9
D	Rectory	69.6
E	Classroom	67.7

Source: See Appendix 12.0 for noise measurement results.  
<sup>1</sup> Interior Noise Assessment required if façade noise level is above 60 dBA CNEL.

The proposed building locations are identified in **Figure 4**, Site Plan. To meet the City's 45 dBA CNEL interior noise standard at the proposed uses, an interior noise level reduction of minimum 25 dBA CNEL is needed for the proposed project; therefore, in accordance with the California Energy (Section 110.6 and 120.1) and Mechanical Code (Chapter 4), the proposed improvements would incorporate dual-pane windows and mechanical ventilation to achieve the necessary interior noise reductions to meet the City's 45 dBA CNEL standard (Ldn 2019c).

## Construction

Construction-related, short-term noise levels would be higher than existing ambient noise levels in the project area, but would no longer occur once construction of the project is complete. To evaluate whether the project would generate a substantial periodic increase in short-term noise levels at off-site sensitive receiver locations, a construction-related noise level threshold is adopted from the Criteria for Recommended Standard: Occupational Noise Exposure prepared by the National Institute for Occupational Safety and Health (NIOSH 1998). For the purposes of the Noise Impact Analysis, the NIOSH construction noise level threshold of 85 dBA  $L_{eq}$  was used as an acceptable threshold for construction noise at the nearby sensitive receiver locations.

### Construction Noise

Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., land clearing, grading, excavation, paving). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. During construction, exterior noise levels could affect the residential neighborhoods near the construction site.

The nearest sensitive receptors to the project site are residences on the western boundary of the property and those to the southeast near the overflow parking area. At the nearest, project construction would occur at approximately 50 feet from existing single-family residences. However, it is acknowledged that construction activities would occur throughout the project site and would not be concentrated at the point closest to the sensitive receptors. Construction activities would include site preparation, grading, building construction, paving, and architectural coating. Grading activities typically represent one of the highest potential sources for noise impacts; the most effective method of controlling construction noise is through local control of construction hours and by limiting the hours of construction to normal weekday working hours.

Based on the equipment usage analyzed in the air quality and greenhouse gas analysis, worst-case noise impacts from this construction equipment would occur during the grading operations. **Table 13-4**, Construction Noise Reference Levels, summarizes the expected grading equipment to be used and its associated noise level at 50 feet.

**Table 13-4**  
**Construction Noise Reference Levels**

Construction Equipment	Quantity	Source Level @ 50-feet (dBA) <sup>1</sup>	Duty Cycle (Hours/Day)	Cumulative Noise Level @ 50-Foot (dBA)
Scraper	1	75	8	75
Blade	1	75	8	75
Skip Loader	1	73	8	73
Roller	1	74	8	74
Water Truck	1	70	8	70
Cumulative Noise Level				80.7
<sup>1</sup> Source: U.S. Environmental Protection Agency (U.S. EPA) and Empirical Data. <sup>2</sup> U.S. EPA noise levels diminish by approximately 6 dBA per doubling of distance.				



Table 13-4 shows that peak construction noise levels at potentially impacted receiver locations are expected to approach 80.7 dBA Leq, less than the 85 dBA Leq significance threshold during temporary project construction activities. The noise impact due to unmitigated project construction noise levels would be considered less than significant at all nearby sensitive receiver locations.

In addition, the City's Noise Ordinance indicates that noise sources associated with private construction projects located within one-quarter of a mile from an inhabited dwelling are permitted between the hours of 6:00 a.m. and 6:00 p.m. during the months of June through September, and between the hours of 7:00 a.m. and 6:00 p.m. during the months of October through May. Construction would occur throughout the project site and would not be concentrated or confined in the area directly adjacent to sensitive receptors. It should be noted that the noise levels depicted in **Table 13-4** would occur sporadically when construction equipment is operated in proximity to sensitive receptors. Given the sporadic and variable nature of noise levels associated with project construction, distance to sensitive receptors, and adherence to the time limits specified in the Wildomar Municipal Code, noise impacts would be reduced to a less than significant level.

### **Operation**

Implementation of the proposed project would create new sources of noise at the project site. The major noise sources associated with the project that would potentially impact existing and future nearby residences include off-site traffic noise, on-site mobile noise, mechanical equipment, and parking area noise.

The City of Wildomar sets standards for allowable noise levels according to General Plan land use designations. These standards, contained in the Wildomar General Plan, are measured by equivalent continuous sound level ( $L_{eq}$ ).  $L_{eq}$  is a method of describing sound levels that vary over time, resulting in a single decibel value that takes into account the total sound energy over a period of time of interest. Community Noise Equivalent Level (CNEL) is the weighted average of noise over time. Schools, libraries, and churches are "normally acceptable" up to 70 CNEL, as are office buildings and business, commercial, and professional uses. The proposed project would continue to operate as a church, which is consistent with surrounding uses. Therefore, the proposed project does not represent any significant change to the potential long-term noise levels of the area.

### Stationary Noise

The project site is zoned as Rural Residential (R-R). The City of Wildomar sets standards for allowable noise levels according to General Plan land use designations. The City of Wildomar Noise Element sets an operational exterior noise limit of 65 dBA from 7 a.m. to 10 p.m. and 45 dBA from 10 p.m. to 7 a.m. for the residential noise sensitive land uses, such as R-R-zoned properties.

Project operations would generally only occur during the daytime church mass hours. Anticipated onsite operational noise sources for the proposed project would primarily be church services, religious events (including weddings, baptisms, communions, etc.), ringing of the church bell that would be played on ceremonial occasions, and pad-mounted HVAC units; no other onsite activities are expected (Ldn 2019c).

### Mechanical Equipment

Outside of single events held by the church, the proposed HVAC units would result in the greatest ambient operational noise source. The following analysis assumes the worst-case noise environment, with the mechanical ventilation operating at all onsite structures at the same time. However, during actual operation of the project, HVAC noise levels would vary throughout the day, and the mechanical ventilation may operate during nighttime hours (Ldn 2019c). Furthermore, the Section 9.48.020 of the Wildomar

Municipal Code exempts noise from heating and air conditioning equipment. Therefore, none of the proposed operational noise sources directly or cumulatively exceed the property line standards at the shared property lines; the operational noise levels comply with daytime and nighttime noise standards at the residences. Operational noise impacts would be less than significant.

b) **Less Than Significant Impact.** Once operational, the project would not be a source of groundborne vibration. Increases in groundborne vibration levels attributable to the proposed project would be primarily associated with short-term construction-related activities. Construction on the project site would have the potential to result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used and the operations involved.

The Federal Transit Administration (FTA) has published standard vibration velocities for construction equipment operations. In general, the FTA architectural damage criterion for continuous vibrations (i.e., 0.2 in/sec) would be conservative. The types of construction vibration impacts are human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. Ordinary buildings that are not particularly fragile would not experience any cosmetic damage (e.g., plaster cracks) at distances beyond 30 feet. This distance can vary substantially depending on the soil composition and underground geological layer between vibration source and receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment. For example, for a building that is constructed with reinforced concrete with no plaster, the FTA guidelines show that a vibration level of up to 0.20 in/sec is considered safe and would not result in any construction vibration damage.

**Table 13-5**, Typical Construction Equipment Vibration Levels, lists vibration levels at 25 feet for typical construction equipment. Groundborne vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. As indicated in **Table 13-5**, based on FTA data, vibration velocities from typical heavy construction equipment operations that would be used during project construction range from 0.003 to 0.210 in/sec PPV at 25 feet from the source of activity.

**Table 13-5**  
**Typical Construction Equipment Vibration Levels**

Equipment	Peak Particle Velocity at 25 Feet (in/sec)	Peak Particle Velocity at 50 Feet (in/sec) <sup>1</sup>
Large Bulldozer	0.089	0.032
Loaded Trucks	0.076	0.027
Small Bulldozer/Tractors	0.003	0.001
Vibratory Roller	0.210	0.074
Notes: <sup>1</sup> Calculated using the following formula: $PPV_{\text{equip}} = PPV_{\text{ref}} \times (25/D)^{1.5}$ where: $PPV_{\text{equip}}$ = the peak particle velocity in in/sec of the equipment adjusted for the distance $PPV_{\text{ref}}$ = the reference vibration level in in/sec from Table 12-2 of the Federal Transit Administration, Transit Noise and Vibration Impact Assessment Guidelines, 2006. $D$ = the distance from the equipment to the receiver		
Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Guidelines, 2018.		

The nearest sensitive receptors are the residential uses approximately 50 feet to the west of the construction area, and the nearest onsite structures are approximately 80 feet or more from the active construction zone. Using the calculation shown in **Table 13-5**, at 50 feet the vibration velocities from construction equipment would not exceed 0.074 in/sec PPV, which is below the FTA's 0.20 PPV threshold. It is also acknowledged that construction activities would occur throughout the project site and would not be concentrated at the point closest to the nearest residential structure. Therefore, vibration impacts associated with construction of the project would be less than significant.

c) **Less Than Significant Impact.** The project is not located within an airport land use plan. There is no public airport, public use airport, or private airstrip located within two miles of the project site. The proposed project would not expose people residing or working in the area to excessive noise levels. Therefore, impacts would be less than significant.

#### **STANDARD CONDITIONS AND REQUIREMENTS**

1. As required by the City of Wildomar Municipal Code Section 9.48.020, all construction and general maintenance activities shall be limited to the hours 7:00 AM and 6:00 PM from October through May (Monday–Saturday), and between 6:00 AM and 6:00 PM (Monday–Saturday) from June through September. No construction is permitted on Sundays or City-observed holidays unless approved by the City Building Official or City Engineer.
2. As required by the City of Wildomar Municipal Code Section 15.04.010, Hours of Construction, any construction located within one-fourth mile from occupied residences shall be permitted Monday–Saturday, 6:30 AM to 7:00 PM. No construction shall be permitted on Sundays or City-observed holidays unless approved by the City Building Official or City Engineer.
3. The proposed improvements would incorporate dual-pane windows and mechanical ventilation to achieve the necessary interior noise reductions to meet the City's 45 dBA CNEL standard.

#### **MITIGATION MEASURES**

None required.

#### 14. Population and Housing

Issues, would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial 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)?			✓	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				✓

#### DISCUSSION

a) **Less Than Significant Impact.** The proposed project would construct a church building that would seat 1,200 people (an increase of 303 seats from existing conditions), an office and classroom building, and an addition of 234 parking spaces. The proposed project would not induce substantial population growth; the church and its facilities would be used by residents living within the project site vicinity. Therefore, impacts to population growth would be less than significant.

b) **No Impact.** The project site is developed; no housing units or people would be displaced, and the construction of replacement housing is not required. Therefore, there would be no impact in regard to displacing housing or people.

#### STANDARD CONDITIONS AND REQUIREMENTS

None required.

#### MITIGATION MEASURES

None required.

## 15. Public Services

Issues, would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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?			✓	
b) Police protection?			✓	
c) Schools?			✓	
d) Parks?			✓	
e) Other public facilities?			✓	

## DISCUSSION

a) **Less Than Significant Impact.** The Riverside County Fire Department (RCFD) provides fire protection and safety services to the City of Wildomar. RCFD Fire Station 61 is located at 32637 Gruwell Street, approximately 2 miles south of the project site, and would respond to calls for service from the proposed project. In addition to Fire Station 61, several other Riverside County and Murrieta Fire Department stations in the surrounding area would be able to provide fire protection services to the project site under mutual aid agreements if needed. A standard condition of approval for the proposed project includes compliance with the requirements of the Riverside County Fire Department and the payment of standard City development impact fees, which include a fee for fire service impacts. The proposed project is not expected to result in activities that create unusual fire protection needs. Refer to section VI.20, Wildfire, for specific analysis related to fire hazards. As such, any impacts are considered less than significant.

b) **Less Than Significant Impact.** Police protection services are provided in Wildomar by the Riverside County Sheriff's Department (RCSD). The nearest sheriff's station is located at 333 Limited Street in Lake Elsinore, approximately 3.5-miles northwest of the project site. Traffic enforcement is provided in this area of Riverside County by the California Highway Patrol, with additional support from local Riverside County Sheriff's Department personnel.

For the purpose of establishing acceptable levels of service, the Sheriff's Department strives to maintain a recommended servicing of 1.2 sworn law enforcement personnel for every 1,000 residents (City of Wildomar 2018a). As discussed in Issue a) in section VI.14, Population and Housing, the project includes construction of a new church with an increase of 303 seats. Although the new church and classroom facilities may require an increase in some staff, project development would not generate a significant increase in population. Additionally, the project site would continue to operate as a church and would not increase the demand for police protection services. Continued operation of a church would not result in activities that create unusual police protection needs. Regardless, as a standard condition of approval for the project, the project applicant would be required to pay standard development impact fees, which

include a fee for police service impacts to offset potential demand associated with development. Therefore, this impact would be less than significant.

c) **Less Than Significant Impact.** The project site is in the Lake Elsinore Unified School District (LEUSD) and is served by William Collier Elementary School, Brown Middle School, and Elsinore High School. As discussed in Issue a) in section VI.14, Population and Housing, the project would not increase the City's population. Currently, the City provides a Notice of Impact Mitigation Requirement to an applicant for a building permit, who then works with the school district to determine the precise amount of the fee. Once the fee has been paid in full, LEUSD prepares and provides a certificate to the City demonstrating payment of the fee. Payment of fees in compliance with Government Code Section 65996 fully mitigates all impacts to school facilities. Therefore, this impact would be less than significant.

d) **Less Than Significant Impact.** The City of Wildomar owns and manages three public parks with a combined acreage of 14.27 acres: Marna O'Brien Park, Regency Heritage Park, and Windsong Park. The City requires 3 acres of neighborhood and community parkland per 1,000 residents. The proposed project would not create housing or additional population that would create a demand on public parks. See Section VI.16 for discussion of project impacts to recreational facilities. Project impacts to parks would be less than significant.

e) **Less Than Significant Impact.** Development of the project would result in a negligible increase in the demand for other public facilities. The proposed project would include facilities such as classrooms for religious studies. The church would serve current residents living within the project vicinity. As substantiated in Issue a) in section VI.14, Population and Housing, the proposed project would not have significant impacts on population growth. The proposed project is not expected to result in activities that create unusual demands on other public facilities; impacts would be less than significant.

#### **STANDARD CONDITIONS AND REQUIREMENTS**

1. The project applicant would be required to comply with the requirements of the Riverside County Fire Department and pay standard development impact fees for fire service impacts (Wildomar Municipal Code Section 3.44).
2. The project applicant would be required to pay standard development impact fees for police service impacts (Wildomar Municipal Code Section 3.44).
3. The project applicant would be required to work with the LEUSD to determine the precise amount for the Notice of Impact Mitigation Requirement.

#### **MITIGATION MEASURES**

None required.

## 16. Recreation

Issues, would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?			✓	
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?			✓	

### DISCUSSION

a) **Less Than Significant Impact.** The City of Wildomar owns and manages three public parks with a combined acreage of 14.27 acres: Marna O’Brien Park, Regency Heritage Park, and Windsong Park. The City uses a level of service standard to calculate park improvement impact fees—3 acres per 1,000 residents—the same ratio specified in the Quimby Act for park land acquisition (Wildomar 2015). As discussed in VI.14, above, the project would not result in an increase in population and would not require construction of new park space.

Open space at the project site consists of a lawn area north of the existing church and west of the modular buildings that would be removed, and landscaped area around the periphery of the circular parking area. The existing landscaped area on the site periphery is not well maintained or used as recreational space. The project would construct a new church building over the lawn area at the north and a new classroom and office building within the general footprint of the modular buildings. Although the new church would remove approximately 17,601 square feet of open lawn space, and the office building would remove approximately 4,500 additional square feet of lawn near the existing modular classrooms (approximately 9,700 square feet – 5,200 feet of existing modular building), the conversion of the church to a multipurpose facility would support recreational activities that would normally take place in the existing open space area. Additionally, the proposed project would not induce population growth that would result in increased use of parks, as no residential uses are being proposed. The project would not result in a reduction in recreational space such that it would result in an increase in use of existing neighborhood and regional parks. Therefore, impacts to recreational facilities would be less than significant.

b) **Less Than Significant Impact.** The proposed project would not include the construction or expansion of recreational facilities; the project includes landscaping improvements for the existing open space areas. Although the project would reduce the amount of available open space at the site, the existing church would be converted to a multipurpose building which could be used to support activities that normally would take place on the lawn areas. Furthermore, the proposed project would not induce population growth and would not be required to construction expanded recreational facilities. Therefore, impacts would be less than significant.

**STANDARD CONDITIONS AND REQUIREMENTS**

None required.

**MITIGATION MEASURES**

None required.



## 17. Transportation

Issues, would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			✓	
b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?			✓	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			✓	
d) Result in inadequate emergency access?			✓	

A traffic impact analysis (TIA) was conducted by RK Engineering Group, Inc. on September 25, 2019, and is included as **Appendix 13.0** to this Initial Study.

### Significance Thresholds

#### Intersection Analysis

The City of Wildomar utilizes the Highway Capacity Manual (HCM) intersection analysis methodology to analyze the operation of signalized and unsignalized intersections. **Table 17-1** indicates the LOS for signalized and unsignalized intersections.

**Table 17-1**  
**Level of Service for Signalized and Unsignalized Intersections**

LOS	Delay (seconds/vehicle)	
	Signalized Intersections	Unsignalized Intersections
A	≤ 10.0	<10.0
B	>10.0 ≤ 20.0	>10.0 to <15.0
C	>20.0 ≤ 35.0	>15.0 to <25.0
D	>35.0 ≤ 55.0	>25.0 to <35.0
E	>55.0 ≤ 80.0	>35.0 to <50.0
F	>80.0	>50.0

Level of service is based on average stopped delay per vehicle movements of signalized intersections and all-way stop-controlled intersections. The City of Wildomar has established Level of Service (LOS) D as the minimum LOS for its intersections. Therefore, project-related traffic that would result in roadway segments to operate at LOS “E” or “F” would result in a significant impact.

As the City of Wildomar does not have their own traffic study guidelines, the methodologies were prepared in accordance with the Riverside County Transportation Department Traffic Impact Analysis Preparation Guide (April 2008), which state that the following type of traffic impacts may be considered “significant” under CEQA:

- When existing traffic conditions exceed the General Plan target LOS.
- When project traffic added to existing traffic will deteriorate the LOS to below the target LOS, and impacts cannot be mitigated through project conditions of approval.
- When cumulative traffic exceeds the target LOS, and impacts cannot be mitigated through the TUMF network (or other funding mechanism), project conditions of approval, or other implementation mechanisms.

The traffic study has been prepared in accordance with the traffic study guidelines, requirements, and thresholds of significance identified above.

### **Project Background**

The TIA assumes the existing church structure would be converted to a multi-purpose room; an additional 303 seats to the existing 897-seat church (total of 1,200 seats) would be constructed; and the office and classroom building would be constructed west of the existing church. Based on typical church activities, the project would not result in a significant change to weekday conditions; therefore, only peak Saturday traffic from 2:00 PM to 4:00 PM and peak Sunday traffic from 11:00 AM to 1:00 PM were evaluated.

The project would be constructed in two phases; however, the project was analyzed in one phase for the traffic study and assumes buildout and operation in 2020. The TIA evaluates the following scenarios:

- Existing Conditions;
- Existing Plus Project Conditions;
- Opening Year (2020) Cumulative Without Project Conditions (Existing Plus Ambient Growth Plus Cumulative Project); and
- Opening Year (2020) Cumulative With Project Conditions (Existing Plus Ambient Growth Plus Cumulative Projects Plus Proposed Project).

## Study Area

**Table 17-2**, Study Area Intersections, lists the north-south and east-west bound street segments that form intersections analyzed in the TIA:

**Table 17-2**  
**Study Area Intersections**

North-South Street	East-West Street
1. Grand Avenue	Corydon Street
2. Palomar Street	Corydon Street
3. Mission Trail	Malaga Road
4. Mission Trail	Lemon Street
5. Mission Trail	Corydon Street
6. Mojonner Way	Waite Street
7. Almond Street	Lemon Street
8. Almond Street	Waite Street
9. Almond Street	Bundy Canyon Road
10. Orange Street	Bundy Canyon Road
11. I-15 Southbound Ramps	Bundy Canyon Road
12. I-15 Northbound Ramps	Bundy Canyon Road
Source: Traffic Impact Study, RK Engineering Group, Inc. September 25, 2019.	

The 12 intersections evaluated in the TIA and their LOS are included in **Table 17-3**, Existing Conditions Study Intersection LOS Analysis Summary (see also **Figure 7**, Existing Travel Lanes and Intersections). As shown in **Table 17-3**, all study area intersections operate at LOS D or better during Saturday and Sunday peak hours.

**Table 17-3**  
**Existing Conditions Study Intersection LOS Analysis Summary**

Intersection	Traffic Control	Existing Conditions			
		Saturday Peak Hour		Sunday Peak Hour	
		Delay (secs)	LOS	Delay (secs)	LOS
1. Grand Avenue (NS) / Corydon Street (EW)	TS	20.5	C	20.8	C
2. Palomar Street (NS) / Corydon Street (EW)	TS	15.1	B	16.8	B
3. Mission Trail (NS) / Malaga Road (EW)	TS	14.3	B	13.7	B
4. Mission Trail (NS) / Lemon Street (EW)	TS	7.5	A	12.0	B
5. Mission Trail (NS) / Corydon Street (EW)	TS	13.5	B	13.2	B
6. Mojonner Way (NS) / Waite Street (EW)	CSS	9.6	A	9.0	A
7. Almond Street (NS) / Lemon Street (EW)	CSS	12.4	B	13.1	B
8. Almond Street (NS) / Waite Street (EW)	AWS	8.1	A	8.3	A
9. Almond Street (NS) / Bundy Canyon Road (EW)	AWS	10.4	B	9.8	A
10. Orange Street (NS) / Bundy Canyon Road (EW)	TS	25.7	C	16.1	B
11. I-15 Southbound Ramps (NS) / Bundy Canyon Road (EW)	TS	16.6	B	23.9	C
12. I-15 Northbound Ramps (NS) / Bundy Canyon Road (EW)	TS	17.5	B	19.3	B
Note: Deficient intersection operation indicated in bold.  TS = Traffic Signal CSS = Cross-Street Stop AWS = All-Way Stop					

## Methodology

### Project Trip Generation

Project-related trip generation represents the amount of traffic that is attracted and produced by the proposed development. Trip generation rates used to estimate project traffic and a summary of the project's trip generation are from the Institute of Transportation Engineers (ITE), Trip Generation Manual, 10th edition (2017), and are shown in **Table 17-4**.

**Table 17-4**  
**Proposed Project Trip Generation**

Land Use	Quantity	Units	Peak Hour Generator			Daily
			In	Out	Total	
Saturday						
Church	303	Seats	61	73	133	300 <sup>1</sup>
Sunday						
Church	303	Seats	79	85	164	367 <sup>2</sup>
Source: 2017 ITE Trip Generation Manual (10th Edition)						
<sup>1</sup> Assumes daily trip generation rate of 0.99 trips per seat (see Table 4-1, <i>Project ITE Trip Generation Rates</i> , of the TIA).						
<sup>2</sup> Assumes daily trip generation rate of 1.21 per seat (see Table 4-1, <i>Project ITE Trip Generation Rates</i> , of the TIA).						

As shown in **Table 17-4**, the proposed project would generate 300 daily trips during Saturday conditions with 133 peak hour trips, and 367 daily trips during Sunday conditions with 164 peak hour trips.

a) **Less Than Significant Impact.** The proposed project includes the removal of existing classroom/office structures from the site, conversion of the existing church to a multi-purpose building, and construction of a new church, classrooms, office building, and parking area. Based on the operational plan for the proposed land use, the proposed project is not expected to result in any significant change to weekday conditions or activities of the church; therefore, a weekday conditions analysis is not required for the proposed project (RK 2019).

In order to determine peaks hours for Saturday and Sunday conditions, 24-hour ADT counts on the roadway segments located adjacent to the project site were conducted. The peak hours for the adjacent roadways on Saturday and Sunday are 2:00 p.m. to 4:00 p.m. and 11:00 a.m. to 1:00 p.m., respectively. The TIA evaluates the potential traffic impacts associated with the proposed project during Saturday and Sunday roadway activities during these peak hours. Access for the proposed project would continue to be the two existing unsignalized driveways on Lemon Street and one existing unsignalized driveway at the intersection of Mojonner Way and Waite Street. The proposed project would generate 300 daily trips on Saturday and 367 daily trips on Sunday (see **Table 17-4**). Exhibit 4-2 of the TIA shows the project-generated traffic distribution.

#### **Existing Plus Project Conditions**

Existing Plus Project Conditions traffic volumes are derived by adding the project traffic volumes to the existing traffic volumes, as shown in **Table 17-5**.

**Table 17-5**  
**Existing Plus Project Mid-day Peak Hour Intersection Conditions**

Study Intersection	Traffic Control	Existing Conditions		Existing Plus Project Conditions		Significant Impact	
		Delay – LOS		Delay - LOS			
		Saturday Peak Hours	Sunday Peak Hours	Saturday Peak Hours	Sunday Peak Hours	Saturday	Sunday
1. Grand Avenue (NS) / Corydon Street (EW)	TS	20.5 - C	20.8 - C	20.8 - C	20.7 - C	No	No
2. Palomar Street (NS) / Corydon Street (EW)	TS	15.1 - B	16.8 - B	15.3 - B	17.0 - B	No	No
3. Mission Trail (NS) / Malaga Road (EW)	TS	14.3 - B	13.7 - B	14.4 - B	13.7 - B	No	No
4. Mission Trail (NS) / Lemon Street (EW)	TS	7.5 - A	12.0 - B	8.8 - A	15.7 - B	No	No
5. Mission Trail (NS) / Corydon Street (EW)	TS	13.5 - B	13.2 - B	13.5 - B	13.2 - B	No	No
6. Mojonnier Way (NS) / Waite Street (EW)	CSS	9.6 -A	9.0 - A	9.6 - A	9.2 - A	No	No
7. Almond Street (NS) / Lemon Street (EW)	CSS	12.4 - B	13.1 - B	13.7 - B	15.4 - C	No	No
8. Almond Street (NS) / Waite Street (EW)	AWS	8.1 - A	8.3 - A	8.5 - A	8.9 - A	No	No
9. Almond Street (NS) / Bundy Canyon Road (EW)	AWS	10.4 - B	9.8 - A	10.9 - B	10.3 - B	No	No
10. Orange Street (NS) / Bundy Canyon Road (EW)	TS	25.7 - C	16.1 - B	26.0 - C	40.9 - D	No	No
11. I-15 Southbound Ramps (NS) / Bundy Canyon (EW)	TS	16.6 - B	23.9 - C	17.1 - B	25.6 - C	No	No
12. I-15 Northbound Ramps (NS) / Bundy Canyon Road (EW)	TS	17.5 - B	19.3 - B	18.2 - B	20.2 - C	No	No
TS = Traffic Signal CSS = Cross-Street Stop AWS = All-Way Stop							

All the study intersections are forecast to operate at acceptable levels of service (LOS D or better) with Existing Plus Project conditions.

### **Opening Year (2020) Cumulative Without Project Conditions**

Opening Year (2020) Cumulative Without Project Conditions are based upon existing traffic volumes plus traffic volumes generated by cumulative project growth and annual ambient growth (4 percent). **Table 17-6**, below, shows all of the study intersections during the Opening Year (2020) Cumulative Without Project Conditions.

As shown in **Table 17-6**, below, all study intersections are forecast to continue to operate at an acceptable LOS D or better during Saturday and Sunday peak hours, except for the following intersections:

- Intersection 11 – I-15 Southbound Ramps / Bundy Canyon Road (both Saturday and Sunday peak hours)
- Intersection 12 – I-15 Northbound Ramps / Bundy Canyon Road (both Saturday and Sunday peak hours)

### **Opening Year (2020) Cumulative With Project Conditions**

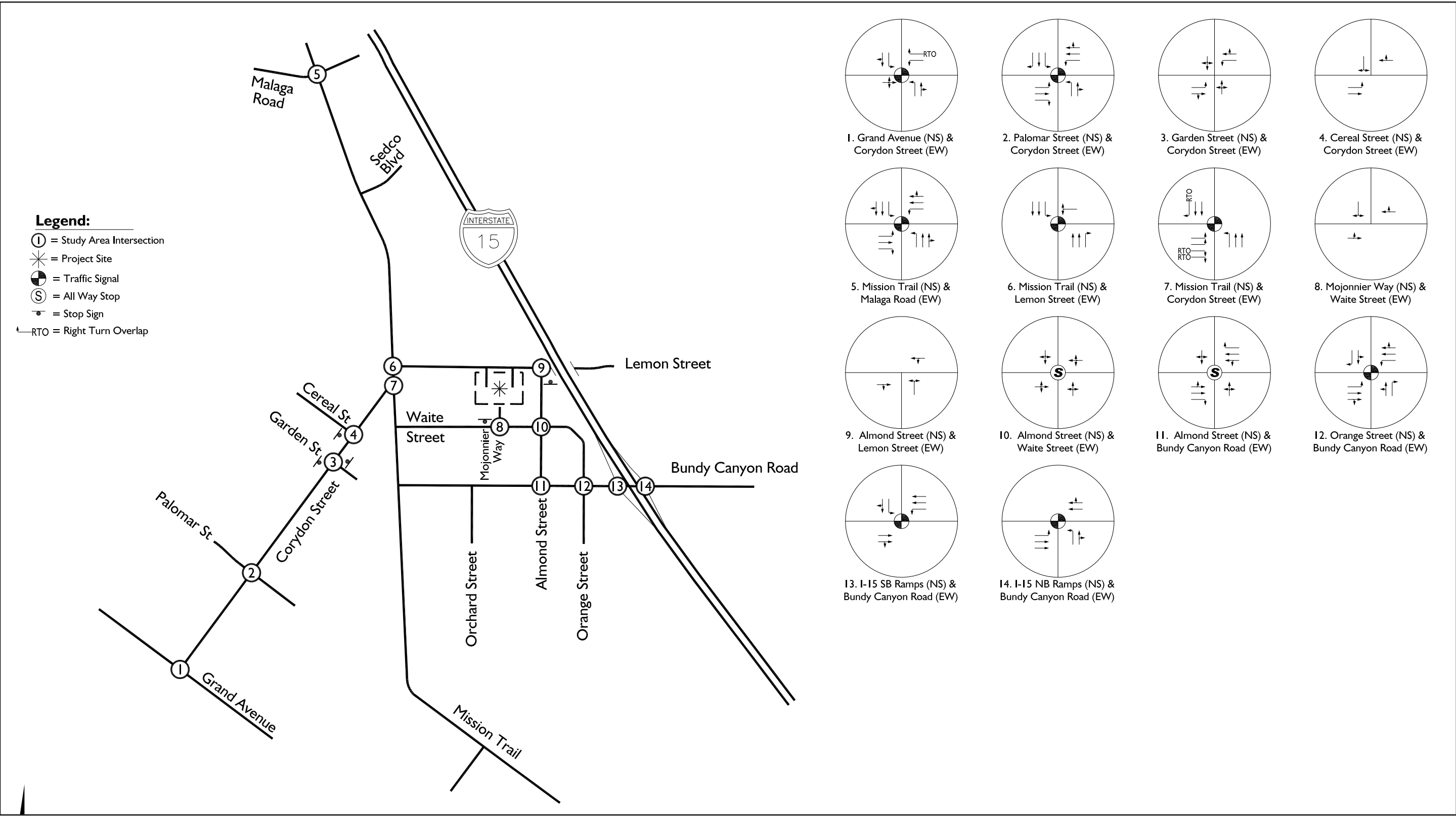
Opening Year (2020) Cumulative With Project Conditions LOS calculations are based upon existing traffic volumes plus ambient growth plus cumulative projects plus the proposed project. **Table 17-6** provides the cumulative with project conditions for the opening year (2020).

**Table 17-6**  
**Opening Year (2020) Cumulative With Project Conditions Study Intersection Summary**

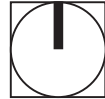
Study Intersection	Traffic Control	Opening Year (2020) Cumulative Conditions		Opening Year (2020) Cumulative Conditions With Project		Significant Impact?	
		Delay - LOS		Delay - LOS		Saturday	Sunday
		Saturday Peak Hours	Sunday Peak Hours	Saturday Peak Hours	Sunday Peak Hours		
1. Grand Avenue (NS) / Corydon Street (EW)	TS	25.7 - C	23.1 - C	25.8 - C	23.5 - C	No	No
2. Palomar Street (NS) / Corydon Street (EW)	TS	17.2 - B	19.4 - B	17.3 - B	19.7 - B	No	No
3. Mission Trail (NS) / Malaga Road (EW)	TS	15.8 - B	14.8 - B	15.8 - B	14.9 - B	No	No
4. Mission Trail (NS) / Lemon Street (EW)	TS	7.4 - A	13.3 - B	8.3 - A	13.7 - B	No	No
5. Mission Trail (NS) / Corydon Street (EW)	TS	16.0 - B	15.4 - B	16.1 - B	15.5 - B	No	No
6. Mojonier Way (NS) / Waite Street (EW)	CSS	9.5 - A	9.0 - A	9.6 - A	9.2 - A	No	No
7. Almond Street (NS) / Lemon Street (EW)	CSS	12.8 - B	13.5 - B	14.2 - B	16.0 - C	No	No
8. Almond Street (NS) / Waite Street (EW)	AWS	8.1 - A	8.5 - A	8.6 - A	9.0 - A	No	No
9. Almond Street (NS) / Bundy Canyon Road (EW)	AWS	23.7 - C	14.2 - B	28.1 - D	15.4 - C	No	No
10. Orange Street (NS) / Bundy Canyon Road (EW)	TS	33.3 - C	47.6 - D	34.2 - C	49.4 - D	No	No
<b>11. I-15 Southbound Ramps (NS) / Bundy Canyon (EW)</b>	<b>TS</b>	<b>117.2 - F</b>	<b>116.4 - F</b>	<b>119.5 - F</b>	<b>119.6 - F</b>	<b>Yes</b>	<b>Yes</b>
<b>Mitigated</b>	<b>TS</b>			<b>41.2 - D</b>	<b>46.7 - D</b>	<b>No</b>	<b>No</b>
<b>12. I-15 Northbound Ramps (NS) / Bundy Canyon Road (EW)</b>	<b>TS</b>	<b>147.5 - F</b>	<b>101.0 - F</b>	<b>149.8 - F</b>	<b>106.5 - F</b>	<b>Yes</b>	<b>Yes</b>
<b>Mitigated</b>	<b>TS</b>			<b>42.0 - D</b>	<b>32.9 - C</b>	<b>No</b>	<b>No</b>
Note: Deficient intersection operation and mitigation indicated in bold. TS = Traffic Signal CSS = Cross-Street Stop AWS = All-Way Stop							



Figure 7 - Existing Travel Lanes and Intersections  
5. Environmental Analysis



Source: RK Engineering Group, March 12, 2019.



*This page intentionally left blank.*

All the study intersections are forecast to operate at acceptable levels of service (LOS D or better), except for the following intersections:

- Intersection 11 – I-15 Southbound Ramps / Bundy Canyon Road (both Saturday and Sunday peak hours)
- Intersection 12 – I-15 Northbound Ramps / Bundy Canyon Road (both Saturday and Sunday peak hours)

### **Public Transit and Bicycle Plans**

The Riverside Transit Agency (RTA) Bus Route 8, Lake Elsinore-Wildomar Loop, operates along Mission Trail, approximately 0.4 mile west of the project site. Additionally, Lemon Street is designated as a west-east multi-use trail according to the City of Wildomar (Wildomar 2019). The proposed improvements would occur on the project site, and access to the site would continue to be provided by two existing unsignalized driveways on Lemon Street and one existing unsignalized driveway on Mojonnier Way. Moreover, the proposed project has been designed to fit within the existing land use goals and policies of the City of Wildomar General Plan. Therefore, because the proposed project would not conflict with any adopted policies, plans, or programs related public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities as all project improvements would occur onsite, impacts would be less than significant.

b) **Less Than Significant Impact.** According to CEQA Guidelines Section 15064.3 subdivision (b), vehicle miles traveled (VMT) exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects that would decrease vehicle miles traveled compared to existing conditions should be considered to have a less than significant transportation impact. The project would result in the construction of a new church at the project site, which would result in a net increase of 303 seats. Churches generate regional VMT when they are not in abundance or available in close proximity to their user base. The project site currently operates as a church; the proposed project would continue to serve residents that are current attendees of the site and would likely attract new users from nearby neighborhoods. The increase in seating capacity of the proposed church may reduce the VMT for users who would normally travel greater distances to attend other churches that provide similar services. As discussed in section VI.6, above, project-generated VMT represents less than 0.01 percent of the total VMT in the region over the same year in 2020 (14.1 billion VMT). The 0.01 percent increase in VMT associated with this project is considered negligible when compared to the region as a whole. Therefore, the project would not conflict with Section 15064.3 subdivision (b), and a less than significant impact would occur.

c) **Less Than Significant Impact.** The City of Wildomar implements development standards designed to ensure standard engineering practices are used for all improvements. The proposed project would be checked for compliance with these standards as part of the City's review process. The project does not include improvements to the transportation and circulation system surrounding the site. As such, the proposed project would not introduce any hazardous design features, and no impact would occur.

d) **Less Than Significant Impact.** The proposed project would provide three points of vehicular access—two access points at the existing driveways on Lemon Street and a third access point on Mojonnier Way. 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 would be less than significant.

**STANDARD CONDITIONS AND REQUIREMENTS**

1. Prior to issuance of any building permit on the project site, the project applicant shall pay all development impact fees (Wildomar Municipal Code Section 3.44).
2. Prior to issuance of any building permit on the project site, the project applicant shall demonstrate payment of the TUMF as calculated by the Western Riverside Council of Governments. (Wildomar Municipal Code Section 3.40.060)
3. As required by Municipal Code section 8.28, Fire Code, review of the project design by the City and CAL FIRE / Riverside County Fire Department is required to ensure sufficient emergency access.

**MITIGATION MEASURES**

None Required

## 18. Tribal Cultural Resources

Issues, would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 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		✓		
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 § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		✓		

## DISCUSSION

a i, ii) **Less Than Significant Impact with Mitigation Incorporated.** Assembly Bill (AB) 52 established a formal consultation process for California tribes within the CEQA process. The bill specifies that any project that may affect or cause a substantial adverse change in the significance of a tribal cultural resource would require a lead agency to “begin consultation with a California Native American tribe that is traditional and culturally affiliated with the geographic area of the proposed project.” Section 21074 of AB 52 also defines tribal cultural resources as sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe and that are either listed on, or eligible for, the California Register of Historical Resources or a local historic register, or the lead agency chooses to treat the resource as a significant resource.

The City notified tribes that requested to be alerted of new projects on March 18, 2019, which included the Pechanga Band of Luiseño Indians and Soboba Band of Mission Indians. The Pechanga Band of Luiseño Indians and the Soboba Band of Luiseño Indians requested consultation. The City of Wildomar consulted with the Pechanga Band of Luiseño Indians on April 18, 2019, and the tribe agreed with the mitigation measures as proposed. The City of Wildomar consulted with the Soboba Band of Luiseño Indians on April 22, 2019, and the tribe agreed with the mitigation measures, but provided minor language modification of two mitigation measures to omit redundant wording across mitigation measures and to clarify “appropriate” versus “consulting” tribe terminology.

With the inclusion of mitigation measures **TRI-1** through **TRI-5** and **CUL-1**, impacts to tribal cultural resources would be mitigated to a less than significant impact with mitigation incorporated.

## **STANDARD CONDITIONS AND REQUIREMENTS**

None required.

## **MITIGATION MEASURES**

Refer to mitigation measure **CUL-1** in section VI.5 of this document.

**TRI-1** To address the possibility that historical, archaeological, and/or tribal cultural resources (collectively referred to as “cultural resources” in these mitigation measures) may be encountered during grading or construction, a qualified professional archaeologist shall monitor all construction activities that could potentially impact cultural resources (e.g., grading, excavation, and/or trenching). The Soboba Band of Luiseno Indians and the Pechanga Band of Luiseño Indians may assign individuals to monitor all grading, excavation, and groundbreaking activities as well, and the tribal monitors shall be allowed on-site during any construction activities that could potentially impact cultural resources. However, monitoring may be discontinued as soon the qualified professional and the consulting tribe(s) are satisfied that construction will not disturb cultural resources.

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

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

**TRI-2** At least 30 days but no more than 60 days prior to the issuance of any grading permit, the project archaeologist shall file a pre-grading report with the City to document the proposed methodology for grading activity observation which will be determined in consultation with the tribe(s) that intend to assign tribal monitors pursuant to mitigation measure **CUL-1**. The archaeologist and the tribal monitor(s) will have the authority to temporarily halt and redirect grading activities in order to evaluate the significance of any cultural resources discovered on the project site.

*Timing/Implementation:*                      *At least 30 days but no more than 60 days prior to any ground-disturbing construction activities*

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

**TRI-3** At least 30 days but no more than 60 days prior to the issuance of any grading permit, the project applicant shall contact the Soboba Band of Luiseno Indians and the Pechanga Band of Luiseño Indians with notification of the proposed grading and shall enter into a Tribal Cultural Resources Treatment and Monitoring Agreement with the tribe(s). The agreements shall include, but not be limited to, outlining provisions and requirements for addressing the handling of tribal cultural resources; project grading and development scheduling; terms of compensation for tribal monitors; and establishing on-site monitoring provisions and/or requirements for professional tribal monitors during all ground-disturbing activities. The terms of the agreements shall not conflict with any of these mitigation measures. A copy of the signed agreement shall be provided to the Planning Director and the Building Official prior to the issuance of the first grading permit.

*Timing/Implementation:*                      *At least 30 days but no more than 60 days prior to the issuance of any grading permit.*

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

**TRI-4** If during grading or construction activities, cultural resources are discovered on the project site, work shall be halted immediately within 50 feet of the discovery and the resources shall be evaluated by the archaeologist and the tribal monitor(s). Any cultural resources that are discovered shall be evaluated and a final report prepared by the archaeologist. The report shall include a list of the resources discovered; documentation of each site/locality; interpretation of the resources identified; a determination of whether the resources are historical resources, unique or non-unique archeological resources, and/or tribal cultural resources; and the method of preservation and/or recovery for the identified resources. If the archaeologist, in consultation with the tribes, determines the cultural resources to be either historic resources or unique archaeological resources, avoidance and/or mitigation will be required pursuant to and consistent with CEQA Guidelines Section 15064.5(c) and Public Resources Code Section 21083.2. Further ground disturbance shall not resume within the area of the discovery until the City, project applicant, project archaeologist, and consulting tribe(s) reach an agreement regarding the appropriate treatment of the cultural resources, which may include avoidance or appropriate mitigation. Pursuant to California Public Resources Code Section 21083.2(b), avoidance is the preferred method of preservation for archaeological and cultural resources. Work may continue outside of the buffer area and will be monitored by additional tribal monitors, if needed as determined by the project archaeologist and the consulting tribe(s).

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

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

**TRI-5** In the event that cultural resources are discovered during the course of grading (inadvertent discoveries), the following shall be carried out for final disposition of the discoveries:

- a. The landowner(s) shall agree to relinquish ownership of all recovered tribal cultural resources to the consulting tribe(s), including sacred items and all artifacts, as part of the required treatment for impacts to cultural resources.
- b. One or more of the following treatments, in order of preference below, with (i) being the preferred treatment and (ii) being the secondary preferred treatment, shall be employed with the agreement of all parties. Evidence of such agreement shall be provided to the City:
  - i. Preservation in place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in the place they were found with no development affecting the integrity of the resources.
  - ii. On-site relocation to a preservation area shall be accomplished as requested by the consulting tribe(s). The preservation area location shall be governed by measures and provisions to protect the preservation area from any future impacts in perpetuity. Relocation shall not occur until all legally required cataloging and basic recordation have been completed. No recordation of sacred items is permitted without the written consent of the consulting tribe(s).
  - iii. Only if (i) and (ii) above cannot be employed, curation shall be arranged with an appropriate qualified repository that meets federal standards per 36 CFR Part 79. The cultural resources would be professionally curated and made available to other archeologists/researchers/tribal governments for further research and culturally appropriate use. The collections and associated records shall be transferred to a

curation facility meeting the above federal standards to be accompanied by a curation agreement and payment of any fees necessary for permanent curation.

*Timing/Implementation:*                      *During any ground-disturbing construction activities*  
*Enforcement/Monitoring:*                *City of Wildomar Engineering Department and Planning Department*



## 19. Utilities and Service Systems

Issues, would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) 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?			✓	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			✓	
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?			✓	
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?			✓	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			✓	

Sewer Sizing Calculations were prepared by W.H. McKeever, Inc. in August, 2019 (see **Appendix 14.0**) to identify the number of fixture units required for the proposed project.

### DISCUSSION

a,c) **Less Than Significant Impact.**

#### Wastewater Treatment

The EVMWD currently operates three wastewater treatment facilities: The Regional Water Reclamation Facility (WRF), the Horsethief Canyon Wastewater Treatment Plant (WWTP), and the Railroad Canyon WWTP (EVMWD 2016a). In addition, flow in the southern part of the EVMWD's service area is treated at the Santa Rosa Water Reclamation Facility operated by the Rancho California Water District. The project site is within the Regional WRF wastewater collection area (EVMWD 2016a).

According to Table 3-4 of the 2016 Sewer System Master Plan, there are 29 lift stations that serve the Regional WRF (EVMWD 2016b). Wastewater produced by the proposed project would be drawn by the B-2 Regional Lift Station, approximately 0.85-mile northwest of the project site at 32741 Mission Trail. The B-2 Lift Station has three pumps and a capacity of 1,200 gallons per minute (gpm), or 1,728,000 gallons per day (gpd) (EVMWD 2016b). The Regional WRF has an average daily flow of 5.46 million gallons per day (mgd) with a flow capacity of 8 mgd and a peak flow capacity of 17.6 mgd (EVMWD 2016b); therefore,

the Regional WRF has an excess daily intake capacity of approximately 2.54 mgd. In addition, the RWRF also has a planned capacity expansion to 18.2 mgd by 2040 (EVMWD 2016a).

To determine future demand for wastewater facilities, the EVMWD relies on recommended generation factors specified in the 2016 Sewer System Master Plan. The recommended generation factors are determined according to land use designation. The wastewater generation rate for public institutions is 706 gpd/acre for public institutions, as shown in Table 4-8, Calibrated Wastewater Duty and Generation Factors, of the Sewer System Master Plan (EVMWD 2016b).

The proposed church is 17,601 square feet, and the office and classroom building is 9,792 square feet. **Table 19-1**, Project-Wastewater Generation, shows the amount of wastewater generation based on the proposed improvements and wastewater generation factors.

**Table 19-1**  
**Project-Wastewater Generation**

Improvement	Size (square feet)	Size (acre)	Wastewater Duty Factor (gpd/ac)	Total (gpd)
Church	17,601	0.40	706	282.4
Office and Classroom Building	9,792	0.22	706	155.32
			<b>Total</b>	<b>437.72</b>
Source: EVMWD 2016b. 2016 Sewer System Master Plan Final Report. August 2016.				

The proposed project would result in an increase of approximately 0.02 percent<sup>5</sup> of the remaining wastewater flow capacity of the Regional WRF, and would be even less with implementation of the future expansion of the WRF. Therefore, based on wastewater generated by the project, the current capacity of the Regional WRF would be able to accommodate the wastewater flows generated from the proposed project. No additional sewer line is needed because the sewer sizing calculations provided by the applicant show that the existing 8-inch sewer line on Lemon Street can accommodate the anticipated 0.02 percent increase; **Appendix 14.0** provides a summary of the sewer sizing fixture units for the proposed project. The proposed project impacts to wastewater treatment would be less than significant.

### Water Treatment

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.

EVMWD purchases water from the Western Municipal Water District (WMWD) from two different sources (EVMWD 2016a). One source of purchased water from WMWD is treated at the Metropolitan Water District's Skinner Filtration Plant, which blends primarily Colorado River water and a small amount of State Water Project water. The other source of purchased water from the WMWD is conveyed from the Temescal Valley Pipeline and treated at the Mills Filtration Plant (EVMWD 2016a). Surface water from

---

<sup>5</sup> 437.72 gpd / 2,540,000 gpd = 0.000172 = 0.02 percent.

Canyon Lake (Railroad Canyon reservoir) is treated at Canyon Lake Water Treatment Plant. The water treatment facilities, their capacities, and remaining available treatment capacities are shown in **Table 19-2**, EVMWD Water Treatment Facilities.

**Table 19-2**  
**EVMWD Water Treatment Facilities**

<b>Treatment Plant</b>	<b>Capacity (mgd)</b>	<b>Average Daily Intake<sup>1</sup> (mgd)</b>	<b>Remaining Treatment Capacity (mgd)</b>
Canyon Lake Water Treatment Plant	9	4.5	4.5
Skinner Filtration Plant <sup>1</sup>	630	220	410
Mills Filtration Plant <sup>1</sup>	220	90	130
Total:	859	314.5	<b>544.5</b>
Source: EVMWD 2016a, MWD 2017.			
<sup>1</sup> Estimates based on average of Skinner and Mills daily effluent graphs.			

As shown in **Table 19-2**, the EVMWD water treatment facilities have a remaining water treatment capacity of approximately 544.5 mgd. Based on water generations rates in Table 4-8, Calibrated Wastewater Duty and Generation Factors, of the Sewer System Master Plan, the water duty factors for the site uses would be 1,700 gpd/acre for public institutions (EVMWD 2016b). **Table 19-3**, Project-Wastewater Generation, shows the amount of water demand based on the proposed improvements and water duty factors.

**Table 19-3**  
**Project-Wastewater Generation**

<b>Improvement</b>	<b>Size (square feet)</b>	<b>Size (acre)</b>	<b>Wastewater Duty Factor (gpd/ac)</b>	<b>Total (gpd)</b>
Church	17,601	0.40	1,700	680
Office and Classroom Building	9,792	0.22	1,700	374
			<b>Total</b>	<b>1,054</b>
Source: EMWD 2016b. 2016 Sewer System Master Plan Final Report. August 2016.				

As provided in **Table 19-3**, the project would result in a water demand increase of 1,054 gpd. This would be less than 0.002 percent<sup>6</sup> of the remaining treatment capacity of the EVMWD water treatment facilities. Therefore, based on water demands of the project, the current capacity of the EVMWD treatment facilities would be able to accommodate the water demands generated from the proposed project. The proposed project impacts to water treatment would be less than significant.

<sup>6</sup> 1,054 gpd / 544,500,000 gpd = 0.0000019 = 0.0002 percent.

## Stormwater Drainage

Stormwater drainage impacts are addressed in section VI.10.c.iii, above. The proposed project would utilize three onsite basins to address water quality requirements and mitigate the developed drainage flows down to 90 percent of the undeveloped (existing conditions) flow values. The maximum capacities of the storm drains crossing the freeway were evaluated to determine the flow values that will enter Lemon Street. According to the drainage report, the existing man-made basin on the southwest portion of the project site would need to be improved to accommodate an additional 130 cfs from existing conditions to handle offsite flows (McKeever 2019). The proposed project would improve the existing basin to accommodate the additional offsite flows and would construct two additional basins. Thus, increases in runoff as a result of the project would not exceed the capacity of the existing stormwater systems. Additionally, the BMP facilities implemented by the proposed project would improve water quality. Impacts would be less than significant. 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.

## Electricity and Natural Gas

The project improvements would be connected to the existing electricity and gas lines used by the existing facilities in accordance with the installation requirements of City of Wildomar Municipal Code Section 16.40.010. The applicant would be responsible for payment of electricity and gas connections as well as use of the utility. As described in section VI.6, Energy, the project would not result in energy use such that new or expanded facilities would be required. Therefore, impacts would be less than significant.

b) **Less Than Significant Impact.** The project site is within the service boundary for the EVMWD. The EVMWD utilizes both groundwater and imported water supplies to ensure adequate water is available for consumers. Imported water is utilized to ensure that significant overdraft of local groundwater supplies does not occur. Imported water is obtained from the Metropolitan Water District, local surface water from Canyon Lake, and local groundwater from the Elsinore Basin. EVMWD has a total of 13,128.2 acre-ft/year of groundwater rights and safe yield (EVMWD 2016a). The EVMWD has the ability to obtain a capacity of 26,296 acre-feet per year (23.4 mgd) during average years and wet years (EVMWD 2016a).

The proposed project is expected to be developed by 2020. According to the 2015 Urban Water Management Plan, the projected 2020 water demand and supply would be 36,205 acre-feet per year and 44,052 acre-feet per year, respectively; therefore, the supply would exceed the demand by 7,847 acre-feet/year. Thus, this impact would be less than significant because there would be sufficient water supply to service the proposed project.

d) **Less Than Significant Impact.** The main disposal site that would serve the project site is the El Sobrante Landfill in Corona. The landfill is projected to reach its full capacity of 209,910,000 cubic yards in 2051 (CalRecycle 2019). The landfill covers approximately 1,322 acres and has a maximum permitted throughput of approximately 16,054 tons/day (CalRecycle 2019). The El Sobrante Landfill has a remaining capacity of 143,977,170 tons (CalRecycle 2019).

The California Department of Resources Recycling and Recovery's (CalRecycle) sample solid waste generation rates for public/institutional is 0.007 pound per square foot per day (CalRecycle 2016). The proposed church 17,601 square foot church and 9,792 square foot office and classroom building development would generate approximately 191.75 pounds/day of solid waste. This increase would be

0.00059 percent<sup>7</sup> of the landfill's daily maximum permitted throughput and could be accommodated. Therefore, the project impacts on landfill capacity would be less than significant.

e) **Less Than Significant Impact.** Solid waste would be generated during construction and operation of the proposed project. The Solid Waste Reuse and Recycling Access Act of 1991 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 would ensure the project would result in a less than significant impact.

#### **STANDARD CONDITIONS AND REQUIREMENTS**

1. As required by City of Wildomar Municipal Code Section 13.12.050, Regulatory Consistency, and the MS4 Permit from the San Diego Regional Water Quality Control Board, stormwater drainage improvements must be consistent and in accordance with these provisions.
2. As required by City of Wildomar Municipal Code Section 16.40.10, Installation Requirements, the project would comply with the installation requirements for undergrounding utilities.
3. As required by City of Wildomar Municipal Code Section 8.104, Solid Waste Collection and Disposal, the generation, accumulation, handling, collection, transportation, conversion, and disposal of solid waste must be controlled and regulated through the provisions of this chapter.

#### **MITIGATION MEASURES**

None required.

---

<sup>7</sup> 191.75 lb/day = 0.0959 ton/day

0.0959 tons/day / 16,054 tons/day = 0.0000059 or 0.00059 percent.

## 20. Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?		✓		
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?		✓		
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?			✓	
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?			✓	

a) **Less Than Significant Impact With Mitigation Incorporated.** California Government Code Chapter 6.8 directs the California Department of Forestry and Fire Protection (CAL FIRE) to identify areas of very high fire hazard severity within Local Responsibility Areas (LRA). Mapping of the areas, referred to as Very High Fire Hazard Severity Zones (VHFHSZ), is based on data and models of potential fuels over a 30- to 50-year time horizon and their associated expected fire behavior and expected burn probabilities, which quantifies the likelihood and nature of vegetation fire exposure to buildings. LRA VHFHSZ maps were initially developed in the mid-1990s and are now being updated based on improved science, mapping techniques, and data. In 2008, the California Building Standards Commission adopted California Building Code Chapter 7A requiring new buildings in Very High Fire Hazard Severity Zones to use ignition-resistant construction methods and materials.

The eastern and western portions of the City of Wildomar have been designated Very High Fire Hazard Severity Zones. The project site is located in a non-VHFHSZ within the LRA (CAL FIRE 2009). Development on the project site would be subject to compliance with the 2016 California Building Code (or the most current version) and the 2016 edition of the California Fire Code (Part 9 of Title 24 of the California Code of Regulations). Wildomar is covered under the Riverside County Operational Area Emergency Operations Plan (2006) and the Riverside County Operation Area Multi-Jurisdictional Local Hazard Mitigation Plan (2012). These plans provide guidance to effectively respond to any emergency, including wildfires. In addition, all proposed construction would be required to meet minimum standards for fire safety. Implementation of these plans and policies in conjunction with compliance with the Fire Code would minimize the risk of loss due to wildfires.

Development on the project site would be subject to compliance with California Building Code. Moreover, the City of Wildomar is under the Riverside County Operational Area Multi-Jurisdictional Local Hazard

Mitigation Plan, which provide guidance to effectively respond to and mitigate emergencies, including wildfires. Furthermore, the proposed project would not conflict with adopted emergency response or evacuation plans. The surrounding roadways would continue to provide emergency access to the project site and surroundings during construction and postconstruction. In addition, as with all projects in the City of Wildomar, mitigation measures **HAZ-1** and **HAZ-2**, which require conformance with the California Building Code and Fire Code, would be implemented. Therefore, impacts are considered less than significant with mitigation incorporated.

b) **Less Than Significant With Mitigation Incorporated.** The project site is developed with topography that is generally flat and gradually slopes from the northeast to the southwest. The City does not have high-speed prevailing winds, and average wind speeds are approximately 6 miles per hour during the windier part of the year, from November to June (Weather Spark 2019).

Development of the site with the proposed improvements would reduce the amount of exposed vegetation that could be used as fuel on the site. Therefore, the project and site conditions would not contribute to an increase in exposure to wildfire risk. Additionally, development on the project site would be subject to compliance with the California Building Code. Moreover, the City of Wildomar is under the Riverside County Operational Area Multi-Jurisdictional Local Hazard Mitigation Plan, which provides guidance to effectively respond to and mitigate emergencies, including wildfires. The project site is not within a Very High Fire Severity zone; however, as with all projects in the City of Wildomar, mitigation measures **HAZ-1** and **HAZ-2**, which require conformance with the California Building Code and Fire Code, would be implemented. Therefore, impacts are considered less than significant with mitigation incorporated.

c) **Less Than Significant Impact.** The project site would require expansion of connection to utilities such as electricity, water, and sewer. The project applicant would be required to pay for connections and maintenance of onsite utility infrastructure. The utilities would be installed to meet service requirements. The project site is not within a Very High Fire Severity Zone. The construction of infrastructure improvements for the project would not directly increase fire risk, and impacts would be less than significant.

d) **Less Than Significant Impact.** As discussed in Section VI.9 and VI.10 respectively, above, the project site is not within a flood plain or landslide hazard area. Construction activities related to the proposed project would be subject to compliance with the CBC and would include best management practices (BMPs). Best management practices may include but are not limited to covering of the soil, use of a dust-inhibiting material, landscaping, use of straw and jute, hydroseeding, and grading in a pattern that slows stormwater flow and reduces the potential for erosion, landslides, and downstream flooding. Operationally, drainage at the project site would be improved post-construction by utilizing three onsite basins to mitigate for water quality requirements. Therefore, with implementation of BMPs and the proposed drainage improvements, impacts would be less than significant.

#### **STANDARD CONDITIONS AND REQUIREMENTS**

None Required.

#### **MITIGATION MEASURES**

Implementation of mitigation measures **HAZ-1** and **HAZ-2** in Section VI.9 of this document.

## VII. MANDATORY FINDINGS OF SIGNIFICANCE

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

## DISCUSSION

The following mandatory findings of significance are in accordance with CEQA Guidelines Section 15065.

a) **Less Than Significant Impact with Mitigation Incorporated.** Based on the evaluations and discussion in this IS/MND, the proposed project has a very limited potential to incrementally degrade the quality of the environment because the site is currently developed and disturbed. As discussed in section VI.5, Cultural Resources, with implementation of mitigation measures **CUL-1** and **TRI-1** through **TRI-5**, the proposed project would have a less than significant impact on archaeological resources. Furthermore, as discussed in section VI.7, Geology and Soils, the proposed project would have a less than significant impact on geological and paleontological resources with implementation of mitigation measure **GEO-1** and **GEO-2**, which require the project to incorporate recommendations of the geotechnical report and reduce impacts to paleontological resources. Moreover, with implementation of **CUL-1** and **TRI-1** through **TRI-5**, the proposed project would have a less than significant impact to tribal cultural resources. With implementation of **HAZ-1** and **HAZ-2**, as discussed in section VI.8, Hazards and Hazardous Materials, and section VI.20, Wildfire, the proposed project would result in a less than significant impact with respect to wildfire with conformance to building codes and City standards. Therefore, the proposed project would not significantly affect the environment after implementation of the mitigation measures in this IS/MND. Therefore, any impacts would be considered less than significant with mitigation incorporated.

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



### **Aesthetics**

Implementation of the proposed project would not contribute to cumulative visual resource or aesthetic impacts. The project includes several design measures to minimize light pollution. This project and other projects in Wildomar are required to comply with the City's light pollution ordinance. The project is proposed in a developing region of the City and is consistent with the General Plan. Views of surrounding ridgelines are obscured by existing development around the project site, and while certain structures, such as the proposed church and office and classroom building, may obscure views of surrounding ridgelines from proximate public vantage points, the project, in combination with other development in the vicinity would not significantly impact any scenic vistas. Thus, the proposed project would have a less than cumulatively considerable impact to aesthetics.

### **Agriculture and Forestry Resources**

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

### **Air Quality**

The South Coast Air Quality Management District's approach for assessing cumulative impacts is based on the Air Quality Management Plan forecasts of attainment of ambient air quality standards in accordance with the requirements of the federal and California Clean Air acts. In other words, the SCAQMD considers projects that are consistent with the AQMP, which is intended to bring the basin into attainment for all criteria pollutants, to also have less than significant cumulative impacts. The discussion under Issue a) in section VI.3, Air Quality, describes the SCAQMD criteria for determining consistency with the AQMP and further demonstrates that the proposed project would be consistent with the plan. Implementation of mitigation measure **AQ-1** would ensure that only Tier IV diesel construction equipment is used. As such, the project would have a less than cumulatively considerable impact on air quality.

### **Biological Resources**

The project site is entirely developed and would not result in a direct impact to biological resources, but would be required to comply with the CDFW pre-construction nesting survey requirements. Implementation of mitigation measure **BIO-1** would reduce impacts associated with CDFW compliance. The proposed project would have a less than cumulatively considerable impact on biological resources.

### **Cultural Resources**

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

### **Energy**

Construction and operation of the improvements would result in an increase in energy. Construction energy would be temporary and normal of development in the region. Section VI.6, Energy, analyzed the project's cumulative contribution to energy in the region and determined the project would have a less than cumulatively considerable environmental impact to energy.

### **Geology and Soils**

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

with seismic activity, and **GEO-2** would reduce potential impacts to paleontological resources. Therefore, impacts are expected to be less than cumulatively considerable.

#### **Greenhouse Gas Emissions**

The greenhouse gas analysis in section VI.8, Greenhouse Gas Emissions, analyzed the proposed project's cumulative contribution to global climate change and determined that the project would have a less than cumulatively considerable environmental impact resulting from greenhouse gas emissions.

#### **Hazards and Hazardous Materials**

The proposed project is not expected to utilize or contribute to hazards associated with the accidental release of hazardous materials. The project site is not within a Very High Fire Severity Zone. Implementation of mitigation measures **HAZ-1** and **HAZ-2** would ensure that the proposed project complies with California Building Code, Fire Code, and City standards in regard to fire hazards. Compliance with federal, state, and local regulations would ensure that cumulative hazard conditions are less than cumulatively considerable.

#### **Hydrology and Water Quality**

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

#### **Land Use and Planning**

The proposed project is consistent with the existing R-R zoning designation of the General Plan. The project site is currently developed with buildings and a parking lot; project implementation would occur within the footprint of the site. Therefore, the project would have a less than cumulatively considerable impact related to land use and planning.

#### **Mineral Resources**

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

#### **Noise**

As discussed in section VI.13, Noise, the proposed project would comply with all applicable noise standards and would have less than significant direct impacts related to construction and operational noise. Project construction could result in some noise disturbance; however, these impacts would be temporary and would be restricted to daytime hours. In addition, the project would adhere to the City of Wildomar's policies found in the General Plan Noise Element and the Municipal Code limiting the construction hours of operation. It is possible that other construction projects in the vicinity could overlap with activity on the proposed project site, but other such projects would be required to mitigate their construction noise impacts. Any combined impacts would be temporary, constituting intermittent annoyance perhaps, but not a significant cumulative noise impact. Therefore, the proposed project would have a less than cumulatively considerable impact related to noise.

#### **Population and Housing**

Since the project site is developed with a church building and modular classrooms, no housing units or people would be displaced, and the construction of replacement housing is not required. Therefore, the project would have a less than cumulatively considerable impact related to population and housing.

### **Public Services**

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

### **Recreation**

Implementation of the proposed project, in combination with other existing, planned, proposed, approved, and reasonably foreseeable development in the immediate area, would not significantly increase the demand for recreational space. The project would reduce outdoor grass recreational space for construction of the new buildings but would provide a multi-purpose building. Additionally, as a standard condition of approval, the project applicant would be required to pay development impact fees to fund the expansion of such services. Development of any future public facilities would be subject to CEQA review prior to approval that would identify and address any resulting impacts. Therefore, the proposed project would have a less than cumulatively considerable impact on public services.

### **Transportation**

The CEQA Guidelines require that other reasonably foreseeable development projects which are either approved or being processed concurrently in the study area also be included as part of a cumulative analysis scenario. The cumulative setting for the proposed project includes the nearby development for opening year traffic conditions provided by City of Wildomar Public Works and Engineering staff. Cumulative traffic impacts are created as a result of a combination of the proposed project and other future developments contributing to the overall traffic impacts and requiring additional improvements to maintain acceptable levels of service with or without the project. Information on future projects in the vicinity of the study areas has been obtained from the City of Wildomar staff for inclusion in the TIA. Table 4-3 of the TIA shows the proposed land uses for nearby cumulative projects provided by City staff (**Appendix 13.0**). According to the cumulative projects list, there would be eight cumulative projects within the project area that are forecast to generate a daily cumulative trip generation total of 32,368 trips on Saturday and 21,044 trips on Sunday (RK 2019).

A project's contribution to a cumulatively significant impact can be reduced to less than significant if the project implements or funds its fair share of improvements designed to alleviate the potential cumulative impact. As enforced by the City-adopted City Traffic Signal Development Impact Fee (Article I, Development Impact Fees, of Municipal Code Chapter 3.44), the project applicant will be required to participate in the funding of off-site improvements. Specifically, this will be accomplished through required fair share payments into the City of Wildomar fee programs. Churches and associated facilities are exempt from payment of the Western Riverside County Transportation Uniform Mitigation Fee (Municipal Code Chapter 3.40). Per Municipal Code Chapter 3.44, these fees are collected as part of a funding mechanism aimed at ensuring that regional highways and arterial expansions keep pace with projected population increases. Furthermore, city ordinance require participation in the City's impact fee program and payment TUMF for the future widening of off-ramps and through lanes at the Intersections of I-15 SB Ramps / Bundy Canyon Road and I-15 NB Ramps / Bundy Canyon Road. The project's impacts to cumulative traffic conditions would be less than cumulatively considerable.

### **Tribal Cultural Resources**

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

### **Utilities and Service Systems**

Implementation of the proposed project would increase demand for public utilities. However, project would not result in a significant increase in utility demand and would be accounted for in long-range plans for provision of such services, as provided in the General Plan. Therefore, the proposed project would have less than cumulatively considerable impacts on utilities and service systems.

### **Wildfire**

Development of the project site would not exacerbate wildfire risk for the region; the project site is not located within a Very High Fire Severity Zone. Compliance with California Building Code, Fire Code, and other applicable federal, state, and local regulations would ensure that cumulative hazard conditions are less than cumulatively considerable.

c) **Less Than Significant Impact with Mitigation Incorporated.** The proposed project does not have the potential to significantly adversely affect humans, either directly or indirectly. Although a number of impacts were identified as having potential to significantly impact humans, with implementation of the identified mitigation measures and standard conditions and requirements, these impacts would be less than significant. With implementation of the identified mitigation measures, the proposed project is not expected to cause significant adverse impacts to humans. Mitigation measures **CUL-1** and **TRI-1** through **TRI-5** reduce impacts associated with cultural, archaeological, and tribal cultural resources; mitigation measures **GEO-1** and **GEO-2** reduce impacts associated with earthquake faults, soils hazards, and paleontological resources would reduce impacts. Therefore, the project does not have any environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly. Furthermore, because this document analyzes long-term and short-term impacts and mitigates all potential impacts to a less than significant level, the proposed project would not achieve short-term environmental goals to the disadvantage of long-term environmental goals. Any impacts are considered less than significant with mitigation incorporated.

## VIII. REFERENCES

- Brian F. Smith and Associates, Inc. 2018, June 19. A Cultural Resources Assessment for the St. Frances of Rome Project.
- California Department of Conservation. Division of Land Resource Protection (DLRP). 2016a. Accessed February 26, 2019. <https://maps.conservation.ca.gov/dlrp/ciff/>
- \_\_\_\_\_. DLRP. 2016b. Accessed February 26, 2019. Riverside County Williamson Act FY 2015/2016, Sheet 1 of 3. [ftp://ftp.consrv.ca.gov/pub/dlrp/wa/Riverside\\_w\\_15\\_16\\_WA.pdf](ftp://ftp.consrv.ca.gov/pub/dlrp/wa/Riverside_w_15_16_WA.pdf)
- California Department of Fish and Wildlife (CDFW). 2018. California National Diversity Database. <https://www.wildlife.ca.gov/Data/CNDDDB/Maps-and-Data#43018410-cnddb-quickview-tool>
- California Department of Forestry and Fire Protection. (CALFIRE). 2009, December 24. Western Riverside County – Very High Fire Hazard Severity Zones in LRA. [http://frap.fire.ca.gov/webdata/maps/riverside\\_west/fhszl\\_map.60.jpg](http://frap.fire.ca.gov/webdata/maps/riverside_west/fhszl_map.60.jpg)
- California Department of Resources Recycling and Recovery (CalRecycle). 2016. Estimated Solid Waste Generation Rates. <https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates>
- \_\_\_\_\_. 2019. Facility/Site Summary Details: El Sobrante Landfill (33-AA-0217). <https://www2.calrecycle.ca.gov/swfacilities/Directory/33-AA-0217>
- California Department of Toxic Substances Control (DTSC). Envirostor 2019. <https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=21591+Lemon+Street%2C+Wildomar%2C+CA%2C+USA>
- California Department of Transportation (Caltrans). 2011, September 7. California Scenic Highway Mapping System. [http://www.dot.ca.gov/hq/LandArch/16\\_livability/scenic\\_highways/](http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/).
- California Gas and Electric Utilities (CGEU). 2016 California Gas Report. <https://www.socalgas.com/regulatory/documents/cgr/2016-cgr.pdf>
- California State Water Resources Control Board (SWRCB). GeoTracker. 2015. <http://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=21591+lemon+street+wildomar>
- County of Riverside. 2003. Western Riverside County Multiple Species Habitat Conservation Plan.
- EEl Engineering Solutions. 2019, March 11. Phase I Environmental Site Assessment.
- EVMWD (Elsinore Valley Municipal Water District). 2005. *Elsinore Basin Groundwater Management Plan*
- \_\_\_\_\_. 2016a. 2015 Urban Water Management Plan. <http://www.evmwd.com/civicax/filebank/blobdload.aspx?blobid=31890>
- \_\_\_\_\_. 2016b. 2016 Sewer System Master Plan. <http://www.evmwd.com/civicax/filebank/blobdload.aspx?blobid=32037>
- FEMA (Federal Emergency Management Agency). 2008. Flood Map Number. <https://msc.fema.gov/portal/search?AddressQuery=21591%20lemon%20street%2C%20wildomar%2C%20ca#searchresultsanchor>
- FTA (Federal Transit Administration). 2018, September. *Transit Noise Impact and Vibration Assessment Manual*. [https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123\\_0.pdf](https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf)

Google Earth. 2019.

Hernandez Environmental Services and Brian F. Smith and Associates, Inc. (HES and BFS). 2019a, March 29. MSHCP General Biological Resources Habitat Assessment and Compliance Analysis for the 11-Acre St. Frances of Rome Church.

\_\_\_\_\_. 2019b, March 27. Jurisdictional Delineation for the St. Frances of Rome Church.

Landmark Consultants. 2016, April. Geotechnical Report. New Church at St. Frances of Rome.

Ldn, Consulting Inc. 2019a, January 7. Air Quality Assessment.

\_\_\_\_\_. 2019b, January 7. Greenhouse Gas Assessment.

\_\_\_\_\_. 2019c, January 7. Noise Assessment.

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

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

RCFD (Riverside County Fire Department). 2016. *Annual Report 2016* (in cooperation with Cal Fire).

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

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

RK Engineering Group, Inc. 2019, September 25, 2019. St. Frances of Rome Traffic Impact Analysis.

San Diego Regional Water Quality Control Board (San Diego RWQCB). 2015, November 18. National Pollutant Discharge Elimination System (NPDES) Permit and Waste Discharge Requirements for Discharges from the Municipal Separate Storm Sewer Systems (MS4s) Draining the Watersheds within the San Diego Region. Order No. R9-2013-0001, as Amended by Order Nos R9-2015-0001 and R9-2015-0100, NPDES No CAS0109266.  
[https://www.waterboards.ca.gov/sandiego/water\\_issues/programs/stormwater/docs/2015-1118\\_AmendedOrder\\_R9-2013-0001\\_COMPLETE.pdf](https://www.waterboards.ca.gov/sandiego/water_issues/programs/stormwater/docs/2015-1118_AmendedOrder_R9-2013-0001_COMPLETE.pdf)

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

SCAQMD (South Coast Air Quality Management District). 2003. 2003 Air Quality Management Plan.

\_\_\_\_\_. 2005. Rule 403 Dust Control Information.

\_\_\_\_\_. 2008. Final Localized Significance Threshold Methodology. Revised July 2008.

\_\_\_\_\_. 2011. SCAQMD Air Quality Significance Thresholds. Revised March 2011.

\_\_\_\_\_. 2016. Final 2012 Air Quality Management Plan.

Southern California Edison (SCE). Edison International and Southern California Edison 2017 Annual Report. <https://www.edison.com/content/dam/eix/documents/investors/corporate-governance/2017-eix-sce-annual-report.pdf>.

- United States Energy Information Administration (EIA). 2016, December. Commercial Buildings Energy Consumption Survey (CBECS). Table PBA5. Natural consumption totals and intensities by building activity subcategories.  
<https://www.eia.gov/consumption/commercial/data/2012/c&e/cfm/pba5.php>
- U.S. Fish and Wildlife Service (USFWS). 2018, October 17. National Wetlands Mapper.  
<http://www.fws.gov/wetlands/data/mapper.HTML>
- U.S. Geological Service (USGS). 2017, October 16. Land Subsidence: Cause and Effect.  
[https://ca.water.usgs.gov/land\\_subsidence/california-subsidence-cause-effect.html](https://ca.water.usgs.gov/land_subsidence/california-subsidence-cause-effect.html)
- Weather Spark. Average Weather in Wildomar. Accessed on March 5, 2019.  
<https://weatherspark.com/y/1910/Average-Weather-in-Wildomar-California-United-States-Year-Round>
- Western Riverside County Regional Conservation Authority (WRCRCA). 2003, June 17. MSHCP – Volume One: The Plan. 3.3 Area Plans – Introduction and Eastvale to Reche Canyon/Badlands Plans.  
[http://wrcrca.conserveriverside.com/wrcrca/Permit\\_Docs/MSHCP\\_Docs/volume1/Vol1-sec3-3-3-1-to11.pdf](http://wrcrca.conserveriverside.com/wrcrca/Permit_Docs/MSHCP_Docs/volume1/Vol1-sec3-3-3-1-to11.pdf)
- Wildomar, City of. County of Riverside General Plan. 2003.  
[http://www.cityofwildomar.org/UserFiles/Servers/Server\\_9894739/File/Government/Departments/Planning/General%20Plan.pdf](http://www.cityofwildomar.org/UserFiles/Servers/Server_9894739/File/Government/Departments/Planning/General%20Plan.pdf)
- \_\_\_\_\_. 2015, April 23. City of Wildomar Impact Fee Study Update Report.
- \_\_\_\_\_. 2018, January 8. City of Wildomar Zoning Map.  
[http://www.cityofwildomar.org/UserFiles/Servers/Server\\_9894739/File/Government/Departments/Planning/Maps/Wildomar%20Zoning%20Map%2001-08-2018.pdf](http://www.cityofwildomar.org/UserFiles/Servers/Server_9894739/File/Government/Departments/Planning/Maps/Wildomar%20Zoning%20Map%2001-08-2018.pdf)
- \_\_\_\_\_. 2018a. Biennial Operating Budget Fiscal Years 2017-18 & 2018-19.
- \_\_\_\_\_. 2019. Trails Map.  
<http://www.cityofwildomar.org/cms/One.aspx?portalId=9894827&pageId=12051383>
- \_\_\_\_\_. 2019. Municipal Code.
- W.J. McKeever, Inc. 2018, December 14. Project-Specific Water Quality Management Plan.
- \_\_\_\_\_. 2019, January. Preliminary Drainage Study for St. Frances Catholic Church.
- \_\_\_\_\_. 2019, August. Sewer Sizing for St. Frances Catholic Church.

*This page intentionally left blank.*