



DRAFT INITIAL STUDY & MITIGATED NEGATIVE DECLARATION

**Palomar Street Widening Project
(Capital Improvement Project No. 028-1)**

Lead Agency:

City of Wildomar
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1. **Appendix 1.0** – National Environmental Protection Act (NEPA) Environmental Report
2. **Appendix 2.0** – Air Quality and Greenhouse Gas Background and Modeling, PlaceWorks (March 26, 2020)
3. **Appendix 3.0** – General Biological Resources Assessment, Helix Environmental Planning, Inc. (May 22, 2020)
4. **Appendix 4.0** – Determination of Biologically Equivalent or Superior Preservation Analysis, Helix Environmental Planning, Inc. (June 24, 2020)
5. **Appendix 5.0** – Cultural Resources Assessment, Helix Environmental Planning, Inc. (May 2020)
6. **Appendix 6.0** – Fault Hazard Evaluation Report for the Proposed Camelia Residential Community, Earth Strata. (June 8, 2016)

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

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I. INTRODUCTION AND PROJECT DESCRIPTION

Purpose and Project Overview

This Initial Study evaluates the following development applications:

- **Construction Easement:** Construction will require cut and fill outside of the public right of way (ROW). Construction easement(s) will be obtained by the City for the proposed project.
- **Encroachment Permit:** The City will issue an encroachment permit to the contractor(s) responsible for completing the work within the project area.

The purpose of this Initial Study is to evaluate the potential environmental effects associated with the widening of Palomar Street and Clinton Keith Road and to provide mitigation where necessary to avoid, minimize, or lessen environmental effects. The City intends to apply for grant funding for the proposed project. At this time, it is unknown what grant application(s) will be made. Because some of the grant(s) may be federally funded, portions of the National Environmental Protection Act (NEPA) Environmental Report will be incorporated into this IS/MND (**Appendix 1.0**).

II. EXISTING CONDITIONS

Project Site

Project Location

The project site is the portion of Palomar Street from Meadow Ridge Lane to the eastern city limits, and the portion of Clinton Keith Road from Renaissance Plaza to Stable Lanes Road, and the portion of Clinton Keith Road that intersects Palomar Street. 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 surrounded by vacant land, and residential and commercial uses. Regional access is provided by Interstate 15 (I-15), approximately 765 feet east of Clinton Keith Road and 0.6-mile east of Palomar Street.

Physical Setting

The area affected by the proposed project is approximately 36 acres in size and consists of the existing Palomar Street and Clinton Keith Road, and excavation/fill areas adjacent to the City ROW. Existing development along these roadways include residential and commercial uses. Sidewalks and trails exist on portions of Palomar Street and Clinton Keith Road, and Class II bike lanes exist on Clinton Keith Road. At its widest, Palomar Street is approximately 111 feet from both ends of the right-of-way (ROW); Clinton Keith Road is approximately 133 feet from both ends of the ROW.

As shown in Figure 3, Aerial Photograph, Palomar Street is a two-lane roadway running north-south within the project area. Palomar Street generally has two 11-foot travel lanes, and little to no sidewalk or bicycle lanes. The road is slightly elevated above the surrounding terrain, and crosses several drainages. Palomar Street is relatively flat, however the roadway slopes to the south and west toward Murrieta Creek. See **Figure 4a** and **Figure 4b**, Site Photos, which shows the existing conditions of Palomar Street and Clinton Keith Road.

Within the project area, Clinton Keith Road extends from Palomar Street to the west to the I-5 interchange to the east. The roadway is four lanes wide with a center turn lane/median. Sidewalk and bicycle lanes exist on part, but not all of Clinton Keith Road. The roadway slopes from east to west but is flat at the intersection with Palomar Street.

The intersection of Palomar Street and Clinton Keith is signalized with crosswalks and sidewalk on three of the four legs of the intersection. The property on the southwest corner is undeveloped, and the extent of intersection improvements is a short return at the corner. No sidewalk extends on either side of the intersection at this location.

Utilities

The project site consists of existing roadways; no existing utilities are needed to serve the project site.

Water and Sewer

The project site consists of existing roadways; no existing water and sewer connections are needed to serve the project site.

Drainage

Storm water drainage flows from the north side of the project area to the south toward Murrieta Creek . Storm water flows cross under Palomar Street by way of existing 18-inch corrugated metal pipes (CMP) and Asphalt Concrete (AC) over-side drains.

Electricity and Natural Gas

Electricity used to power the streetlights at the project site is currently provided via Southern California Edison (SCE). As the project site consists of existing roadways, no natural gas pipelines are needed to serve the site.

Natural Hazards

The Elsinore and Wildomar Faults traverse Palomar Street from east to west. Portions of the project site is located within a very high fire hazard severity zone (VHFHSZ); mitigation measures have been included to mitigate potential impacts (see Executive Summary below).

Regulatory Setting

The proposed project would require an encroachment permit as improvements would be performed in the public ROW.

III. PROJECT DESCRIPTION

The proposed project would improve connectivity for active transportation users by filling in sidewalk/trail gaps and adding bicycle lanes along two major commuter roadways in the City, Palomar Street and Clinton Keith Road. The total length of the roadways are approximately 1.5 miles on Palomar Street and approximately 0.12 mile on Clinton Keith Road.

The proposed project would widen the eastern side of Palomar Street from approximately Meadow Ridge Lane to Clinton Keith Road, and would widen the western side of Palomar Street from Clinton Keith Road to the southern City limits. Portions of Palomar Street that are currently two lanes would be widened to four lanes. The existing curb and gutter on Palomar Street will remain throughout the widening project.

On Palomar Street, approximately 4,100 linear feet of Class II bike lanes with 2-foot wide buffers are proposed between Meadow Ridge Lane and Clinton Keith Road. Additionally, approximately 530 linear

feet of sidewalks and trails would be filled in along the southside of Palomar Street to create a continuous barrier-free path along this segment and would connect to the newly constructed bike lanes on Clinton Keith Road.

On Clinton Keith Road, 630 linear feet of sidewalk is proposed to fill in a sidewalk gap, along the eastern side of Clinton Keith Road, which would increase connectivity for pedestrians accessing the various commercial uses along Clinton Keith Road, as shown on **Figure 5**, Site Plan. Minor fill and slope improvements would be required to perform sidewalk and bike lane improvements on Clinton Keith Road, at the intersection of Clinton Keith Road and Stable Lanes Road; no modification to the existing culverts would occur. The improvements at the intersection of Clinton Keith Road and Palomar Street include widening the southwest corner of the intersection, which is currently vacant.

Moreover, the proposed project would create a new intersection, Palomar Street and Jefferson Avenue, at the existing Palomar Street and Washington Avenue intersection, by extending Jefferson Avenue; streetlights would be installed along Palomar Street and Clinton Keith Road.

As fill would be placed on the outside of the current road prism, the existing drainage system and culverts would be extended under the roadway so that storm drainage could continue to flow from north to south. The following existing headwalls and wingwalls would be demolished:

- Wingwalls to the east and west of Shadow Canyon Trail/Palomar intersection
- Headwalls to east of Shadow Canyon Trail/Palomar intersection
- Headwalls to the east of Robin Scott Road/Palomar Street intersection

New catch basins; 18-inch, 24-inch, 36-inch, and 96-inch reinforced concrete pipes (RCP); single reinforced concrete boxes; rock slope protection; headwalls and wingwalls; and junction structures would be constructed along Palomar Street. Existing driveways would remain in their respective locations upon project completion.

The proposed project would require cut and fill that would be balanced and would not require the import or export of soil. The project contractor would be required to provide an erosion control plan for construction, which would include standard best management practices (BMPs). Slope erosion during cut and fill would be controlled with fiber rolls and/or matting. The proposed project would be constructed in two phases – Phase 1 would occur from Meadow Ridge Lane to Clinton Keith Road and Phase 2 would occur from Clinton Keith Road to the City limits. Construction is expected to take place in fall 2020 and end in summer 2022.

A Traffic Control Plan would be submitted for review prior to obtaining an encroachment permit; the Plan would ensure that construction activities would not significantly impede traffic or create unsafe conditions for motorists.

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 Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, 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.

Table 1
Project Impact and Mitigation Summary

3. Air Quality

c) Would the project expose sensitive receptors to substantial pollutant concentrations?

Level of Significance without Mitigation	Potentially Significant	Resulting Level of Significance	Less Than Significant
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AQ-1 The construction contractor(s) shall, at minimum, use equipment that meets the United States Environmental Protection Agency's (EPA) Tier 4 (Final) emissions standards for off-road diesel-powered construction equipment with 50 horsepower or more for all site preparation activities, unless it can be demonstrated to the City that such equipment is not available. If Tier 4 equipment is not available, the construction contractor shall utilize alternative emission control device(s). Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by Tier 4 emissions standards for a similarly sized engine, as defined by the California Air Resources Board's regulations.

Prior to construction, the project engineer shall ensure that all demolition plans clearly show the requirement for EPA Tier 4 emissions standards for construction equipment over 50 horsepower for the specific activities stated above. During construction, the construction contractor shall maintain a list of all operating equipment associated with building demolition in use on the site for verification by the City. The construction equipment list shall state the makes, models, Equipment Identification Numbers, and number of construction equipment onsite. Equipment shall be properly serviced and maintained in accordance with the manufacturer's recommendations. Construction contractors shall also ensure that all nonessential idling of construction equipment is restricted to 5 minutes or less in compliance with Section 2449 of the California Code of Regulations, Title 13, Article 4.8, Chapter 9.

Timing/Implementation: Prior to construction activities

Enforcement/Monitoring: City of Wildomar Planning Department

4. Biological Resources

a) Would the project 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?

Level of Significance without Mitigation	Potentially Significant	Resulting Level of Significance	Less Than Significant
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BIO-1 Burrowing Owl: In compliance with the MSHCP, a pre-construction survey shall be conducted on the study area within 30 days prior to ground disturbance to determine presence of burrowing owls. If the pre-construction survey is negative and burrowing owl is confirmed absent, then ground-disturbing activities (i.e., earthwork, clearing, and grubbing) shall be allowed to commence and no further mitigation would be required.

If BUOW is observed during the focused surveys or during the pre-construction survey, active burrows shall be avoided by the project in accordance with the California Department of Fish and Wildlife's (CDFW) *Staff Report on Burrowing Owl Mitigation* (2012) or CDFW's most recent

Table 1
Project Impact and Mitigation Summary

guidelines. The Project Proponent shall immediately inform the Western Riverside County Regional Conservation Authority (RCA) of BUOW observations. A BUOW Protection and Relocation Plan (plan) shall be prepared by a qualified biologist, which must be sent for approval by RCA prior to initiating ground disturbance. The RCA will coordinate directly with CDFW as needed to ensure that the plan is consistent with the MSHCP and CDFW guidelines. The plan shall detail avoidance measures that shall be implemented during construction and passive or active relocation methodology. Relocation shall only occur outside of the nesting season (September 1 through January 31). The RCA may require translocation sites to be created within the MSHCP Conservation Area for the establishment of new colonies. If required, the translocation sites must take into consideration unoccupied habitat areas, presence of burrowing mammals, existing colonies, and effects to other MSHCP Covered Species in order to successfully create suitable habitat for BUOW. The translocation sites must be developed in consultation with RCA. If required, translocation sites would also be described in the agency-approved plan.

Timing/Implementation: Thirty days prior to ground disturbance.

Enforcement/Monitoring: City of Wildomar Planning Department

BIO-2 Least Bell's Vireo. Due to presence of suitable habitat for least Bell's vireo within the study area, the following avoidance and minimization measures shall be implemented to avoid potential impacts to the species:

1. Construction activities (i.e., earthwork, clearing, and grubbing) shall occur outside of the breeding season for least Bell's vireo (March 15 through August 31).
2. If construction activities (i.e., earthwork, clearing, grubbing, etc.) are proposed within the breeding season of least Bell's vireo, focused protocol surveys for least Bell's vireo shall be conducted prior to commencement of construction activities, within all suitable habitat located on the study area, along with a 500-foot buffer where suitable habitat occurs, to determine whether the habitat is occupied. Focused surveys for least Bell's vireo shall be conducted by a qualified biologist and during the breeding season in accordance with the most recent USFWS guidelines. The results of the focused surveys shall be documented by the qualified biologist and submitted to USFWS and/or CDFW.

If The qualified biologist determines that least Bell's vireo do not occur within 500 feet of the proposed construction, the activities shall be allowed to proceed without any further requirements. If the qualified biologist determines that the habitat is occupied by least Bell's vireo, the following avoidance and minimization measures shall be implemented:

- a. No construction activities may occur within 500 feet of an active nest of a least Bell's vireo. A qualified biologist shall clearly delineate the required avoidance buffer around the active least Bell's vireo nest. The buffer shall be clearly marked with flags and/or fencing prior to the initiation of construction activities.
- b. If construction activities are proposed within 500 feet of an occupied nest, a biological monitor shall be required to observe the behavior of any breeding least

Table 1
Project Impact and Mitigation Summary

Bell's vireo. The construction supervisor shall be notified if the construction activities appear to be altering the birds' normal breeding behavior. No construction activities will be allowed within 500 feet of an occupied nest until additional minimization measures have been performed. Such measures may include retaining a qualified acoustician to determine ambient noise levels and project-related noise levels at the edge of occupied habitat. Noise levels at the edge of the occupied habitat shall not exceed an hourly average of 60 decibels (dB[A]), or a 3 dB(A) increase in noise levels if ambient noise levels exceed 60 dB(A). If project-related noise levels at the edge of the occupied habitat are above 60 dB(A) or the 3 dB(A) increase in noise occurs, additional minimization measures shall be taken to reduce project-related noise levels to an acceptable level as determined by the biological monitor. Measures may include, but are not limited to, limitation on the use of certain equipment, placement of equipment, restrictions on the simultaneous use of equipment, use of noise barriers, or other noise attenuation methods as deemed appropriate by the biologist and acoustician. The USFWS and/or CDFW shall be notified of additional minimization measures taken to reduce noise during construction activities. If the biological monitor determines the construction activities are posing a potential risk to the nest after implementing the additional minimization measures, the noise generating construction activities shall cease until USFWS and/or CDFW are contacted to discuss alternative methods. The biological monitor shall prepare written documentation of all monitoring activities at the completion of construction activities, which shall be submitted to CDFW/or USFWS.

- c. All project personnel shall attend a training program presented by a qualified biologist prior to construction activities. The training program will inform project personnel about the life history of least Bell's vireo and all avoidance and minimization measures.
- d. The construction contractor shall only allow construction activities to occur during daylight hours and high noise levels shall generally be limited according to these hours.
- e. The construction contractor shall require functional mufflers on all construction equipment (stationery or mobile) used within or immediately adjacent to any 500-foot avoidance buffers to reduce construction equipment noise. Stationing equipment situated so that noise generated from the equipment is not directed towards any habitat occupied by least Bell's vireo.

The construction contractor will place staging areas as far as feasible from any occupied nest by least Bell's vireo.

Timing/Implementation: Outside breeding season for least Bell's vireo (March 15 through August 31)

Enforcement/Monitoring: City of Wildomar Planning Department

Table 1
Project Impact and Mitigation Summary

BIO-3 Jurisdictional Resources: Prior to issuance of a grading permit for impacts to jurisdictional resources, the City shall obtain regulatory permits from USACE, RWQCB, and CDFW (collectively, the “Resource Agencies”). Compensatory mitigation for permanent impacts to jurisdiction shall be required as part of subsequent permitting requirements. Permanent impacts to jurisdictional resources shall be mitigated through on-site or off-site enhancement, restoration, and/or creation of jurisdictional streambed at ratio of no less than 2:1. The following minimization measures will be implemented during construction:

- Use of standard Best Management Practices (BMPs) to minimize the impacts during construction.
- Construction-related equipment will be stored in developed areas, outside of drainages.
- Source control and treatment control BMPs will be implemented to minimize the potential contaminants that are generated during and after construction. Water quality BMPs will be implemented throughout the project to capture and treat potential contaminants.
- To avoid attracting predators during construction, the project shall be kept clean of debris to the extent possible. All food-related trash items shall be enclosed in sealed containers and regularly removed from site.
- Employees shall strictly limit their activities, vehicles, equipment and construction material to the proposed project footprint, staging areas, and designated routes of travel.
- Exclusion fencing should be maintained until the completion of construction activities.

Timing/Implementation: Prior to issuance of a grading permit for impacts to jurisdictional resources

Enforcement/Monitoring: City of Wildomar Planning Department

b) Would the project 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?

Level of Significance without Mitigation	Potentially Significant	Resulting Level of Significance	Less Than Significant
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MM BIO-3

c) Would the project 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?

Level of Significance without Mitigation	Potentially Significant	Resulting Level of Significance	Less Than Significant
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Table 1 Project Impact and Mitigation Summary			
MM BIO-3			
d) 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?			
Level of Significance without Mitigation	Potentially Significant	Resulting Level of Significance	Less Than Significant
<p>BIO-4 Nesting Birds: Construction activities (i.e., earthwork, clearing, and grubbing) shall occur outside of the general bird nesting season for migratory birds, which is March 1 through August 31 for songbirds and January 15 to August 31 for raptors.</p> <p>If construction activities (i.e., earthwork, clearing, and grubbing) must occur during the general bird nesting season for migratory birds and raptors (January 15 and August 31), a qualified biologist shall be retained to perform a pre-construction survey of potential nesting habitat to confirm the absence of active nests belonging to migratory birds and raptors afforded protection under the MBTA and CFG Code. The pre-construction survey shall be performed no more than seven days prior to the commencement of construction activities. The results of the pre-construction survey shall be documented by the qualified biologist. If construction is inactive for more than seven days, an additional survey shall be conducted.</p> <p>If the qualified biologist determines that no active migratory bird or raptor nests occur, the activities shall be allowed to proceed without any further requirements. If the qualified biologist determines that an active migratory bird or raptor nest is present, no impacts within 300 feet (500 feet for raptors) of the active nest shall occur until the young have fledged the nest and the nest is confirmed to no longer be active, or as determined by the qualified biologist. The biological monitor may modify the buffer or propose other recommendations in order to minimize disturbance to nesting birds.</p> <p><i>Timing/Implementation: Outside of nesting season for migratory birds (March 1 through August 31 for songbirds; January 15 through August 31 for raptors)</i></p> <p><i>Enforcement/Monitoring: City of Wildomar Planning Department</i></p>			
e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			
Level of Significance without Mitigation	Potentially Significant	Resulting Level of Significance	Less Than Significant
<p>BIO-5 Protected Street Trees: Prior to impacting any planted street trees within the project site, the City shall obtain a street tree removal permit in accordance with the City's street tree protection measures.</p>			

Table 1 Project Impact and Mitigation Summary			
<i>Timing/Implementation:</i> <i>Prior to tree removal</i> <i>Enforcement/Monitoring:</i> <i>City of Wildomar Planning Department</i>			
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?			
Level of Significance without Mitigation	Potentially Significant	Resulting Level of Significance	Less Than Significant
MM BIO-2 and MM BIO-3			
BIO-6 MSHCP Landscaping Restrictions: In accordance with MSHCP Section 6.1.4, no species listed in Table 6-2, <i>Plants that Should Be Avoided Adjacent to the MSHCP Conservation Area</i> , shall be used in the project landscape plans (including hydroseed mix used for interim erosion control). <i>Timing/Implementation:</i> <i>During construction activities</i> <i>Enforcement/Monitoring:</i> <i>City of Wildomar Planning Department</i>			
BIO-7 Habitat Conservation Plan Fees: The City is subject to the MSHCP LDMF and the Stephens' Kangaroo Rat HCP Fee, which shall be paid prior to issuance of any grading permit. <i>Timing/Implementation:</i> <i>Prior to issuance of a grading permit</i> <i>Enforcement/Monitoring:</i> <i>City of Wildomar Planning Department</i>			
5. Cultural Resources			
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?			
Level of Significance without Mitigation	Potentially Significant	Resulting Level of Significance	Less Than Significant
MM TRI-1 through TRI-7 (see Tribal Cultural Resources, below).			
c) Disturb any human remains, including those interred outside of dedicated cemeteries?			
Level of Significance without Mitigation	Potentially Significant	Resulting Level of Significance	Less Than Significant
CUL-1 Human Remains. If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resource 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 the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "most likely descendant." The most likely descendant shall then			

Table 1 Project Impact and Mitigation Summary			
<p>make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.</p> <p><i>Timing/Implementation:</i> <i>During any ground-disturbing construction activities</i></p> <p><i>Enforcement/Monitoring:</i> <i>City of Wildomar Engineering Department and Planning Department</i></p>			
<p>CUL-2 Non-Disclosure of Reburial Locations. It is understood by all parties that unless otherwise required by law, the site of any reburial of Native American human remains or associated grave goods shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, pursuant to the specific exemption set forth in California Government Code 6254 (r)., parties, and Lead Agencies, will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code 6254 (r).</p> <p><i>Timing/Implementation:</i> <i>During discovery of Native American human remains</i></p> <p><i>Enforcement/Monitoring:</i> <i>City of Wildomar Engineering Department and Planning Department</i></p>			
7. Geology and Soils			
<p>f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?</p>			
Level of Significance without Mitigation	Potentially Significant	Resulting Level of Significance	Less Than Significant
<p>GEO-1 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 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>			

Table 1
Project Impact and Mitigation Summary

8. Hazards and Hazardous Materials

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Level of Significance without Mitigation	Potentially Significant	Resulting Level of Significance	Less Than Significant
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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 2019 California Building Code (or the most recent edition) (Part 2 of Title 24 of the California Code of Regulations) and the 2019 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 2019 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

17. Tribal Cultural Resources

a) i), ii) 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).

Level of Significance without Mitigation	Potentially Significant	Resulting Level of Significance	Less Than Significant
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TRI-1 Inadvertent Archeological Find. If during ground disturbance activities, cultural resources are discovered that were not assessed by the archaeological report(s) and/or environmental assessment conducted prior to project approval, the following procedures shall be followed. Cultural resources are defined, as being multiple artifacts in close association with each other, but also include fewer artifacts if the area of the find is determined to be of significance due to its sacred or cultural importance as determined in consultation with the Native American Tribe(s).

Table 1
Project Impact and Mitigation Summary

- a. All ground disturbance activities within 100 feet of the discovered cultural resources shall be halted until a meeting is convened between the developer, the archaeologist, the tribal representative(s) and the Planning Director to discuss the significance of the find.
- b. At the meeting, the significance of the discoveries shall be discussed and after consultation with the tribal representative(s) and the archaeologist, a decision shall be made, with the concurrence of the Planning Director, as to the appropriate mitigation (documentation, recovery, avoidance, etc.) for the cultural resources.
- c. Grading or further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate mitigation. Work shall be allowed to continue outside of the buffer area and will be monitored by additional Tribal monitors if needed.
- d. Treatment and avoidance of the newly discovered resources shall be consistent with the Cultural Resources Management Plan and Monitoring Agreements entered into with the appropriate tribes. This may include avoidance of the cultural resources through project design, in-place preservation of cultural resources located in native soils and/or re-burial on the Project property so they are not subject to further disturbance in perpetuity as identified in Non-Disclosure of Reburial Locations Condition.
- e. If the find is determined to be significant and avoidance of the site has not been achieved, a Phase III data recovery plan shall be prepared by the project archeologist, in consultation with the Tribe, and shall be submitted to the City for their review and approval prior to implementation of the said plan.
- f. Pursuant to Calif. Pub. Res. Code § 21083.2(b) avoidance is the preferred method of preservation for archaeological resources and tribal cultural resources. If the landowner and the Tribe(s) cannot agree on the significance or the mitigation for the archaeological or tribal cultural resources, these issues will be presented to the Planning Director for decision. The City's Planning Director shall make the determination based on the provisions of the California Environmental Quality Act with respect to archaeological and tribal cultural resources, recommendations of the project archeologist, and shall take into account the cultural and religious principles and practices of the Tribe. Notwithstanding any other rights available under the law, the decision of the City Planning Director shall be appealable to the City Planning Commission and/or City Council.

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

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

TRI-2 Cultural Resources Disposition. In the event that Native American cultural resources are discovered during the course of grading (inadvertent discoveries), the following procedures shall be carried out for final disposition of the discoveries:

- a. One or more of the following treatments, in order of preference, shall be employed with the tribes. Evidence of such shall be provided to the City of Wildomar Planning Department:

Table 1
Project Impact and Mitigation Summary

- i. Preservation-In-Place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in the place where they were found with no development affecting the integrity of the resources.
- ii. Reburial of the resources on the Project property. The measures for reburial shall include, at least, the following: Measures and provisions to protect the future reburial area from any future impacts in perpetuity. Reburial shall not occur until all legally required cataloging and basic recordation have been completed, with an exception that sacred items, burial goods and Native American human remains are excluded. Any reburial process shall be culturally appropriate. Listing of contents and location of the reburial shall be included in the confidential Phase IV report. The Phase IV Report shall be filed with the City under a confidential cover and not subject to Public Records Request.
- iii. If preservation in place or reburial is not feasible then the resources shall be curated in a culturally appropriate manner at a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines. The collection and associated records shall be transferred, including title, and are to be accompanied by payment of the fees by the Applicant necessary for permanent curation. Evidence of curation in the form of a letter from the curation facility stating that subject archaeological materials have been received and that all fees have been paid, shall be provided by the landowner to the City. There shall be no destructive or invasive testing on sacred items, burial goods, and Native American human remains, as defined by the cultural and religious practices of the Most Likely Descendant. Results concerning finds of any inadvertent discoveries shall be included in the Phase IV monitoring report.

Timing/Implementation: During grading activities

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

TRI-3 Archaeologist Retained. Prior to issuance of a grading permit the project applicant shall retain a Riverside County qualified Registered Professional Archaeologist (RPA), to monitor all ground disturbing activities in an effort to identify any unknown archaeological resources.

The Registered Professional Archaeologist and the Tribal monitor(s) shall manage and oversee monitoring for all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, mass or rough grading, trenching, stockpiling of materials, rock crushing, structure demolition and etc. The Registered Professional Archaeologist and the Tribal monitor(s), shall independently have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources in coordination with any required special interest or tribal monitors.

Table 1
Project Impact and Mitigation Summary

The developer/permit holder shall submit a fully executed copy of the contract to the Planning Department to ensure compliance with this condition of approval. Upon verification, the Planning Department shall clear this condition.

In addition, the Registered Professional Archaeologist, in consultation with the Consulting Tribe(s), the contractor, and the City, shall develop a Cultural Resources Management Plan (CRMP) in consultation pursuant to the definition in AB 52 to address the details, timing and responsibility of all archaeological and cultural activities that will occur on the project site. A consulting tribe is defined as a tribe that initiated the AB 52 tribal consultation process for the Project, has not opted out of the AB 52 consultation process, and has completed AB 52 consultation with the City as provided for in Cal Pub Res Code Section 21080.3.2(b)(1) of AB52. Details in the Plan shall include:

- a. Project grading and development scheduling;
- b. The Project archaeologist and the Consulting Tribes(s) shall attend the pre-grading meeting with the City, the construction manager and any contractors and will conduct a mandatory Cultural Resources Worker Sensitivity Training to those in attendance. The Training will include a brief review of the cultural sensitivity of the Project and the surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event inadvertent discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. All new construction personnel that will conduct earthwork or grading activities that begin work on the Project following the initial Training must take the Cultural Sensitivity Training prior to beginning work and the Project archaeologist and Consulting Tribe(s) shall make themselves available to provide the training on an as-needed basis;
- c. The protocols and stipulations that the contractor, City, Consulting Tribe(s) and Project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.

Timing/Implementation: *Prior to issuance of grading permit*

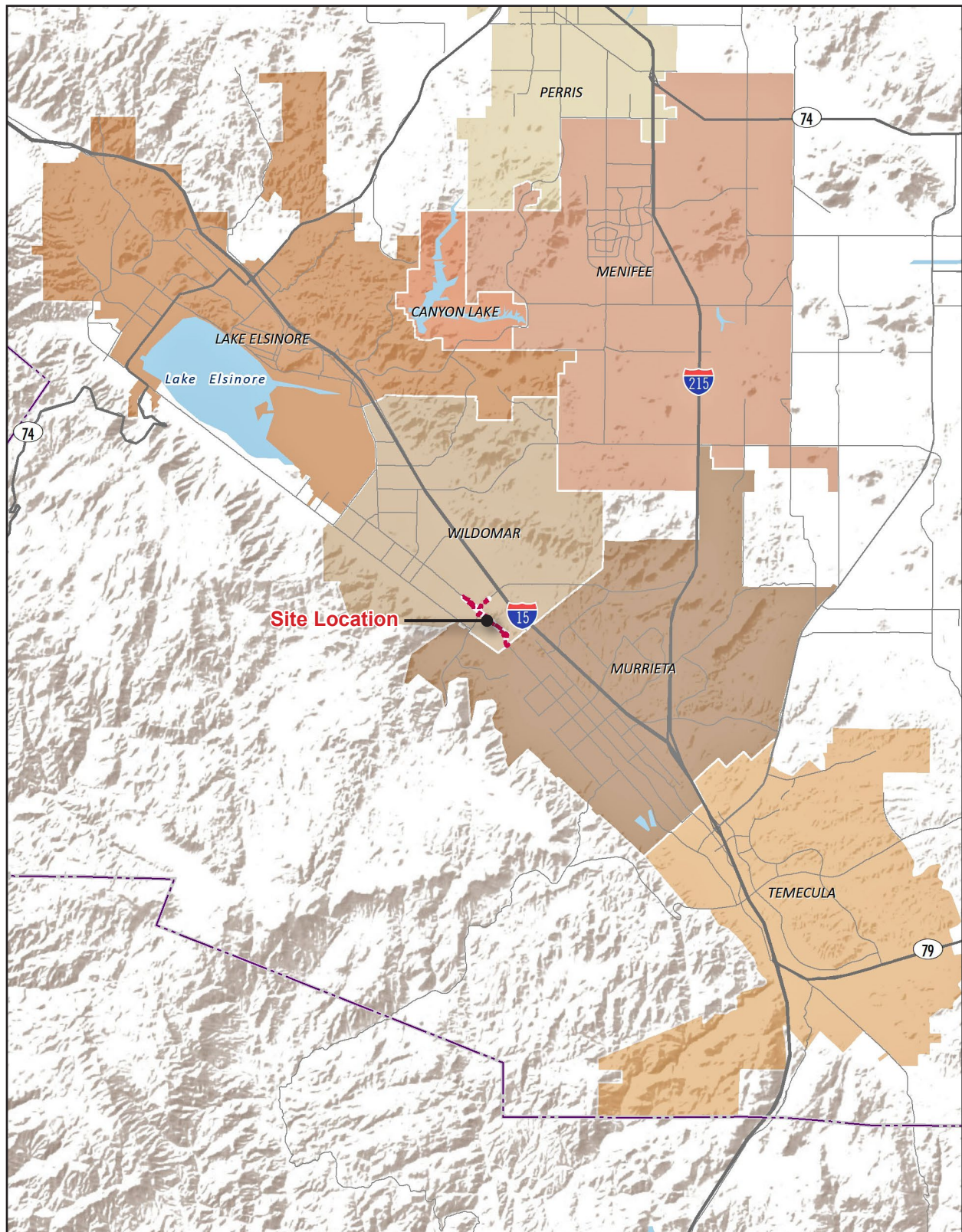
Enforcement/Monitoring: *City of Wildomar Engineering Department and Planning Department*

TRI-4 Native American Monitoring (Pechanga). Tribal monitor(s) shall be required on-site during all ground-disturbing activities, including grading, stockpiling of materials, engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified tribal monitor(s) from the Pechanga Band of Luiseno Indians. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the above-mentioned Tribe and the land divider/permit holder for the monitoring of the project to the Planning Department and to the Engineering Department. The Tribal Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground-disturbance activities to allow recovery of cultural resources, in coordination with the Project Archaeologist.

Table 1 Project Impact and Mitigation Summary	
<i>Timing/Implementation:</i>	<i>During ground-disturbing activities</i>
<i>Enforcement/Monitoring:</i>	<i>City of Wildomar Engineering Department and Planning Department</i>
<p>TRI-5 Native American Monitoring (Soboba). Tribal monitor(s) shall be required on-site during all ground-disturbing activities, including grading, stockpiling of materials, engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified tribal monitor(s) from the Soboba Band of Luiseno Indians. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the above-mentioned Tribe and the land divider/permit holder for the monitoring of the project to the Planning Department and to the Engineering Department. The Tribal Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground-disturbance activities to allow recovery of cultural resources, in coordination with the Project Archaeologist.</p> <p><i>Timing/Implementation:</i> <i>During ground-disturbing activities</i></p> <p><i>Enforcement/Monitoring:</i> <i>City of Wildomar Engineering Department and Planning Department</i></p>	
<p>TRI-6 Archeology Report - Phase III and IV. Prior to final inspection, the developer/permit holder shall prompt the Project Archeologist to submit two (2) copies of the Phase III Data Recovery report (if required for the Project) and the Phase IV Cultural Resources Monitoring Report that complies with the Community Development Department's requirements for such reports. The Phase IV report shall include evidence of the required cultural/historical sensitivity training for the construction staff held during the pre-grade meeting. The Planning Department shall review the reports to determine adequate mitigation compliance. Provided the reports are adequate, the Community Development Department shall clear this condition. Once the report(s) are determined to be adequate, two (2) copies shall be submitted to the Eastern Information Center (EIC) at the University of California Riverside (UCR) and one (1) copy shall be submitted to the Consulting Tribe(s) Cultural Resources Department(s).</p> <p><i>Timing/Implementation:</i> <i>Prior to final inspection</i></p> <p><i>Enforcement/Monitoring:</i> <i>City of Wildomar Engineering Department and Planning Department</i></p>	
<p>TRI-7 No-Build Easement or Similar Instrument. In the event that Native American artifacts are found and buried within the project vicinity, a no-build easement, or similar legal instrument, shall be used to preclude future development from taking place on the reburial site(s).</p> <p><i>Timing/Implementation:</i> <i>After Reburial of Native American Artifacts</i></p> <p><i>Enforcement/Monitoring:</i> <i>City of Wildomar Engineering Department and Planning Department</i></p>	
MM CUL-1 and CUL-2	

Table 1 Project Impact and Mitigation Summary			
a) 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.			
Level of Significance without Mitigation	Potentially Significant	Resulting Level of Significance	Less Than Significant
MM TRI-1 through TRI-7, CUL-1 and CUL-2			
19. 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?			
Level of Significance without Mitigation	Potentially Significant	Resulting Level of Significance	Less Than Significant
Implement Mitigation Measures HAZ-1 and HAZ-2			

Figure 1 - Regional Location



--- Project Location

Note: Unincorporated county areas are shown in white.

Source: ESRI, 2020

0 3
Scale (Miles)



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Figure 2 - Local Vicinity



--- Project Location

--- City Boundary

Source: ESRI, 2020

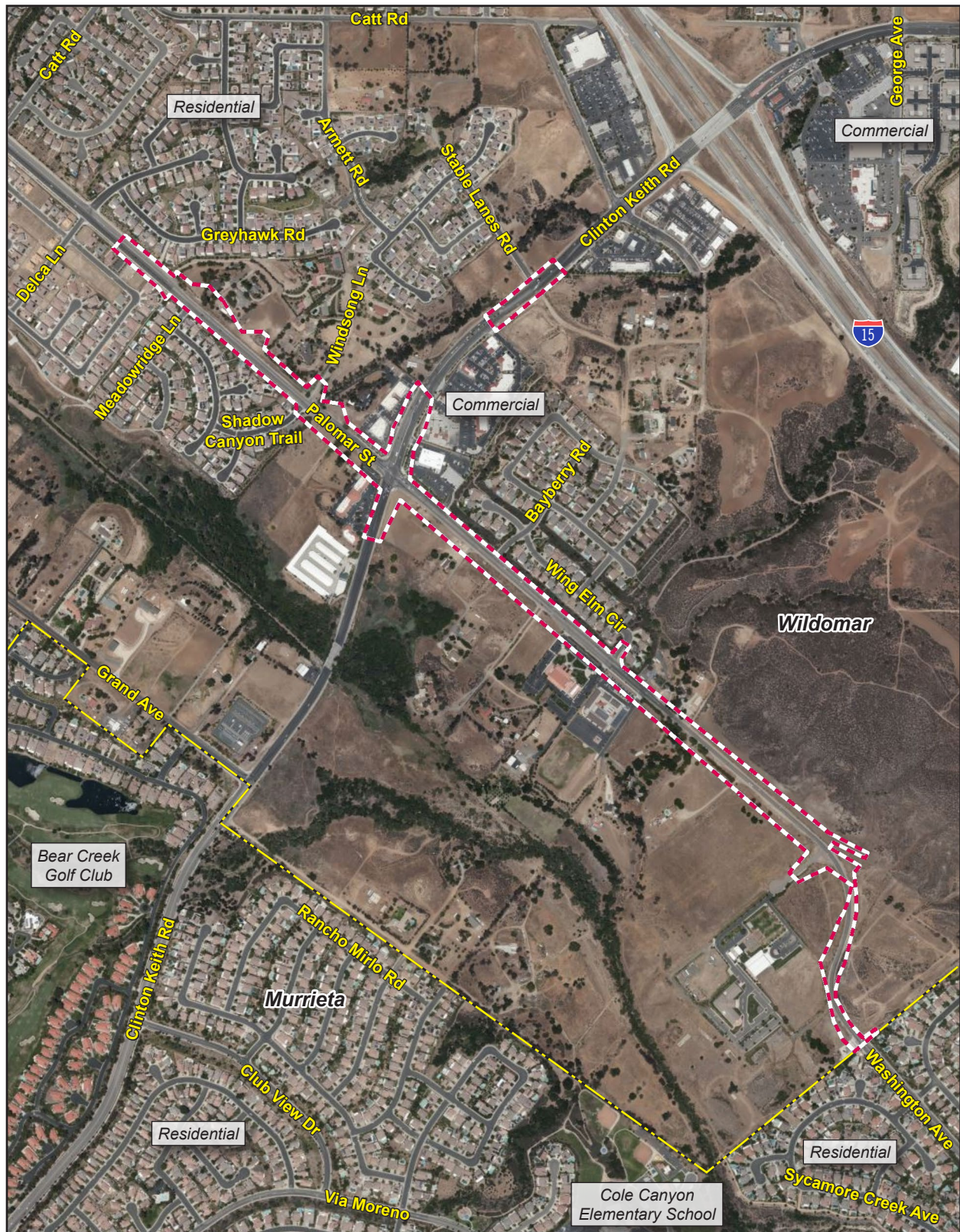
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Scale (Feet)



PlaceWorks

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Figure 3 - Aerial Photograph



--- Project Location
--- City Boundary

0 1,000
Scale (Feet)



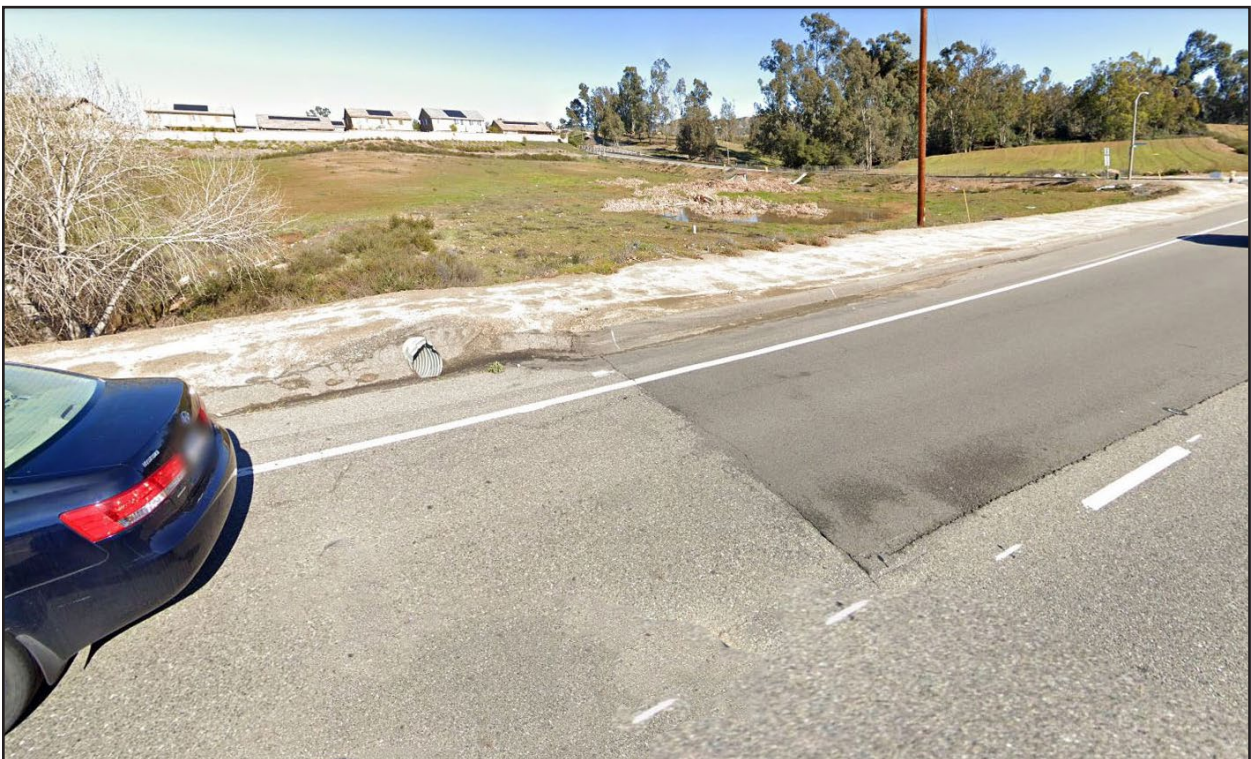
Source: ESRI, 2020

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Figure 4a - Site Photographs



View of culvert at east side of Clinton Keith road.



View of culvert at west side of Clinton Keith road.

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Figure 4b - Site Photographs



View of missing sidewalk along Palomar Street.



View of headwall at intersection of Palomar Street and Shadow Canyon Trail.

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Figure 5 - Site Plan



- Project Area
- City Boundary

0 1,000
Scale (Feet)



Source: Nearmap, 2020

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V. ENVIRONMENTAL CHECKLIST FORM

A. BACKGROUND

1. Project Title:

Palomar Street Widening (CIP 028-1)

2. Lead Agency Name and Address:

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

3. Contact Person and Phone Number:

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

4. Project Location:

The project site is the portion of Palomar Street from Meadow Ridge Lane to the eastern city limits, and the portion of Clinton Keith Road from Renaissance Plaza to Stable Lanes Road in Wildomar, California.

5. Project Sponsor's Name and Address:

Warren Repke, Capital Projects Manager. City of Wildomar Planning Department, 23873 Clinton Keith Road, Suite 201, Wildomar, CA 92595

6. General Plan Designation:

N/A

7. Zoning:

N/A

8. Description of Project:

The proposed project would improve connectivity for active transportation users by filling in sidewalk and trail gaps and adding bicycle lanes along Palomar Street and Clinton Keith Road. On Palomar Street 4,100 linear feet of Class II bike lanes with 2-foot wide buffers are proposed between Meadow Ridge Lane and Clinton Keith Road. Additionally, approximately 530 linear feet of sidewalks and trails would be filled in along the northside of Palomar Street to create a continuous barrier-free path along this segment and would connect to the newly constructed bike lanes on Clinton Keith Road.

On Clinton Keith Road, 630 linear feet of sidewalk is proposed to fill in a sidewalk gap which would increase connectivity for pedestrians accessing the various commercial uses along Clinton Keith Road, as shown on **Figure 5**, Site Plan. Widening would occur where there is little to no residential development; the existing development has already set the curb line and the road will extend in the other opposite direction (towards the north).

Furthermore, the proposed project would create a new intersection, Palomar Street and Jefferson Avenue, at the existing Palomar Street and Washington Avenue intersection, and streetlights would be installed along Palomar Street and Clinton Keith Road.

9. Surrounding Land Uses and Setting:

ADJACENT LAND USE, LAND USE DESIGNATION, AND ZONING		
Current Land Use	General Plan Land Use Designation	Zoning
Commercial, residential, and vacant land	MDR (Medium Density Residential) LDR (Low Density Residential) VLDR (Very Low Density Residential) CR (Commercial Retail)	R-R (Rural Residential) R-1 (One-Family Dwelling) R-3 (General Residential) R-4 (Planned Residential Zone) M-SC (Manufacturing Service Commercial) C-P-S (Scenic Highway Commercial) C-1/C-P (General Commercial) C-O (Commercial Office)

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 with the Rincon Band of Luiseño Indians and 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 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 |

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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) **No 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 within the project vicinity are generally obstructed by development and trees. The proposed project consists of filling in sidewalk and trail gaps in order to improve connectivity for active transportation users, as well as adding bicycle lanes along Palomar Street and Clinton Keith Road. As a result, the proposed project would not adversely impact scenic vistas and no impact would occur.

b) **No Impact.** Construction of the proposed project would not alter the existing visual character of the area as the removal of trees, rock outcroppings, or historic buildings that are recognized as a scenic resource would not occur, and the proposed roadway improvements 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 30 miles east (Wildomar 2003). The I-15, approximately 0.3-mile east of the project site, is listed as an eligible State Scenic Highway, but is not officially designated (Wildomar 2003). Therefore, no impacts to scenic resources within a State Scenic Highway would occur.

c) **No Impact.** The project site is in an urbanized area and is developed as existing roadways. The project site is surrounded by residential and commercial uses, and vacant land. The proposed project would not substantially change or degrade the existing visual character of the project area. The proposed project would widen Palomar Street and Clinton Keith Road, and would add bicycle lanes to these roadways. These improvements would be compatible with the existing roadway infrastructure and would not detract from the character of existing development in the project area.

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. No impact would occur.

d) **Less Than Significant Impact.** The proposed project would not result in the construction of parking, and therefore, would not require the installation of parking lot lights; the proposed project would install new streetlights along Palomar Street and Clinton Keith Road.

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 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 8.64.140), all proposed streetlights would not be allowed to exceed the maximum average illumination level. 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 majority of the project site is designated as Urban and Built-up and Farmland, and portions of the site are also designated as Farmland of Local Importance according to the California Important Farmland Finder (DLRP 2016). However, as the project site is developed as existing roadways, 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 consists of existing roadways and does not have a zoning designation; the area surrounding the project is not zoned for agricultural use. The project site is currently developed as

existing roadways and is therefore not located on land enrolled in a Williamson Act contract. No impact would occur.

c) **No Impact.** The project site is located in an urbanized area and is developed as existing roadways; the project site is surrounded by commercial, residential, and vacant land. 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 as existing roadways, 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 located in a highly urbanized area, and the proposed project would result in filling in sidewalk and trail gaps in order to improve connectivity for active transportation users, as well as adding bicycle lanes along Palomar Street and Clinton Keith Road. The project site is developed with existing roadways 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 PlaceWorks on March 26, 2020 (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 (South Coast AQMD). Currently, the SoCAB is designated nonattainment for O₃, and PM_{2.5} under the California and National AAQS, nonattainment for PM₁₀ under the California AAQS, and nonattainment for lead (Los Angeles County only) under the National AAQS (CARB 2017a).

In order to reduce emissions of criteria pollutants for which the SoCAB is in nonattainment, the South Coast AQMD adopted the 2016 Air Quality Management Plan on March 3, 2017. Regional growth projections are used by the South Coast AQMD to forecast future emission levels in the SoCAB. For southern California, these regional growth projections are provided by the Southern California Association of Governments (SCAG) and are partially based on land use designations included in city/county general plans. Typically, only large, regionally significant projects have the potential to affect the regional growth projections. In addition, the consistency analysis is generally only required in connection with the adoption of General Plans, specific plans, and significant projects.

The proposed project is anticipated to involve demolition, site preparation, grading, and trenching of approximately 20,000 linear-feet, 45.0-acre area along Palomar Street and the Jefferson Avenue extension. It would also involve paving asphalt and non-asphalt surfaces and road striping. The proposed project would not affect the regional growth projections as the project would only consist of road widening and new road construction. Thus, the proposed project is not considered a project of statewide, regional, or areawide significance that would require intergovernmental review under Section 15206 of the CEQA Guidelines and would not have the potential to substantially affect SCAG's demographic projections. Additionally, as demonstrated below in Sections 3.3(b), the regional emissions that would be generated by the construction and operational phases of the proposed project would be less than the

South Coast AQMD emissions thresholds and would therefore not be considered by the South Coast AQMD to be a substantial source of air pollutant emissions that would have the potential to affect the attainment designations in the SoCAB. Therefore, the proposed project would not affect the regional emissions inventory or conflict with strategies in the AQMP. Impacts would be less than significant.

b) **Less Than Significant Impact.** The following describes project-related impacts from regional short-term construction activities and regional long-term operation of the proposed project.

Regional Short-Term Construction Impacts

The proposed project would result in road widening and new roadway construction that would take up to 20 months. However, construction phasing would occur based on available funding. This approach is conservative as it assumes that all emissions associated with the project would occur in one phase and emission factors for construction decrease as time passes and the analysis year increases due to emission regulations becoming more stringent.¹ Construction of the proposed project would generate criteria air pollutants associated with construction equipment exhaust and fugitive dust from demolition, site preparation, grading, pavement of asphalt and non-asphalt surfaces, and road striping. The proposed project maximum daily construction emissions by year shown in **Table 3-1** are quantified using California Emissions Estimator Model, Version 2016.3.2.25 (CalEEMod), and are based on the construction duration provided by the City. Where specific information regarding project-related construction activities was not available, CalEEMod default information was used. Maximum daily regional construction emissions by construction phase may be found in **Appendix 2.0**. As shown in the table, air pollutant emissions from construction-related activities would be less than their respective South Coast AQMD regional significance threshold values. Therefore, air quality impacts from project-related construction activities would be less than significant.

Table 3-1
Maximum Daily Regional Construction Emissions (Maximum Pounds per Day)¹

Construction Year	Reactive Organic Gases (ROG)	Nitrogen Oxide (NO _x)	Carbon Monoxide (CO)	Sulfur Dioxide (SO ₂)	PM ₁₀ ² (Total)	PM _{2.5} ² (Total)
Year 2020 Maximum Daily Emissions	4	39	27	<1	3	2
Year 2021 Maximum Daily Emissions	4	48	32	<1	10	6
Year 2022 Maximum Daily Emissions	2	11	15	<1	1	1
<i>South Coast AQMD Threshold (lb/day)</i>	<i>75</i>	<i>100</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
Exceed South Coast AQMD Threshold?	No	No	No	No	No	No

¹ As the analysis year increases, emission factors for the same equipment pieces decrease due to the natural turnover of older equipment being replaced by newer less polluting equipment and new regulatory requirements.

Source: CalEEMod Version 2016.3.2.25

Emissions totals may not equal 100 percent due to rounding.

¹ Based on the preliminary information provided by the City. Where specific information regarding project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by the South Coast AQMD of construction equipment.

² Includes implementation of fugitive dust control measures required by the South Coast AQMD under Rule 403, including watering disturbed areas a minimum of two times per day, reducing speed limit to 15 miles per hour on unpaved surfaces, replacing ground cover quickly, and street sweeping with Rule 1186-compliant sweepers.

Regional Long-Term Operation-Phase Impacts

The proposed project would not include components that would result in significant stationary-source emissions of criteria air pollutants. Furthermore, as seen in Section VI.17(b), the project would not increase the number of vehicle miles travelled by widening Palomar Street and constructing Jefferson Avenue and Washington Avenue connections. Thus, it is anticipated that operation of the proposed project would not result in an increase in criteria air pollutant emissions. No impact would occur, and no mitigation measures are required.

Cumulative Short-Term Emissions

The SoCAB is designated nonattainment for O₃, PM₁₀, and PM_{2.5} for State standards and nonattainment for O₃ and PM_{2.5} for Federal standards. As discussed above, the project construction-related emissions by themselves would not exceed the South Coast AQMD 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 South Coast AQMD 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 South Coast AQMD; given this, no construction mitigation is required.

South Coast AQMD 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 South Coast AQMD 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 South Coast AQMD 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 South Coast AQMD developed the operational thresholds of significance based on the level above which individual project emissions would result in a cumulatively considerable contribution to the SoCAB's existing air quality conditions. Therefore, a project that exceeds the South Coast AQMD operational thresholds would also be a cumulatively considerable contribution to a significant cumulative impact.

As previously mentioned, the proposed project operational emissions would not be anticipated to exceed South Coast AQMD 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 South Coast AQMD 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.** The following describes changes in localized impacts from short-term construction activities and long-term operation of the proposed project.

Localized Construction Impacts

A project could expose sensitive receptors to elevated pollutant concentrations during construction activities if it would cause or contribute significantly to elevated levels. Unlike the mass of construction emissions shown in the regional emissions analysis in Table 3-1 which is described in pounds per day, localized concentrations refer to an amount of pollutant in a volume of air (ppm or $\mu\text{g}/\text{m}^3$) and can be correlated to potential health effects. The screening-level localized significance thresholds (LSTs) are the amount of project-related emissions at which localized concentrations (ppm or $\mu\text{g}/\text{m}^3$) could exceed the California AAQs for criteria air pollutants for which the SoCAB is designated nonattainment and are based on the proposed project site size and distance to the nearest receptor. The California AAQS, which are the most stringent AAQS, were established to provide a margin of safety in the protection of the public health and welfare. The screening-level LSTs are designed to protect sensitive receptor areas most susceptible to further respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise.

Air pollutant emissions generated by construction activities are anticipated to cause temporary increases in air pollutant concentrations. **Table 3-2** shows the maximum daily construction emissions (pounds per day) generated during onsite construction activities compared with the South Coast AQMD's screening-level LSTs, for sensitive receptors within 82 feet (25 meters) of the project site along Palomar Street. As shown in the table, the construction of the proposed project would not generate construction-related onsite emissions that would exceed the screening-level LSTs, except for $\text{PM}_{2.5}$ during the site preparation construction phase.

Table 3-3
Maximum Daily Onsite Localized Construction Emissions

Construction Activity	Pollutants(lbs/day) ¹			
	NO _x	CO	PM ₁₀ ²	PM _{2.5} ²
South Coast AQMD ≤1.00 -acre LST	162	750	4.00	3.00
Demolition and Demolition Haul (2020)	37	26	2.31	1.85
Demolition and Demolition Haul (2021)	35	26	2.17	1.71
Utilities Relocation	2	3	0.10	0.10
Paving 2021	13	15	0.68	0.62
Paving 2022	11	15	0.57	0.52
Road Striping	1	2	0.08	0.08
Exceeds LST?	No	No	No	No
South Coast AQMD 3.50 -acre LST	302	1,532	9.99	6.00

Site Preparation	40	21	9.77	6.13
Exceeds LST?	No	No	No	Yes
South Coast AQMD 4.00 -acre LST	325	1,676	10.99	6.67
Grading and Grading Soil Haul	46	31	5.70	3.36
Exceeds LST?	No	No	No	No
Source: CalEEMod Version 2016.3.2.25, and South Coast AQMD 2008 and 2011. Notes: In accordance with South Coast AQMD methodology, only onsite stationary sources and mobile equipment occurring on the project site are included in the analysis. LSTs are based on receptors within 82 feet (25 meters) of the project site in Source Receptor Area (SRA) 25. ¹ Based on information provided by the applicant. Where specific information regarding project-related construction activities or processes was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by the South Coast AQMD. ² Includes implementation of fugitive dust control measures required by the South Coast AQMD under Rule 403, including watering disturbed areas a minimum of two times per day, reducing speed limit to 15 miles per hour on unpaved surfaces, replacing ground cover quickly, and street sweeping with Rule 1186-compliant sweepers.				

However, as shown in **Table 3-3**, implementation of Mitigation Measure AQ-1, which requires that site preparation equipment of 50 horsepower or more meet the EPA's Tier 4 (Final) emissions standards would reduce construction-related emissions from PM_{2.5} to below the significance thresholds. Therefore, air quality impacts from project-related construction activities would be less than significant with incorporation of mitigation.

Table 3-3
Maximum Daily Onsite Localized Construction Emissions with Mitigation

Construction Activity	Pollutants(lbs/day) ¹			
	NO _x	CO	PM ₁₀ ²	PM _{2.5} ²
South Coast AQMD ≤1.00 -acre LST	162	750	4.00	3.00
Demolition and Demolition Haul (2020)	5	27	0.68	0.32
Demolition and Demolition Haul (2021)	5	27	0.65	0.30
Utilities Relocation	2	3	0.10	0.10
Paving 2021	13	15	0.68	0.62
Paving 2022	11	15	0.57	0.52
Road Striping	1	2	0.08	0.08
Exceeds LST?	No	No	No	No
South Coast AQMD 3.50 -acre LST	302	1,532	9.99	6.00
Site Preparation	2	21	7.79	4.31
Exceeds LST?	No	No	No	No
South Coast AQMD 4.00 -acre LST	325	1,676	10.99	6.67
Grading and Grading Soil Haul	46	31	5.70	3.36
Exceeds LST?	No	No	No	No

Source: CalEEMod Version 2016.3.2.25, and South Coast AQMD 2008 and 2011.

Notes: In accordance with South Coast AQMD methodology, only onsite stationary sources and mobile equipment occurring on the project site are included in the analysis. LSTs are based on receptors within 82 feet (25 meters) of the project site in Source Receptor Area (SRA) 25.

¹ Based on information provided by the City. Where specific information regarding project-related construction activities or processes was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by the South Coast AQMD.

² Includes implementation of fugitive dust control measures required by South Coast AQMD under Rule 403, including watering disturbed areas a minimum of two times per day, reducing speed limit to 15 miles per hour on unpaved surfaces, replacing ground cover quickly, and street sweeping with Rule 1186-compliant sweepers.

Localized Operational Impacts

Operation of the proposed project would not generate onsite, stationary sources of emissions. Therefore, no impacts would occur.

Carbon Monoxide Hotspots

Areas of vehicle congestion have the potential to create pockets of CO called hotspots. These pockets have the potential to exceed the state one-hour standard of 20 parts per million (ppm) or the eight-hour standard of 9.0 ppm. Because CO is produced in greatest quantities from vehicle combustion and does not readily disperse into the atmosphere, adherence to ambient air quality standards is typically demonstrated through an analysis of localized CO concentrations. Hotspots are typically produced at intersections, where traffic congestion is highest because vehicles queue for longer periods and are subject to reduced speeds.

The SoCAB has been designated attainment under both the national and California AAQS for CO. Under existing and future vehicle emission rates, a project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited—in order to generate a significant CO impact (BAAQMD 2017). The proposed project would only generate 85 peak hour trips, and thus, would not generate the volumes cited above. Therefore, the project would not have the potential to substantially increase CO hotspots at intersections in the vicinity of the project site, and impacts would be less than significant.

Construction-Related Diesel Particulate Matter

The South Coast AQMD currently does not require health risk assessments to be conducted for short-term emissions from construction equipment. Emissions from construction equipment primarily consist of diesel particulate matter (DPM). The OEHHA adopted new guidance for the preparation of health risk assessments in March 2015 (OEHHA 2015). It has also developed a cancer risk factor and noncancer chronic reference exposure level for DPM, but these factors are based on continuous exposure over a 30-year time frame. No short-term acute exposure levels have been developed for DPM. The South Coast AQMD currently does not require the evaluation of long-term excess cancer risk or chronic health impacts for a short-term project. The proposed project would be developed over a cumulative period of approximately 20 months. The relatively short duration when compared to a 30-year time frame would limit exposures to on-site and off-site receptors. In addition, exhaust emissions from off-road vehicles associated with overall project-related construction activities would not exceed the screening-level LSTs. For these reasons, it is anticipated that construction emissions would not pose a threat to off-site receptors near the proposed project, and project-related construction health impacts would be less than significant.

d) **Less Than Significant Impact.** The threshold for odor is if a project creates an odor nuisance pursuant to South Coast AQMD Rule 402, Nuisance, which states:

A person shall not discharge from any source whatsoever 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. The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

The type of facilities that are considered to have objectionable odors include wastewater treatments plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities. The proposed project does not fall within the aforementioned land uses; no operational odors are anticipated.

During the development of the proposed project, emissions from construction equipment, such as diesel exhaust, may generate odors. However, these odors would be low in concentration, temporary, disperse rapidly, and are not expected to affect a substantial number of people. Any odors produced during the installation phase are not expected to be significant or highly objectionable and would be in compliance with South Coast AQMD Rule 402. Therefore, impacts would be less than significant.

STANDARD CONDITIONS AND REQUIREMENTS

None required.

MITIGATION MEASURES

AQ-1 The construction contractor(s) shall, at minimum, use equipment that meets the United States Environmental Protection Agency's (EPA) Tier 4 (Final) emissions standards for off-road diesel-powered construction equipment with 50 horsepower or more for all site preparation activities, unless it can be demonstrated to the City that such equipment is not available. If Tier 4 equipment is not available, the construction contractor shall utilize alternative emission control device(s). Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by Tier 4 emissions standards for a similarly sized engine, as defined by the California Air Resources Board's regulations.

Prior to construction, the project engineer shall ensure that all demolition plans clearly show the requirement for EPA Tier 4 emissions standards for construction equipment over 50 horsepower for the specific activities stated above. During construction, the construction contractor shall maintain a list of all operating equipment associated with building demolition in use on the site for verification by the City. The construction equipment list shall state the makes, models, Equipment Identification Numbers, and number of construction equipment onsite. Equipment shall be properly serviced and maintained in accordance with the manufacturer's recommendations. Construction contractors shall also ensure that all nonessential idling of construction equipment is restricted to 5 minutes or less in compliance with Section 2449 of the California Code of Regulations, Title 13, Article 4.8, Chapter 9.

Timing/Implementation: *Prior to construction activities*

Enforcement/Monitoring: *City of Wildomar Planning Department*

4. Biological Resources

Issues: Would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or 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 General Biological Resources Assessment (see **Appendix 3.0**) and a Determination of Biologically Equivalent or Superior Preservation Analysis (see **Appendix 4.0**) was prepared by Helix Environmental Planning, Inc. in May 22, 2020 and June 24, 2020, respectively. The analysis was prepared to evaluate the potential impacts to biological resources.

DISCUSSION

a) Less Than Significant with Mitigation Incorporated. A total of 32 of the 34 rare plant species recorded within the vicinity of the project site were not considered to have a potential to occur on site. The remaining two species (San Diego ambrosia and white rabbit-tobacco) were considered to have a potential to occur on the project site. San Diego ambrosia is a federally endangered species and is listed with a California Rare Plant Rank (CRPR) of 1B.1, white rabbit-tobacco is listed with a CRPR of 2B.2; neither of these species are federally- or state-listed. The Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) requires focused plant surveys to be conducted for projects located within a

Narrow Endemic Plant Species Survey Area (NEPSSA). However, as the project site is not within a NEPSSA, NEPSSA focused surveys are not required for these species.

Of the 29 sensitive animal species recorded within the vicinity of the project site, 18 species were considered to have no potential to occur due to lack of suitable habitat. Therefore, no significant impacts to these sensitive wildlife species are anticipated by the project. However, 11 of the remaining 29 species were determined to have a potential to occur on the project site. Of these 11 species, seven have a low potential to occur based on the presence of low quality and isolated habitat, limited acreage of habitat, surrounding development, and lack of recent observations within the immediate vicinity of the project site. These species include burrowing owl, red diamond rattlesnake, coast horned lizard, Swainson's hawk, white-tailed kite, western mastiff bat (foraging only) and San Diego black-tailed jackrabbit.

Red diamond rattlesnake, coast horned lizard, Swainson's hawk, white-tailed kite, and San Diego black-tailed jackrabbit are fully covered species under the MSHCP. With payment of the MSHCP Local Development Mitigation Fee (LDMF), no additional mitigation is required for potential impacts to these species.

Western mastiff bat is not an MSHCP covered species and does not carry a federal or state listing as threatened or endangered. This species is listed as Species of Special Concern (SSC) by California Department of Fish and Wildlife (CDFW). The project site does not support suitable roosting habitat for this species. There is some potential for foraging habitat on the project site, although the habitat is considered low quality based on presence of surrounding development. The nearest observation recorded on CNDDDB was made in 2001, approximately 6.5 miles to the northeast of the project site. Based on the presence of surrounding development, lack of recent observations, and absence of suitable roosting habitat, no significant impacts to western mastiff bat are anticipated by the project.

Burrowing owls (BUOW) are considered a SSC and MSHCP conditionally covered species. Potential suitable habitat and suitable burrows for BUOW were observed. Therefore, focused surveys, which are being conducted during the 2020 season, are required prior to impacts. If burrowing owl is observed during the focused surveys, impacts would be considered significant and as such, Mitigation Measure (MM) **BIO-1** is recommended to reduce potential impacts to burrowing owls to less than significant. Mitigation is proposed consistent with the burrowing owl mitigation guidelines published by CDFW. Therefore, implementation of MM **BIO-1** would reduce any direct impacts to burrowing owl to less than significant.

The remaining three species (southern California legless lizard, least Bell's vireo, and Stephen's kangaroo rat) were determined to have a moderate potential to occur based on the presence of a limited amount of suitable habitat and recent observations in the vicinity of the project site.

Stephen's kangaroo rat is fully covered species under the MSHCP. In addition, the project site is located within the Stephens' kangaroo rat HCP and is required to pay a Stephens' kangaroo rat mitigation fee for incidental take authorization under the Stephens' kangaroo rat HCP.

California legless lizard is an SSC. Although the project site supports suitable sandy wash habitat within coast live oak woodland, the habitat is considered low quality due to its small extent and heavily disturbed surrounding areas. Since the project site supports low quality habitat, the project site is not expected to support large populations of this species. If present, a loss of a few individuals would not be expected to reduce regional population numbers. Impacts to these species would be less than significant.

The Least Bell's Vireo (LBVI) is a federally and state endangered species and an MSHCP conditionally covered species. Since the study area supports suitable habitat, focused surveys conducted in accordance with USFWS' survey protocol (2001) are required prior to impacts. If nesting LBVI is observed during the focused surveys, impacts would be considered significant and as such, MM **BIO-2** would reduce potential

impacts to LBVI. Therefore, implementation of MM **BIO-2** would reduce any direct impacts to LBVI to less than significant.

The project site contains seven vegetation communities and land uses, including coast live oak woodland, southern willow scrub, southern cottonwood-willow riparian forest, non-native vegetation, ornamental habitat, disturbed land, and developed land. The project site supports 0.10 acre of southern willow scrub and 0.44 acre of coast live oak woodland, which are sensitive communities pursuant to CDFW. The remaining three communities (disturbed, developed, and ornamental) are not considered sensitive communities pursuant to CDFW.

Permanent impacts to southern willow scrub would be considered significant and require compensatory mitigation as part of the Section 1602 permitting requirements. As required by MM **BIO-3**, permanent impacts to southern willow scrub would be mitigated through on-site or off-site enhancement, restoration, and/or creation at a ratio of no less than 2:1. Therefore, impacts would be less than significant with mitigation incorporated.

b) Less Than Significant with Mitigation Incorporated. The project site supports three drainage features (Drainage A, Drainage B, and Drainage C). The first priority for riparian/riverine habitats that have the potential to contribute to MSHCP preserve biological values is avoidance of direct impacts. The project site, and therefore, the riparian areas, are not within an MSHCP Conservation Area. However, the resources within the project site can contribute to downstream resources that are within the MSHCP Conservation Area (see **Appendix 4.0**). The three drainages each have a separate connection to downstream resources. These drainages connect to Murrieta Creek southwest of the project site.

Drainages A, B, and C are considered streambeds pursuant to Section 1602 of the California Fish and Game (CFG) Code regulated by CDFW. The proposed project would result in permanent impacts to 0.64 acre of CDFW jurisdiction on the project site, including 0.35 acre within Drainage A, 0.09 acre within Drainage B, and 0.20 acre within Drainage C. Impacts to CDFW jurisdiction would require a Section 1602 Stream Alteration Agreement from the CDFW, as described in MM **BIO-3**. Compensatory mitigation for permanent impacts to CDFW jurisdiction would be required as part of subsequent Section 1602 permitting requirements. Permanent impacts to CDFW jurisdiction would be mitigated through on-site or off-site enhancement, restoration, and/or creation of jurisdictional streambed at ratio of no less than 2:1 as required by MM **BIO-3**. Therefore, impacts would be less than significant with mitigation incorporated.

c) Less Than Significant with Mitigation Incorporated. Drainage A, Drainage B, and Drainage C are considered jurisdictional streambeds pursuant to Sections 404/401 of the Clean Water Act (CWA) regulated by the United State Army Corps of Engineers (USACE) and the Regional Water Quality Control Board (RWQCB), respectively. The proposed project would result in permanent impacts to approximately 0.08 acre of Waters of the United States (WUS) on the project site. Impacts to USACE/RWQCB jurisdiction would require a Section 404 permit from USACE and a Section 401 permit from RWQCB, as described in MM **BIO-3**. Compensatory streambed mitigation for permanent impacts to USACE/RWQCB jurisdiction would be required as part of subsequent Section 404/401 permitting requirements. Permanent impacts to USACE/RWQCB jurisdiction would be mitigated through on-site or off-site enhancement, restoration, and/or creation of jurisdictional streambed at ratio of no less than 2:1 as required by MM **BIO-3**. Therefore, impacts would be less than significant with mitigation incorporated.

d) Less Than Significant 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 project site is not part of a regional wildlife corridor and does not serve as a nursery site. The project site is not identified by the MSCHP or South Coast Missing Linkages as being part of a local or regional corridor or linkage. The project site currently does not directly connect two or more large blocks of habitat and is constrained by existing development that surrounds the site. The project site supports some native riparian vegetation that may be used by smaller mammals and reptiles that are adapted to human disturbance to move locally throughout the project site. Bird species may fly over existing development to access the study area for foraging. Therefore, the proposed project would not significantly impact movement of wildlife or impede the use of native wildlife nursery sites.

Development of the proposed project could disturb or destroy active migratory bird nests, including eggs and young. Disturbance to or destruction of migratory bird eggs, young, or adults is in violation of the Migratory Bird Treaty Act (MBTA) and is considered a potentially significant impact. Although suitable habitat for nesting birds on the project site is limited, herbaceous ground cover, shrubs, and trees located throughout the study area could provide habitat for protected nesting bird species. Mitigation Measure **BIO-4** would ensure the project is in compliance with MBTA regulations. Impacts would be less than significant with mitigation incorporated.

e) Less Than Significant Impact with Mitigation Incorporated. 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 subject to the tree protection measures. Additionally, MM **BIO-5** would be implemented which states that, prior to tree removal, a permit for removal of the trees will be obtained. Therefore, implementation of MM **BIO-5** would reduce any direct impacts to protected trees to less than significant.

f) Less Than Significant Impact with Mitigation Incorporated. The project site is located within the Elsinore Area Plan of the MSHCP. The project site is not located within or adjacent to an MSHCP Criteria Area. Therefore, the project site is not subject to special conservation requirements that apply to cells and is not required to undergo the Habitat Acquisition and Negotiation Strategy (HANS) process. Implementation of the proposed project would result in permanent impacts to approximately 0.47 acre of the MSHCP riparian habitat and 0.17 acre of Riverine habitat. Therefore, the proposed project would be required to prepare a Determination of Biologically Equivalent or Superior Preservation (see **Appendix 4.0**), which provides a detailed account of impacts and proposed mitigation measures. Mitigation for permanent impacts to the Riparian Areas would be met by implementing required mitigation for impacts to CDFW jurisdiction. Mitigation would include off-site enhancement, restoration, and/or creation at a ratio of no less than 2:1, as required by MM **BIO-3**.

No Riparian/Riverine or Vernal Pool plant species were observed on the project site during any of the site visits. The project site does not support suitable habitat for 11 of the 12 Riparian/Riverine or Vernal Pool animal species. The project site supports suitable habitat for LBVI and focused surveys would be conducted prior to impacts in compliance with MM **BIO-2**.

The project would incorporate mitigation measures to avoid discharge of untreated surface runoff into downstream waters. Mitigation measures would include those required for construction pursuant to the State Water Resources Control Board General Construction Storm Water Permit and the project Storm Water Pollution Prevention Program, while post-construction water quality mitigation measures would be implemented in compliance with the National Pollutant Discharge Elimination System, Municipal Storm Drain Permit requirements, and subsequent 401 Water Quality Certification from RWQCB for the project.

The project would be designed to prevent the release of toxins, chemicals, petroleum products, exotic plant materials, or other elements that might degrade or harm biological resources or ecosystem processes downstream from the study area. In addition, post-construction BMPs are intended to help ensure that post-project hydrologic conditions remain consistent with pre-project conditions, therefore minimizing the potential for downstream erosion and/or sedimentation that could otherwise result from implementation of the proposed project.

The project would not use invasive plants for erosion control, landscaping, wind rows, or other purposes. Mitigation Measures **BIO-6** requires the project to comply with the MSHCP and avoid the use of invasive, non-native plants in accordance with MSHCP.

In order for the proposed project to participate in the MSHCP, the project proponent is required to pay a LDMF in order to finance the acquisitions of conservation areas to provide habitat for MSHCP covered species. The LDMF must be paid prior to issuance of a building permit. The project proponent would pay the LDMF as determined by the County. Final fee credits would be determined through coordination with the County. The project site is also within the Stephens' kangaroo rat HCP, but is not located within any of the core reserves. Therefore, the project is required to pay a Stephens' kangaroo rat mitigation fee for incidental take authorization under the Stephens' kangaroo rat HCP. Mitigation Measure **BIO-7** requires the project proponent to pay the MSHCP LDMF and Stephens' kangaroo rat HCP fees.

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.
1. 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.
2. 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 **Burrowing Owl:** In compliance with the MSHCP, a pre-construction survey shall be conducted on the study area within 30 days prior to ground disturbance to determine presence of burrowing owls. If the pre-construction survey is negative and burrowing owl is confirmed absent, then ground-disturbing activities (i.e., earthwork, clearing, and grubbing) shall be allowed to commence and no further mitigation would be required.

If BUOW is observed during the focused surveys or during the pre-construction survey, active burrows shall be avoided by the project in accordance with the California Department of Fish and Wildlife's (CDFW) *Staff Report on Burrowing Owl Mitigation* (2012) or CDFW's most recent guidelines. The Project Proponent shall immediately inform the Western Riverside County Regional Conservation Authority (RCA) of BUOW observations. A BUOW Protection and Relocation Plan (plan) shall be prepared by a qualified biologist, which must be sent for approval by RCA prior to initiating ground

disturbance. The RCA will coordinate directly with CDFW as needed to ensure that the plan is consistent with the MSHCP and CDFW guidelines. The plan shall detail avoidance measures that shall be implemented during construction and passive or active relocation methodology. Relocation shall only occur outside of the nesting season (September 1 through January 31). The RCA may require translocation sites to be created within the MSHCP Conservation Area for the establishment of new colonies. If required, the translocation sites must take into consideration unoccupied habitat areas, presence of burrowing mammals, existing colonies, and effects to other MSHCP Covered Species in order to successfully create suitable habitat for BUOW. The translocation sites must be developed in consultation with RCA. If required, translocation sites would also be described in the agency-approved plan.

Timing/Implementation: *Thirty days prior to ground disturbance.*

Enforcement/Monitoring: *City of Wildomar Planning Department*

BIO-2 Least Bell's Vireo. Due to presence of suitable habitat for least Bell's vireo within the study area, the following avoidance and minimization measures shall be implemented to avoid potential impacts to the species:

1. Construction activities (i.e., earthwork, clearing, and grubbing) shall occur outside of the breeding season for least Bell's vireo (March 15 through August 31).
2. If construction activities (i.e., earthwork, clearing, grubbing, etc.) are proposed within the breeding season of least Bell's vireo, focused protocol surveys for least Bell's vireo shall be conducted prior to commencement of construction activities, within all suitable habitat located on the study area, along with a 500-foot buffer where suitable habitat occurs, to determine whether the habitat is occupied. Focused surveys for least Bell's vireo shall be conducted by a qualified biologist and during the breeding season in accordance with the most recent USFWS guidelines. The results of the focused surveys shall be documented by the qualified biologist and submitted to USFWS and/or CDFW.

If the qualified biologist determines that least Bell's vireo do not occur within 500 feet of the proposed construction, the activities shall be allowed to proceed without any further requirements. If the qualified biologist determines that the habitat is occupied by least Bell's vireo, the following avoidance and minimization measures shall be implemented:

- a. No construction activities may occur within 500 feet of an active nest of a least Bell's vireo. A qualified biologist shall clearly delineate the required avoidance buffer around the active least Bell's vireo nest. The buffer shall be clearly marked with flags and/or fencing prior to the initiation of construction activities.
- b. If construction activities are proposed within 500 feet of an occupied nest, a biological monitor shall be required to observe the behavior of any breeding least Bell's vireo. The construction supervisor shall be notified if the construction activities appear to be altering the birds' normal breeding behavior. No construction activities will be allowed within 500 feet of an occupied nest until additional minimization measures have been performed. Such measures may include retaining a qualified acoustician to determine ambient noise levels and project-related noise

levels at the edge of occupied habitat. Noise levels at the edge of the occupied habitat shall not exceed an hourly average of 60 decibels (dB[A]), or a 3 dB(A) increase in noise levels if ambient noise levels exceed 60 dB(A). If project-related noise levels at the edge of the occupied habitat are above 60 dB(A) or the 3 dB(A) increase in noise occurs, additional minimization measures shall be taken to reduce project-related noise levels to an acceptable level as determined by the biological monitor. Measures may include, but are not limited to, limitation on the use of certain equipment, placement of equipment, restrictions on the simultaneous use of equipment, use of noise barriers, or other noise attenuation methods as deemed appropriate by the biologist and acoustician. The USFWS and/or CDFW shall be notified of additional minimization measures taken to reduce noise during construction activities. If the biological monitor determines the construction activities are posing a potential risk to the nest after implementing the additional minimization measures, the noise generating construction activities shall cease until USFWS and/or CDFW are contacted to discuss alternative methods. The biological monitor shall prepare written documentation of all monitoring activities at the completion of construction activities, which shall be submitted to CDFW/or USFWS.

- c. All project personnel shall attend a training program presented by a qualified biologist prior to construction activities. The training program will inform project personnel about the life history of least Bell's vireo and all avoidance and minimization measures.
- d. The construction contractor shall only allow construction activities to occur during daylight hours and high noise levels shall generally be limited according to these hours.
- e. The construction contractor shall require functional mufflers on all construction equipment (stationery or mobile) used within or immediately adjacent to any 500-foot avoidance buffers to reduce construction equipment noise. Stationing equipment situated so that noise generated from the equipment is not directed towards any habitat occupied by least Bell's vireo.

The construction contractor will place staging areas as far as feasible from any occupied nest by least Bell's vireo.

Timing/Implementation: *Outside breeding season for least Bell's vireo (March 15 through August 31)*

Enforcement/Monitoring: *City of Wildomar Planning Department*

BIO-3

Jurisdictional Resources: Prior to issuance of a grading permit for impacts to jurisdictional resources, the City shall obtain regulatory permits from USACE, RWQCB, and CDFW (collectively, the "Resource Agencies"). Compensatory mitigation for permanent impacts to jurisdiction shall be required as part of subsequent permitting requirements. Permanent impacts to jurisdictional resources shall be mitigated through on-site or off-site enhancement, restoration, and/or creation of jurisdictional streambed at ratio of no less than 2:1. The following minimization measures will be implemented during construction:

- Use of standard Best Management Practices (BMPs) to minimize the impacts during construction.
- Construction-related equipment will be stored in developed areas, outside of drainages.
- Source control and treatment control BMPs will be implemented to minimize the potential contaminants that are generated during and after construction. Water quality BMPs will be implemented throughout the project to capture and treat potential contaminants.
- To avoid attracting predators during construction, the project shall be kept clean of debris to the extent possible. All food-related trash items shall be enclosed in sealed containers and regularly removed from site.
- Employees shall strictly limit their activities, vehicles, equipment and construction material to the proposed project footprint, staging areas, and designated routes of travel.
- Exclusion fencing should be maintained until the completion of construction activities.

Timing/Implementation: *Prior to issuance of a grading permit for impacts to jurisdictional resources*

Enforcement/Monitoring: *City of Wildomar Planning Department*

BIO-4 **Nesting Birds:** Construction activities (i.e., earthwork, clearing, and grubbing) shall occur outside of the general bird nesting season for migratory birds, which is March 1 through August 31 for songbirds and January 15 to August 31 for raptors.

If construction activities (i.e., earthwork, clearing, and grubbing) must occur during the general bird nesting season for migratory birds and raptors (January 15 and August 31), a qualified biologist shall be retained to perform a pre-construction survey of potential nesting habitat to confirm the absence of active nests belonging to migratory birds and raptors afforded protection under the MBTA and CFG Code. The pre-construction survey shall be performed no more than seven days prior to the commencement of construction activities. The results of the pre-construction survey shall be documented by the qualified biologist. If construction is inactive for more than seven days, an additional survey shall be conducted.

If the qualified biologist determines that no active migratory bird or raptor nests occur, the activities shall be allowed to proceed without any further requirements. If the qualified biologist determines that an active migratory bird or raptor nest is present, no impacts within 300 feet (500 feet for raptors) of the active nest shall occur until the young have fledged the nest and the nest is confirmed to no longer be active, or as determined by the qualified biologist. The biological monitor may modify the buffer or propose other recommendations in order to minimize disturbance to nesting birds.

Timing/Implementation: *Outside of nesting season for migratory birds (March 1 through August 31 for songbirds; January 15 through August 31 for raptors)*

Enforcement/Monitoring: *City of Wildomar Planning Department*

BIO-5 **Protected Street Trees:** Prior to impacting any planted street trees within the project site, the City shall obtain a street tree removal permit in accordance with the City's street tree protection measures.

Timing/Implementation: *Prior to tree removal*

Enforcement/Monitoring: *City of Wildomar Planning Department*

BIO-6 **MSHCP Landscaping Restrictions:** In accordance with MSHCP Section 6.1.4, no species listed in Table 6-2, *Plants that Should Be Avoided Adjacent to the MSHCP Conservation Area*, shall be used in the project landscape plans (including hydroseed mix used for interim erosion control).

Timing/Implementation: *During construction activities*

Enforcement/Monitoring: *City of Wildomar Planning Department*

BIO-7 **Habitat Conservation Plan Fees:** The City is subject to the MSHCP LDMF and the Stephens' Kangaroo Rat HCP Fee, which shall be paid prior to issuance of any grading permit.

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

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 Helix Environmental Planning, Inc. (Helix) in May 2020 (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) **Less Than Significant 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.

According to the Cultural Resources Assessment, while the segment of Palomar Street within the project area qualifies as eligible for listing in the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), the area around the roadway has been highly disturbed by modern residential, commercial, and civic development, utility installations, and roadway/sidewalk improvements beginning in the 1980s. This has changed the character of the roadway resulting in low integrity of historic design, setting, materials, workmanship, feeling, and association. As such, the segment of Palomar Street within the project area does not retain sufficient historic character or appearance to convey the reason for significance and is recommended as ineligible for listing in the CRHR or NRHP. The proposed project would not affect the character defining features that would make the overall resources (e.g., the Southern Emigrant Trail, Butterfield Overland Stage, LRN 77, Route 71, and U.S. Highway 395 routes) eligible for listing in the CRHR and NRHP; as such, the segment of Palomar Street within the project area would be considered a non-contributing element to the eligibility of the overall linear resources, if any historic routes have been, or would be evaluated (Helix 2020). Impacts would be less than significant.

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 Helix at the Eastern Information Center (EIC) at the University of California at Riverside. The EIC records search indicated that that 88 previous cultural resources studies have been conducted within one mile of the project area, eight of which encompassed all or a portion of the project alignment. The records search results also indicated that a total of 31 cultural resources have been previously recorded within one mile of the project area, of which, one resource, a prehistoric isolate (P-33-010986), consisting of two basalt flakes and one piece of metavolcanic debitage, has been recorded within the project area.

During the survey conducted by a HELIX archaeologist and a Native American monitor on December 12, 2019, the previously recorded isolated resource, P-33-010986, was not reidentified, but a newly identified cultural resource, an isolated prehistoric chert core (PLW-ISO-001_P) was observed within the archaeological survey area, which subsequently has been removed from the project area of potential effect. As such no impact will occur to the isolate as a result of the project. However, based on the positive Sacred Land File search results provided by the NAHC and concerns expressed by the Native American representatives and interested parties identified by the NAHC and contacted by HELIX, the project area is sensitive for tribal cultural resources. In addition, according to the results of the background research and survey conducted for the study, the general project area contains a high sensitivity for both prehistoric and historic archaeological resources.

Due to these concerns and because the project would involve asphalt demolition, grading, and utility trenching, 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-7** (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** and **CUL-2**.

STANDARD CONDITIONS AND REQUIREMENTS

None required.

MITIGATION MEASURES

CUL-1 Human Remains. If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resource 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 the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "most likely descendant." The most likely descendant shall then make recommendations and engage in consultation 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

CUL-2 Non-Disclosure of Reburial Locations. It is understood by all parties that unless otherwise required by law, the site of any reburial of Native American human remains or associated grave goods shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, pursuant to the specific exemption set forth in California Government Code 6254 (r), parties, and Lead Agencies, will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code 6254 (r).

Timing/Implementation: During discovery of Native American human remains

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.

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, and pipes.

Construction of the proposed project would require the use of construction equipment for grading, hauling, and building activities. Electricity use during construction would vary during different phases of construction; grading would be gas powered or diesel powered, and the later construction phases would require electricity-powered equipment. 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 these existing lines to power the streetlights. 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. Impacts related to transportation energy use during construction would be temporary and would not require expanded

energy supplies or the construction of new infrastructure. As the proposed project would not increase population, or otherwise increase vehicle miles traveled, and transportation energy during operational use would be the same as existing conditions. Impacts would not be significant.

Electricity

The proposed project would improve connectivity for active transportation users and would add bicycle lanes. The proposed project includes the installation of streetlights which would utilize electricity during operational use. Electricity for these new streetlights would be connected to existing lines, and electricity usage would be similar to other streetlights along Palomar Street. Project development would not require SCE to obtain new or expanded electricity supplies, and impacts would be less than significant.

Natural Gas

The proposed project would result in filling in sidewalk and trail gaps, in order to improve connectivity for active transportation users, and would add bicycle lanes. The proposed project would not require use of natural gas during operational use. Therefore, project development would not require Southern California Gas Company to obtain new or expanded gas supplies, and impacts would be less than significant.

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. Therefore, impacts would be less than significant.

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. The most potent contributor of GHG emissions of the proposed project would be similar to existing conditions – mobile sources.

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 proposed project would improve the connectivity for active transportation users and add bicycle lanes on Palomar Street and Clinton Keith Road which would encourage the use of active transportation in the City.

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. 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?		✓		

Earth Strata Geotechnical prepared a Geotechnical report (June 8, 2016) for the Camelia Residential Community project, which is adjacent to the project site, and is included as **Appendix 6.0** of this Initial Study.

DISCUSSION

a)

i) **Less Than Significant Impact.** According to the California Department of Conservation (CDC), Palomar Street is within the Elsinore Fault Zone (CDC 2015). Additionally, as provided in the Wildomar GIS database, Palomar Street and portions of Clinton Keith Road are within the County Fault Zone boundary. Additionally, according to the geotechnical report prepared by Earth Strata (see **Appendix 6.0**), the project area is located within an Alquist-Priolo Zone for the Wildomar Fault Zone. As stated in the geotechnical report, surface rupture in the area would not pose a threat to development. The project site is currently developed as existing roadways; the proposed project would widen these roadways to improve connectivity for active transportation users and add bicycle lanes. Compliance with seismic design criteria would ensure that impacts are less than significant.

ii) **Less Than Significant Impact.** As stated in the geotechnical report, significant ground shaking would likely impact the project area as the project site is located in a seismically active region; the geologic structure of the entire southern California area is dominated by the northwest-trending faults associated with the San Andreas Fault system which accommodates for most of the right lateral movement associated with the relative motion between the Pacific and North American tectonic plates. Compliance with the California Building Code (CBC) and seismic design criteria would ensure impacts are less than significant.

iii) **Less Than Significant Impact.** The Wildomar GIS database indicates that the project site is within very low to moderate liquefaction zones; liquefaction is unlikely to be a potential hazard in the project area because of the absence of shallow groundwater. According to the geotechnical report, no groundwater was discovered in the borings. Therefore, impacts would be less than significant.

iv) **No Impact.** According to observations of aerial views of the project site, the hazard of landsliding is unlikely due to the regional planar topography. Therefore, no impact would occur.

b) **Less Than Significant Impact.** 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 include best management practices (BMPs), such as the use of fiber rolls. Compliance with the CBC and BMPs is required by the federal and state Clean Water acts.

Additionally, since this project involves ground-disturbing activities 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, compliance 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, would be required. 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 regulations for cut and fill during construction would reduce impacts to less than significant.

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 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 moderate to very low. 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. According to the geotechnical report, earth materials in the project area include artificial fill, topsoil, Quaternary fan and alluvial deposits, and Pauba Formation bedrock. Additionally, as groundwater was not discovered in the borings, the probability of collapse or subsidence would be low. Related construction standards and regulations applicable to seismic requirements, including the CBC, would be implemented. Compliance with CBC regulations would ensure adequate design and construction of building foundations to resist soil movement. Impacts would be less than significant.

d) **Less Than Significant Impact.** According to the geotechnical report, earth materials in the project area include artificial fill, topsoil, Quaternary fan and alluvial deposits, and Pauba Formation bedrock. These soil types are non-expansive and consist of granular materials. Therefore, impacts would be less than significant.

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

f) **Less Than Significant Impact with Mitigation Incorporated.** Paleontological resources are fossilized remains of 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-1** 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 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.

Timing/Implementation: During any ground-disturbing construction activities

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

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 PlaceWorks on March 26, 2020 (see **Appendix 2.0**). The analysis was prepared to evaluate the potential for construction and operation of the proposed project to contribute to greenhouse gas emissions.

DISCUSSION

a) Less Than Significant Impact.

Global climate change is not confined to a particular project area and is generally accepted as the consequence of global industrialization over the last 200 years. A typical project, even a very large one, does not generate enough greenhouse gas emissions on its own to influence global climate change significantly; hence, the issue of global climate change is by definition a cumulative environmental impact.

Annual average construction emissions were amortized over 30 years and included in the emissions inventory to account for one-time GHG emissions from the construction phase of the project. As seen in **Table 8-1**, construction of the proposed project would generate a total of 172 MTCO₂e, or 6 MTCO₂e per year over 30 years. As the proposed project would only involve road widening and would not generate any vehicle trips or additional energy use, operation of the proposed project would not result in an increase in GHG emissions. It is anticipated that the development and operation of the proposed project would not result in GHG emissions that would exceed the South Coast AQMD's bright-line significance threshold. Therefore, GHG emissions impacts are less than significant and no mitigation measures are necessary.

Table 8-1
Project GHG Emissions¹

Source	MTCO ₂ e per Year
Construction Emissions	782 MTCO ₂ e
30-Year Amortization	26 MTCO ₂ e
South Coast AQMD Bright-Line Threshold	3,000 MTCO ₂ e
Exceeds South Coast AQMD Bright-Line Threshold	No
Sources: CalEEMod Version 2016.3.2.25.	

b) **Less Than Significant Impact.** Applicable plans adopted for the purpose of reducing GHG emissions include the CARB Scoping Plan and SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). A consistency analysis with these plans is presented below.

Consistency with the CARB Scoping Plan

CARB's Scoping Plan is California's GHG reduction strategy to achieve the state's GHG emissions reduction target established by Assembly Bill (AB) 32, which is to return to 1990 emission levels by year 2020 and Senate Bill (SB) 32, which is to reduce emissions 40 percent below 1990 levels by 2030. The CARB Scoping Plan is applicable to state agencies and is not directly applicable to cities/counties and individual projects. Nonetheless, the Scoping Plan has been the primary tool that is used to develop performance-based and efficiency-based CEQA criteria and GHG reduction targets for climate action planning efforts.

Since adoption of the Scoping Plan, state agencies have adopted programs identified in the plan, and the legislature has passed additional legislation to achieve the GHG reduction targets. Statewide strategies to reduce GHG emissions include the Low Carbon Fuel Standard (LCFS), California Appliance Energy Efficiency regulations, California Renewable Energy Portfolio standard, changes in the Corporate Average Fuel Economy (CAFE) standards, and other early action measures as necessary to ensure the state is on target to achieve the GHG emissions reduction goals of AB 32 and SB 32. Also, new buildings are required to comply with the latest applicable Building Energy Efficiency Standards and California Green Building Code (CALGreen). While measures in the Scoping Plan apply to state agencies and not the proposed project, the project's GHG emissions would be reduced from compliance with statewide measures that have been adopted since AB 32 and SB 32 were adopted. Therefore, the proposed project would not obstruct implementation of the CARB Scoping Plan and impacts would be less than significant.

Consistency with the SCAG RTP/SCS

SCAG's 2016-2040 RTP/SCS was adopted April 7, 2016. SCAG recently released the 2020-2045 RTP/SCS (Draft Connect SoCal Plan) on November 7, 2019 and anticipates adoption of the Connect SoCal Plan in April 2020 (SCAG 2019). The Connect SoCal Plan identifies multimodal transportation investments, include bus rapid transit, light rail transit, heavy rail transit, commuter rail, high-speed rail, active transportation strategies (e.g., bike ways and sidewalks), transportation demand management strategies, transportation systems management, highway and arterial improvements (interchange improvements, auxiliary lanes, general purpose lanes, carpool lanes, toll lanes, Express/HOT lanes), goods movement strategies, aviation and airport ground access improvements, and operations and maintenance to the existing multimodal transportation system.

The Connect SoCal Plan identifies that land use strategies that focus on new housing and job growth in areas rich with destinations and mobility options would be consistent with a land use development pattern that supports and complements the proposed transportation network. The overarching strategy in the Connect SoCal Plan is to provide for a plan that allows the southern California region to grow in more compact communities in transit priority areas and priority growth areas, provide neighborhoods with efficient and plentiful public transit, establish abundant and safe opportunities to walk, bike and pursue other forms of active transportation, and preserve more of the region's remaining natural lands and farmlands (SCAG 2019). The Connect SoCal Plan contains transportation projects to help more efficiently distribute population, housing, and employment growth, as well as forecasted development that is generally consistent with regional-level general plan data so as to promote active transport and reduce GHG emissions. The projected regional development, when integrated with the proposed regional

transportation network identified in the Connect SoCal Plan, would reduce per capita vehicular travel-related GHG emissions and achieve the GHG reduction per capita targets for the SCAG region.

The Connect SoCal Plan does not require that local general plans, specific plans, or zoning be consistent with the SCS, but provides incentives for consistency for governments and developers. The proposed project would only involve road widening and would not interfere with SCAG's ability to implement the regional strategies outlined in the Connect SoCal Plan. Impacts would be less than significant.

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?		✓		

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 continue to operate as existing roadways, and maintenance of the project may require the use of potentially hazardous materials such as paints. 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.** 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.** There are no schools within 0.25-mile of the site; the closest school is Sycamore Academy, approximately 0.85-mile north of the site. Operation of the proposed project would not generate hazardous emissions or requiring the handling of acutely hazardous materials, substances, or waste. Project operations would require the use of potentially hazardous materials (e.g. paints) for maintenance purposes; 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 7.5 miles east 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.** The proposed project would improve connectivity for active transportation users and add bicycle lanes along Palomar Street and Clinton Keith Road. Construction would take place within the project site, and a Traffic Control Plan would be prepared to ensure that construction activities do not impede traffic or create unsafe conditions for motorists. Adherence to the Traffic Control Plan 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.

The eastern and western portions of the City of Wildomar have been designated Very High Fire Hazard Severity Zones. Portion of the project site is located in a VHFHSZ within the LRA (CAL FIRE 2009). Development of the proposed project would be subject to compliance with the 2019 California Building Code (or the most current version) and the 2019 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 2019 California Building Code (or the most recent edition) (Part 2 of Title 24 of the California Code of Regulations) and the 2019 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 2019 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 City 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?			✓	

DISCUSSION

a) Less Than Significant Impact.

Construction

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.

Construction BMPs would be required and implemented, and based on current requirements coverage under and compliance with the State Water Board's Construction General Permit will be required for phases of the project which disturb more than one acre of soil. Compliance with the MS4 permit and BMPs would reduce impacts to less than significant.

Operation

The primary constituents of concern during the project operational phase would be solids, oils, and greases from parking the roadways that could be carried off-site. As the proposed project would not increase population, and thereby would not result in an increase in vehicles in the project area, the amount of constituents generated during the operational phase would be the same as existing conditions.

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. The proposed project would comply with the City's MS4 Permit requirements. MS4 Permit requirements change from time to time so specific details will be identified during the completion of the Plan, Specification, and Estimate phase. Since the overall project may be built in multiple phases, the specific implementation details may change at the time of construction based on the applicable requirements in effect at that time. However, at this time, it is anticipated that the overall project would include some post-construction BMPs or would take advantage of alternative compliance (if available). The project would comply with water quality standards, and impacts would be less than significant.

b) Less Than Significant Impact. According to the geotechnical report, groundwater was not encountered in the boring explorations in the project area. 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 of impervious surfaces. 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 flood control channels, storm drains, and catch basins. Drainage flows from the north end of the ROW to the south end of the ROW. These flows cross under Palomar Street by way of existing 18-inch corrugated metal pipes (CMP) and Asphalt Concrete (AC) overside drains. As fill would be placed on the outside of the ROW, the existing drainage and pipes would be extended under the roadway and would continue to flow from north to south; the existing headwall and wingwall would be demolished. New catch basins; 18-inch, 24-inch, 36-inch, and 96-inch reinforced concrete pipes (RCP); single reinforced concrete boxes; rock slope protection; headwalls and wingwalls; and junction structures would be constructed along Palomar Street. As a result, the proposed project 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 City is required to submit a SWPPP to reduce erosion and sedimentation of downstream watercourses during project construction. Furthermore, the City would be required to prepare and submit a detailed erosion control plan for approval prior to obtaining a grading permit. Implementation of this plan would address any erosion issues associated with proposed grading and site preparation.

The proposed project would include new catch basins, RCPs, single reinforced concrete boxes, and existing drainage and pipes would be extended to accommodate the increase in runoff as a result of the proposed project.

Furthermore, the SWPPP for the project would include BMPs 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. 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. Additionally, compliance with local, state, and federal regulations would ensure that drainage patterns and stormwater runoff are maintained. Therefore, a less than significant impact would occur.

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 project would increase impervious surfaces. New catch basins; 18-inch, 24-inch, 36-inch, and 96-inch reinforced concrete pipes (RCP); single reinforced concrete boxes; rock slope protection; headwalls and wingwalls; and junction structures would be constructed along Palomar Street, and therefore, increases in runoff as a result of the proposed project would not exceed the capacity of 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). Although the proposed project would increase impervious surfaces, the project site is not located within an area of flood risk, and the proposed basins and pipes 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.

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 existing roadways and is surrounded by vacant lots, residences, and commercial uses. There are no residences on the project site. Development of the proposed project would occur within the project site boundaries. 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 existing roadways. The proposed project would improve connectivity for active transportation users and would add bicycle lanes along Palomar Street and Clinton Keith Road. The project site does not have a zoning designation, as it consists of roadway, and would not conflict with land use policies or plans. Therefore, no impacts would occur.

STANDARD CONDITIONS AND REQUIREMENTS

None.

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?				✓

Noise is defined as unwanted sound and is known to have several adverse effects on people, including hearing loss, speech and sleep interference, physiological responses, and annoyance. Based on these known adverse effects of noise, federal, state, and city governments have established criteria to protect public health and safety and to prevent the disruption of certain human activities, such as classroom instruction, communication, or sleep.

Existing Noise Environment

Certain land uses are particularly sensitive to noise and vibration. These uses include residences, schools, hospital facilities, houses of worship, and open space/recreation areas where quiet environments are necessary for the enjoyment, public health, and safety of the community. The project site is mostly adjacent to residential uses. The nearest sensitive receptors include these surrounding residential uses. The existing noise environment in the vicinity of the project site is predominantly characterized by traffic from Palomar Street.

Applicable Noise Standards

The proposed project is within the City of Wildomar and, as mentioned above, the nearest sensitive receptors include residential uses surrounding the project site in the City of Wildomar. The City's Noise Element identifies several policies to minimize the impacts of excessive noise levels throughout the community and establishes noise level requirements for all land uses. However, the City of Wildomar Municipal Code provides an exemption for transportation maintenance and construction projects, as described below.

City of Wildomar Municipal Code

Section 9.48.020, *Exemptions*, of the City of Wildomar Municipal Code exempts the maintenance and repair of public properties from the provisions and noise standards of the Municipal Code. In addition, stationary and mobile noise produced by public utility personnel is exempt.

DISCUSSION

a) **Less Than Significant Impact.** Two types of short-term noise impacts could occur during construction: (1) mobile-source noise from transport of workers, material deliveries, and debris and soil haul and (2) stationary-source noise from use of construction equipment.

Construction Vehicles

The transport of workers and materials to and from the construction site would incrementally increase noise levels along site access roadways. Individual construction vehicle pass-bys may create momentary noise levels of up to approximately 85 dBA L_{max} at 50 feet from the worker and vendor vehicles, but these occurrences would generally be infrequent and short-lived. No soil import or export is anticipated for the proposed project. This impact would be less than significant.

Construction Equipment

Sound levels are generated from a source and their decibel level decreases as the distance from that source increases. Sound dissipates exponentially with distance from the noise source. This phenomenon is known as “spreading loss.” For a single point source, sound levels decrease by approximately 6 dBA for each doubling of distance from the source. This drop-off rate is appropriate for noise generated by on-site operations from stationary equipment or activity at a project site.

The proposed project construction would widen a portion of Palomar Street and add trails and bicycle facilities for active transportation connectivity to Palomar Street and part of Clinton Keith Road. Roadway improvements would occur over the course of approximately 20 months. Construction work for the proposed project would be temporary and progress in a linear fashion as activity would not remain in one place for an extended period of time. For this reason, construction noise at the nearest sensitive receptors would be considerably less during the majority of the project as work progresses further from the receptors.

It is anticipated that the roadway improvements would occur in two phases; Phase 1 would occur from Palomar Street, Meadow Ridge to Clinton Keith Road and Phase 2 would occur from Clinton Keith Road to the City Limits. The nearest sensitive receptors to proposed street improvements include single-family residences along the roadway improvements within 50 to 140 feet. **Table 13-1** lists construction-related noise levels at a distance of 50 and 140 feet associated with each activity phase.

Table 13-1
Construction-Related Noise Levels

Construction Activity Phase	Noise Level, Leq 50 Feet	Noise Level, Leq 140 Feet
Asphalt Demolition	84.6	75.7
Site Preparation	82.8	73.9
Grading	85.0	76.1
Utility Trenching	76.7	67.8
Asphalt Paving	83.5	74.6
Road Striping	73.7	64.8

Source: Roadway Construction Noise Model (RCNM)

The City of Wildomar does not have established construction noise thresholds; therefore, the Federal Transit Authority recommended criteria of 85 dBA L_{eq8hr} will be used for significance determination. The roadway improvements would happen in two phases as described above. Construction would occur in a linear fashion and progress incrementally during activity phases, meaning sensitive receptors would temporarily experience construction-related noise levels of up to 85.0 dBA to 76.1 dBA and diminish as the roadwork moves forward. A majority of the residential receptors along Palomar Street have existing barriers that RCNM calculations do take into account, making the construction-related noise levels in **Table 13-1** conservative. Since construction-related impacts would not exceed 85 dBA L_{eq8hr} and Section 9.48.020 exempts maintenance or repairs of public properties from the Municipal Code Noise Chapter, impacts are considered less than significant.

Mobile Noise

Though the proposed project would add two travel lanes, it would not generate new vehicle trips. Therefore, no traffic noise impacts would occur due to implementation of the project.

b) Less Than Significant Impact.

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.

Architectural Damage

The above-mentioned FTA guidelines would apply to the residential structures adjacent to the project site. Typical construction equipment aside from vibratory rollers produce vibration levels of less than 0.2 in/sec at a distance of 25 feet. Groundborne vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. As indicated in **Table 13-2**, 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. At a distance of greater than 25 feet, vibratory roller vibration levels would attenuate to less than the 0.2 in/sec PPV.

Table 13-2
Typical Construction Equipment Vibration Levels

Equipment	Peak Particle Velocity at 25 Feet (in/sec)	Peak Particle Velocity at 50 Feet (in/sec) ¹
Vibratory Roller	0.210	0.074
Large Bulldozer	0.089	0.032
Loaded Trucks	0.076	0.027
Jackhammer	0.035	0.001

Small Bulldozer/Tractors	0.003	0.001
Notes: ¹ Calculated using the following formula: $PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$ where: PPV_{equip} = the peak particle velocity in in/sec of the equipment adjusted for the distance PPV_{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 from the project site. Using the calculation shown in **Table 13-2**, 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.

Vibration Annoyance

Human annoyance occurs when vibration rises significantly above the threshold of human perception for extended periods of time. At the nearest sensitive receptors at a distance of approximately 50 feet (residential uses), construction vibration is not expected to be perceptible and impacts would be less than significant.

Operational Vibration

The operation of the proposed project would not result in increase in traffic trips or substantial long-term vibration sources such as subways or rail. Thus, no significant operational vibration impacts due to implantation of the project would occur.

c) No Impact.

The nearest airstrip is the French Valley Airport approximately 7 miles east. The project is outside of the influence of the airport and would, therefore, not expose people working in the project area to excessive noise levels. No impact would occur.

STANDARD CONDITIONS AND REQUIREMENTS

None required.

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) **No Impact.** The project site is developed; the proposed project would improve connectivity for active transportation users by filling in sidewalk and trail gaps and adding bicycle lanes, and would create a new intersection at the existing Palomar Street and Washington Avenue intersection. While vehicular travel lanes would be added to portions of Palomar Street, the street is not being extended into new areas. Therefore, there would be no impact to population growth.

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) **No Impact.** Demand for fire protection is generated by the construction of structures that would increase the population in an area. The project would not construct new structures that would increase the population of the area. No impact would occur.

b) **No Impact.** Demand for police protection is generated by the construction of structures that would increase the population in an area. The project would not construct new structures that would increase the population of the area. No impact would occur.

c) **No Impact.** Demand for schools is generated by the number of residential units in a school's attendance area. The project would not increase population and would not create demand for schools. No impact would occur.

d) **No Impact.** Demand for parks is generated by the population within each park's service area, and is generally associated with the increase of housing or population in an area. The project would not increase residential population and would not create demand for parks. No impact would occur.

e) **No Impact.** Demand for library services is generated by the population within a library's service area. The project would not increase population and would not create demand for libraries. No impact would occur.

STANDARD CONDITIONS AND REQUIREMENTS

None required.

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 four public parks with over 15 acres of parklands: Marna O'Brien Park, Regency Heritage Park, Windsong Park, and Malaga Park (Wildomar 2019). 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. The proposed project would improve connectivity for active transportation users by filling in sidewalk and trail gaps and adding bicycle lanes and would create a new intersection at the existing Palomar Street and Washington Avenue intersection. While active transportation users would experience improvements in sidewalk, trail, and bike lane connectivity, the proposed project would not result in an increased use of parks. Additionally, the proposed project would not induce population growth that would result in an increased use of parks, as no residential uses are being proposed. Therefore, impacts to existing neighborhood and regional parks or recreational facilities would be less than significant.

b) **No Impact.** The project would not develop recreational facilities, and since there are no homes as part of the project, would not require development of such facilities. No impact would occur.

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) **No Impact.** The Riverside Transit Agency (RTA) Bus Route 8, Lake Elsinore-Wildomar Loop, operates along Mission Trail, approximately 0.8-mile northwest of the project site. Additionally, Palomar 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, along Palomar Street from approximately Meadow Ridge Lane to the southernly City Limits, including Jefferson Avenue and Washington Avenue connections. Access to adjacent properties would be maintained, although during construction there may be periods where access is limited. City development standards require a traffic management plan as part of the construction documents that both informs public safety personnel and residents.

Moreover, the proposed project implements the vision of the circulation element and policies of the City of Wildomar General Plan for street improvements. 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 there would be no impact.

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 widening of Palomar Street from approximately Meadow Ridge Lane to the southerly City Limits, including Jefferson Avenue and Washington Avenue connections. The proposed Project will improve the road to the same size that exists south in the City of Murrieta where it is called Washington Avenue, and will add sidewalk and bicycle lanes where none currently exist. The proposed project would not increase the number of trips. Therefore, the project would not conflict with Section 15064.3 subdivision (b), and no impact would occur.

c) **No Impact.** The proposed project will be constructed to City adopted roadway standards and would not result in geometric design features or incompatible uses. The proposed project would construct an intersection at Jefferson Avenue and Washington Avenue. The improvements along this intersection would increase traffic safety. For example, a stop sign is proposed at the intersection of Starbuck Circle

and Palomar Street. Additionally, the segment of the Jefferson Avenue and Washington Avenue intersection would be restriped and provide arrows to indicate turn lanes; the intersection of Washington Avenue and Palomar Street would be an all-way stop, thereby further increasing traffic safety. The proposed project, including the proposed intersection would improve pedestrian safety by constructing sidewalks and trails, which do not currently exist, as well as crosswalks along the intersections. These improvements would increase traffic and pedestrian safety and would not result in geometric design features or incompatible uses. Therefore, no impacts would occur.

d) **No Impact.** The proposed project would not result in changes to emergency access. Therefore, no impacts would occur.

STANDARD CONDITIONS AND REQUIREMENTS

1. 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 May 26, 2020, which included the Pechanga Band of Luiseño Indians and Soboba Band of Luiseño Indians. The Pechanga Band of Luiseño Indians, the Rincon Band of Luiseño Indians, and Soboba Band of Luiseño Indians requested consultation.

The City of Wildomar consulted with the Rincon Band of Luiseño Indians on June 16, 2020, and the tribe agreed with the mitigation measures as proposed and concluded consultation. The Rincon Band of Luiseño Indians requested a copy of the final monitoring report.

Based on consultation with the Pechanga Band of Luiseño Indians on other projects in the City, the City has updated its standard tribal cultural mitigation measures, which are included in this Initial Study. The City also sent the Pechanga Band of Luiseño Indians the confidential map which identifies potential reburial sites and the tribal cultural mitigation measures that were further refined by the Soboba Band of Luiseño Indians, after consulting with the Soboba Band of Luiseño Indians.

The City of Wildomar consulted with the Soboba Band of Luiseño Indians on June 25, 2020; the tribe asked for potential reburial sites to be identified in the event tribal cultural resources are discovered during construction activities. The City has identified potential reburial sites in areas that are within the project area but not subject to future development, paving, flooding, or erosion and reviewed the sites with the tribe. The City provided a confidential map identifying potential reburial sites to the tribe on July 28, 2020 and discussed the potential for additional sites within the project boundaries should they be necessary; the tribe concluded consultation on September 3, 2020. The proposed reburial locations have been approved by the tribe, with restrictions to preclude future development. **Mitigation Measure TRI-7** would place a no-build easement or similar legal instrument ensuring that there would be no future development of the site(s).

With the inclusion of mitigation measures **TRI-1** through **TRI-7** and **CUL-1** and **CUL-2**, impacts to tribal cultural resources would be mitigated to a less than significant impact with mitigation incorporated.

The proposed project site consists of existing roadways with development that includes residential and commercial uses. No tribal cultural resources have been identified on the project site, and discovery of such resources is unlikely given the disturbance of the proposed project area. If any tribal cultural resource is found on the project site, excavation will be halted, mitigation measures **CUL-1** and **CUL-2** shall be implemented as necessary, and the Native American Heritage Commission will be contacted. No significant impacts to tribal cultural resources are expected to occur as a result of the proposed project. Impacts would be less than significant.

STANDARD CONDITIONS AND REQUIREMENTS

None required.

MITIGATION MEASURES

Refer to mitigation measures **CUL-1** and **CUL-2** in section VI.5 of this document.

TRI-1 Inadvertent Archeological Find. If during ground disturbance activities, cultural resources are discovered that were not assessed by the archaeological report(s) and/or environmental assessment conducted prior to project approval, the following procedures shall be followed. Cultural resources are defined, as being multiple artifacts in close association with each other, but also include fewer artifacts if the area of the find is determined to be of significance due to its sacred or cultural importance as determined in consultation with the Native American Tribe(s).

- a. All ground disturbance activities within 100 feet of the discovered cultural resources shall be halted until a meeting is convened between the developer, the archaeologist, the tribal representative(s) and the Planning Director to discuss the significance of the find.
 - b. At the meeting, the significance of the discoveries shall be discussed and after consultation with the tribal representative(s) and the archaeologist, a decision shall be made, with the concurrence of the Planning Director, as to the appropriate mitigation (documentation, recovery, avoidance, etc.) for the cultural resources.
 - c. Grading or further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate mitigation. Work shall be allowed to continue outside of the buffer area and will be monitored by additional Tribal monitors if needed.
 - d. Treatment and avoidance of the newly discovered resources shall be consistent with the Cultural Resources Management Plan and Monitoring Agreements entered into with the appropriate tribes. This may include avoidance of the cultural resources through project

design, in-place preservation of cultural resources located in native soils and/or re-burial on the Project property so they are not subject to further disturbance in perpetuity as identified in Non-Disclosure of Reburial Locations Condition.

- e. If the find is determined to be significant and avoidance of the site has not been achieved, a Phase III data recovery plan shall be prepared by the project archeologist, in consultation with the Tribe, and shall be submitted to the City for their review and approval prior to implementation of the said plan.
- f. Pursuant to Calif. Pub. Res. Code § 21083.2(b) avoidance is the preferred method of preservation for archaeological resources and tribal cultural resources. If the landowner and the Tribe(s) cannot agree on the significance or the mitigation for the archaeological or tribal cultural resources, these issues will be presented to the Planning Director for decision. The City's Planning Director shall make the determination based on the provisions of the California Environmental Quality Act with respect to archaeological and tribal cultural resources, recommendations of the project archeologist, and shall take into account the cultural and religious principles and practices of the Tribe. Notwithstanding any other rights available under the law, the decision of the City Planning Director shall be appealable to the City Planning Commission and/or City Council.

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

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

TRI-2 Cultural Resources Disposition. In the event that Native American cultural resources are discovered during the course of grading (inadvertent discoveries), the following procedures shall be carried out for final disposition of the discoveries:

- a. One or more of the following treatments, in order of preference, shall be employed with the tribes. Evidence of such shall be provided to the City of Wildomar Planning Department:
 - i. Preservation-In-Place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in the place where they were found with no development affecting the integrity of the resources.
 - ii. Reburial of the resources on the Project property. The measures for reburial shall include, at least, the following: Measures and provisions to protect the future reburial area from any future impacts in perpetuity. Reburial shall not occur until all legally required cataloging and basic recordation have been completed, with an exception that sacred items, burial goods and Native American human remains are excluded. Any reburial process shall be culturally appropriate. Listing of contents and location of the reburial shall be included in the confidential Phase IV report. The Phase IV Report shall be filed with the City under a confidential cover and not subject to Public Records Request.
 - iii. If preservation in place or reburial is not feasible then the resources shall be curated in a culturally appropriate manner at a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines. The collection and associated records shall be transferred, including title, and are to be accompanied by payment of the fees by the Applicant necessary for permanent curation. Evidence of curation in the form of a letter from

the curation facility stating that subject archaeological materials have been received and that all fees have been paid, shall be provided by the landowner to the City. There shall be no destructive or invasive testing on sacred items, burial goods, and Native American human remains, as defined by the cultural and religious practices of the Most Likely Descendant. Results concerning finds of any inadvertent discoveries shall be included in the Phase IV monitoring report.

Timing/Implementation: During grading activities

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

TRI-3 Archaeologist Retained. Prior to issuance of a grading permit the project applicant shall retain a Riverside County qualified Registered Professional Archaeologist (RPA), to monitor all ground disturbing activities in an effort to identify any unknown archaeological resources.

The Registered Professional Archaeologist and the Tribal monitor(s) shall manage and oversee monitoring for all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, mass or rough grading, trenching, stockpiling of materials, rock crushing, structure demolition and etc. The Registered Professional Archaeologist and the Tribal monitor(s), shall independently have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources in coordination with any required special interest or tribal monitors.

The developer/permit holder shall submit a fully executed copy of the contract to the Planning Department to ensure compliance with this condition of approval. Upon verification, the Planning Department shall clear this condition.

In addition, the Registered Professional Archaeologist, in consultation with the Consulting Tribe(s), the contractor, and the City, shall develop a Cultural Resources Management Plan (CRMP) in consultation pursuant to the definition in AB 52 to address the details, timing and responsibility of all archaeological and cultural activities that will occur on the project site. A consulting tribe is defined as a tribe that initiated the AB 52 tribal consultation process for the Project, has not opted out of the AB 52 consultation process, and has completed AB 52 consultation with the City as provided for in Cal Pub Res Code Section 21080.3.2(b)(1) of AB52. Details in the Plan shall include:

- d. Project grading and development scheduling;
- e. The Project archaeologist and the Consulting Tribes(s) shall attend the pre-grading meeting with the City, the construction manager and any contractors and will conduct a mandatory Cultural Resources Worker Sensitivity Training to those in attendance. The Training will include a brief review of the cultural sensitivity of the Project and the surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event inadvertent discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. All new construction personnel that will conduct earthwork or grading activities that begin work on the Project following the initial Training must take the Cultural Sensitivity Training prior to beginning work and the Project archaeologist and Consulting Tribe(s) shall make themselves available to provide the training on an as-needed basis;

- f. The protocols and stipulations that the contractor, City, Consulting Tribe(s) and Project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.

Timing/Implementation: Prior to issuance of grading permit

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

TRI-4 Native American Monitoring (Pechanga). Tribal monitor(s) shall be required on-site during all ground-disturbing activities, including grading, stockpiling of materials, engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified tribal monitor(s) from the Pechanga Band of Luiseno Indians. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the above-mentioned Tribe and the land divider/permit holder for the monitoring of the project to the Planning Department and to the Engineering Department. The Tribal Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground-disturbance activities to allow recovery of cultural resources, in coordination with the Project Archaeologist.

Timing/Implementation: During ground-disturbing activities

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

TRI-5 Native American Monitoring (Soboba). Tribal monitor(s) shall be required on-site during all ground-disturbing activities, including grading, stockpiling of materials, engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified tribal monitor(s) from the Soboba Band of Luiseno Indians. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the above-mentioned Tribe and the land divider/permit holder for the monitoring of the project to the Planning Department and to the Engineering Department. The Tribal Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground-disturbance activities to allow recovery of cultural resources, in coordination with the Project Archaeologist.

Timing/Implementation: During ground-disturbing activities

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

TRI-6 Archeology Report - Phase III and IV. Prior to final inspection, the developer/permit holder shall prompt the Project Archeologist to submit two (2) copies of the Phase III Data Recovery report (if required for the Project) and the Phase IV Cultural Resources Monitoring Report that complies with the Community Development Department's requirements for such reports. The Phase IV report shall include evidence of the required cultural/historical sensitivity training for the construction staff held during the pre-grade meeting. The Planning Department shall review the reports to determine adequate mitigation compliance. Provided the reports are adequate, the Community Development Department shall clear this condition. Once the report(s) are determined to be adequate, two (2) copies shall be submitted to the Eastern Information Center (EIC) at the University of California Riverside (UCR) and one (1) copy shall be submitted to the Consulting Tribe(s) Cultural Resources Department(s).

Timing/Implementation: Prior to final inspection

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

TRI-7 No-Build Easement or Similar Instrument. In the event that Native American artifacts are found and buried within the project vicinity, a no-build easement, or similar legal instrument, shall be used to preclude future development from taking place on the reburial site(s).

Timing/Implementation: After Reburial of Native American Artifacts

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?			✓	

DISCUSSION

a) **Less Than Significant Impact.**

Stormwater Drainage

Stormwater drainage impacts are addressed in section VI.10.c.iii, above. The proposed project would include new catch basins, RCPs, single reinforced concrete boxes, rock slope protection, headwalls and wingwalls, and junction structures to address water quality requirements and mitigate the developed drainage flows. The proposed basins would reduce impacts from on- or offsite flooding. Additionally, extending the existing drainage and pipes would accommodate the increase in runoff as a result of the proposed project. 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.

b) **No Impact.** The proposed project would not require water supplies. Therefore, no impact would occur.

c) **No Impact.** The proposed project would not require services provided by a waste water treatment provider. Therefore, no impact would occur.

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 proposed project would generate waste during the construction phase, but would be required to reduce waste by recycling, and to dispose of construction materials in accordance with Wildomar Municipal Code Section 8.104.420, Licensed contractors – Disposal of C&D materials. During operational activities, the proposed project would not generate waste.

e) **Less Than Significant Impact.** Solid waste would be generated during construction 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 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.

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.** 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 surrounding properties during construction and postconstruction. The proposed project would not result in inadequate emergency access, and impacts to adopted emergency response and evacuation plans are less than significant.

b) **No Impact.** The proposed project would not result in the presence of project occupants. Therefore, no impacts would occur.

c) **Less Than Significant Impact with Mitigation Incorporated.** A portion of the project site is within a Very High Fire Severity Zone within the LRA (CAL FIRE 2009). As discussed in Section VI.9, development of the proposed project 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). 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. 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. 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.** The project site is relatively flat. The project site is located in a low to moderately low landslide zone (CDC 2015a). Further, the project site is not within a Flood Hazard Zone (FEMA 2019). Therefore, it is unlikely that the site would be susceptible to downslope or downstream

flooding or landslides as a result of post-fire slope instability. A portion of the project site is within a Very High Fire Severity Zone within the LRA (CAL FIRE 2009). 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 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 **CUL-2**, and **TRI-1** through **TRI-7**, 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**, which reduce impacts to paleontological resources. Moreover, with implementation of **CUL-1** and **CUL-2**, and **TRI-1** through **TRI-7**, 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 surroundings ridgelines are obscured by existing development around the project site, and the proposed project would not 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 developed; however, improvements would occur on undeveloped portions of the site. Implementation of mitigation measures **BIO-1** through **BIO-7** would reduce impacts to biological resources. 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 **CUL-2**, and **TRI-1** through **TRI-7** 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 of the improvements would result in an increase in energy. Construction energy would be temporary and normal of development in the region. However, operational activities of the proposed

project would not increase energy use. 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 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. Although portions of the project site are 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 compliance with the SWPPP, NPDES, and MS4 permit 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 developed and disturbed with existing roadways. The site is surrounded by vacant lots, residences, and commercial uses. The proposed project would not conflict with land use plans or policies. 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 existing roadways, 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, would not increase the demand for public services such as fire and police protection as the proposed project would not result in population increase. 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 result in the construction of sidewalks, trails, and bicycle lanes. 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. The proposed project would widen roadways; and fill in sidewalk, trail, and bicycle lane gaps within the project site, thereby improving circulation within the City. 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 **CUL-2**, and **TRI-1** through **TRI-7** 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 not increase demand for public utilities, as the project would not result in population increase. 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 portions of the project site are located within a Very High Fire Severity Zone. However, 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 **CUL-2**, and **TRI-1** through **TRI-7** reduce impacts associated with cultural, archaeological, and tribal cultural resources; mitigation measures **GEO-1** reduce impacts associated with paleontological resources. 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.

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