INITIAL STUDY &

MITIGATED NEGATIVE DECLARATION

Wildomar Crossroads Mixed-Use Project

(Planning Application No. 21-0145)

Lead Agency:

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Note to Reader: To save natural resources, the appendices are contained on a CD-ROM/USB 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).

The documents can also be viewed here**:**

City of Wildomar, Planning Department
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I. INTRODUCTION AND PROJECT DESCRIPTION

Project Summary

This project proposes the construction of a 150-unit gated multi-family apartment community and 35,422 square-foot commercial retail center on an approximately 9-acre site on the northwest intersection of Clinton Keith Road and Wildomar Trail at 24850-23980 Catt Road. The Assessor's Parcel Numbers (APN) for the project site are 376-410-015, -016, -017, and -021.

Purpose and Project Overview

This Initial Study evaluates the proposed project which is being processed through the following development applications:

- **Conditional Use Permit (CUP):** The proposed Sprouts Grocery store will require approval of a CUP to allow for alcohol sales in accordance with Section 17.248 of the WMC.
- **Tentative Parcel Map (TPM 38333)**: The project will require approval of a Tentative Parcel Map to subdivide the 9-acre site into five (5) parcels to accommodate the 150-unit residential apartment community and 35,422 square-foot commercial retail center.
- **Plot Plan (PP):** The project will require approval of a commercial Plot Plan to develop the 4.53-acre commercial retail site with 35,422 square feet of retail and restaurant uses, including site planning, architecture, landscaping, parking, etc. and on-site and off-site improvements consistent with the city's commercial objective design standards and guidelines.
- **Final Site Plan of Development (FSPOD):** The project will require approval of a final site plan of development for the 4.48-acre site to develop the 150-unit apartment community (33.5 units/acre density), including site planning, architecture, landscaping, parking, etc. consistent with the city's multi-family objective residential design standards and guidelines.

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

Proposed Conditions of Approval

In addition to the proposed project, the City is likely to require several conditions of approval that may also have physical environmental impacts.

Off-Site Mobility Improvements

The proposed project will have a condition of approval that would improve a portion of the north side of Clinton Keith Road between the intersection with Wildomar Trail and Arya Road. The improvement will move the existing curb and gutter north to allow buildout of a third lane. A portion of the third lane already exists and the movement of the curb is needed to ensure that the existing bike lane can remain. The improvement is part of the City's Capital Improvement Program CIP 025 Clinton Keith Widening and the impacts were addressed in an IS/MND adopted by Riverside County (SCH# 200910103). The proposed project would only be responsible for the improvements if it is constructed before the City on the project.

The City will also require the project to construct or pay for its fair-share to implement the following improvements at four intersections that would experience unsatisfactory Level of Service and/or queuing impacts:

- **Intersection of Wildomar Trail and Clinton Keith Road:** Construct improvements as per the approved Capital Improvement Project at this intersection. Improvements include the addition of westbound through receiving lane at project frontage and the modification of westbound right lane to westbound through right lane. Signal modifications include changing southbound left lane and northbound left lane signal permissive phasing to protected permissive and overlapping southbound right lane. In the event the CIP improvements are constructed before the project is constructed, the project would contribute fair-share to improvements at this intersection.
- **Intersection of Inland Valley Drive and Clinton Keith Road:** Project would contribute fair-share to the CIP at this intersection which improves the intersection to a 4-lane intersection. Improvements include addition of westbound through lane and eastbound through lane receiving lane.
- **Intersection of Palomar Road and Clinton Keith Road:** Project would contribute fair-share to intersection improvements as per approved CIP at this intersection. Improvements as per CIP include addition of 2nd eastbound left lane, modification of eastbound right lane to eastbound through right lane. Modification of westbound through lane to westbound through right lane. Modification on northbound through right lane to northbound through lane, addition of northbound right lane and addition of 2nd southbound left lane. The project's fair-share contributions would be limited to the 2nd southbound left lane improvement on Clinton Keith Road which would include widening the road to shift the southbound right lane further northwest.
- **Intersection of Arya Road and Clinton Keith Road:** Construct improvements or provide fair-share as per approved Westpark Promenade Conditions of Approval. Improvements include northbound striping to provide dedicated northbound left lane and northbound through right lane, dedicated southbound left lane and southbound through right lane. Recommended signal modifications include changing northbound-southbound permissive phasing to protective permissive phasing. Project would construct improvements in the event that its construction commences before the construction of the adjacent Westpark Promenade project; otherwise, project would contribute fair-share for all improvements to this intersection as stated in Section 7.2. Improvements in the Traffic Impact Analysis (Appendix 16) would include widening of Arya Road to 4 lanes.
- The project would be required to contribute to the City's ITS program to mitigate queuing impacts at the impacted intersections shown in **Table 17-4** in Section V.17, Transportation.
- For intersections within the City of Murrieta (Nutmeg St/Clinton Keith Rd and California Oaks Rd/Clinton Keith Rd) the project will contribute payment to City of Murrieta CIP #8283 (Traffic Striping Modifications – Citywide). CIP #8283 is an ongoing program for removal and restriping to modify traffic control in accordance with changing traffic demands citywide and the applicant would work with the City to address queuing in the City of Murrieta with striping improvements.

II. EXISTING CONDITIONS

Project Site

Project Location

The project site is in the southeast portion of the City of Wildomar, California at 24850-23980 Catt Road, at the northwest intersection of Clinton Keith Road and Wildomar Trail. It covers approximately 9 acres and is comprised of Assessor's Parcel Numbers (APNs) 376-410-015, -016, -017, and -021. Regional and local vicinity maps of the project 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 commercial uses to the south and east, residential uses to the west, and a vacant, gated lot to the north. Surrounding roadways that provide access to the site include Clinton Keith Road, Catt Road, and Wildomar Trail.

To the east of the project site across Wildomar Trail sits the Clinton Keith Village commercial development and south of the site following W Freedom Ave is the Freedom Business Park. These sites are zoned C-P-S (Scenic Highway Commercial). North of the site is a gated, sunken area marked as the Hartford Park Sensitive Habitat Area followed by single family residential units across Depasquale Road and single-family homes also directly border the western portion of the site. Both subdivisions are zoned R-1 (One-Family Dwellings).

Access

Regional access to the project site is provided by Interstate 15 (I-15) located approximately 0.2-mile southwest. In addition, local access to the site is provided by Catt Road, via Clinton Keith Road and Arya Road south of the site as well as Wildomar Trail to the east.

Physical Setting

The western portion of the lot contains a single-family home with an attached garage, an unoccupied structure north of the residence, and a vacant metal shed north of the structure. The site also contains a concrete foundation east of the other structures and additional remnant building debris and concrete in various places across the site. The remainder of the site is vacant with ruderal vegetation and several pine trees. Additionally, the site contains two groundwater wells one of which appears to be currently operating and servicing the single-family home. The second well is in the east-central portion of the site and does not appear to be in use. The site generally slopes southwest and small former tributary of Murietta Creek cuts into the northeastern portion of the site. The project site's existing conditions are shown in **Figure 3** Aerial Photograph.

Conservation

The proposed project site is not within a Western Riverside County Multiple Species Habitat Conservation Plan Criteria Cell (Riverside County 2022).

Natural Hazards

The project site is located approximately 0.63- mile northeast of the closest Alquist-Priolo Earthquake Fault Zone (Leighton 2022). However, most of the site falls within a mapped Riverside County Fault Hazard Zone (Leighton 2022). The project site is also located within a Very High Fire Hazard Severity Zone (VHFHSZ) (CALFIRE 2009). (See Executive Summary, below).

Regulatory Setting

The City of Wildomar General Plan designates this site as a Mixed-Use Planning Area (MUPA) with a zoning designation of Scenic Highway Commercial and a Mixed Use Overlay zone. The intent of the Mixed-Use Overlay District is to implement the MUPA designation by allowing and encouraging commercial and professional office uses to be located with multifamily residential development. The proposed plan would require the approval of a Conditional Use Permit, Tentative Parcel Map No. 38333, Plot Plan, and Final Site Plan of Development.

III. PROJECT DESCRIPTION

The proposed project would consist of demolishing the existing single-family home, garage, and outbuildings, abandonment of the two wells, and constructing a new mixed-use development including an apartment complex and commercial shopping center, as shown in **Figure 4**, Site Plan. The proposed project would be constructed in a single phase with an opening year of 2024. The duration of construction activities associated with the project is estimated to be approximately 14 months.

The proposed residential portion will be a gated community consisting of 150 units that cover 4.48 acres on the western side of the site. As shown in **Figure 5**, Conceptual Residential Building Elevations, the exterior of the proposed residential buildings would be painted sand-finished stucco with board and batten siding, off-white vinyl windows, and dark gray asphalt roof tiles. The tallest portion of the proposed residential buildings is 39 feet and 9 inches tall.

The commercial shopping center portion of the proposed project would cover approximately 4.53 acres on the eastern portion of the site and contain a market, shops, and restaurants. This development would include a 23,104 square-foot Sprouts Farmers Market and a 5,087 square-foot attached building intended for shops and restaurants on the northern end of the site, shown as “Major A” and “Shops 1” in **Figure 4**. Two pads on the southern end of the commercial portion will include an additional 7,231 square feet of restaurant space. Pad 1 would be located in the southwest corner and is planned as a 2,750 square-foot drive-thru. Pad 2 is located on the southeast corner and includes 3,348 square feet of restaurant space as well as a 1,133 square foot coffee drive-thru. These buildings are labeled as “Pad 1” and “Pad 2” on **Figure 4**. Approximately 4,500 square feet of outdoor eating areas and multi-function gathering space will be placed across both the north and south portions of the site and would be open for breakfast, lunch, and dinner daily.

Both the residential and commercial sections of the project have an architectural design that has been modeled after the City of Wildomar’s “Farm Chic” design style. The Sprouts Farmers Market exterior would consist of primarily neutral tones including shades of gray, beige and brown with a teal accent on concrete, stone, and wood façades, as shown in **Figure 6**, Sprouts Farmers Market Exterior Elevations. The

other commercial buildings on site would contain a similar color scheme, and materials as shown in **Figure 7**, Shops1-South Elevation and East Elevation; **Figure 8**, Pad 1- South Elevation and East Elevation; and **Figure 9**, Pad 2- Northwest Elevation and Southwest Elevation. The maximum height of these buildings is 38 feet and 6 inches.

Access to the residential portion of the site would be provided via two gated entrances/exits. Catt Road would be extended from Arya Road to function as a project driveway and one access point would be provided at the southwest corner of the site via this driveway. The other residential access point would be provided on the northeast corner of the project via Wildomar Trail and include an internal driving aisle that extends around the north and west perimeter of the project linking the two access points. The residential development would provide 283 spaces consisting of 119 open stalls, 71 carport stalls, and 93 garage stalls. The commercial portion would be accessible from three points along Wildomar Trail. The Catt Road driveway would extend into the commercial portion of the project, providing an additional entrance/exit for Pad 1 and Pad 2. The commercial portion of the project would provide 195 parking spaces for the commercial uses as well as 16 stalls for clean-air vehicles.

The project also includes 0.85 acres of off-site improvements and dedications. These include a 0.38-acre Catt Road improvement, a 0.20-acre Wildomar Trail improvement, and a 0.26-acre Clinton Keith Road improvement. An additional 0.10-acre is proposed as a Catt Road vacation for the commercial portion of the project with an easement retained for public utilities. An additional 0.007-acre will be dedicated for Clinton Keith Road and 0.016-acre dedicated for Catt Road. The project, including the residential, commercial and roadway improvements, totals 10.02 acres.

Electric power service will be provided by Southern California Edison (SCE) and natural gas service by Southern California Gas Company. Additional electric, gas, telephone, and cable services to the proposed development will be provided through extension of existing facilities located in Catt Road and Wildomar Trail. Three existing power poles along Catt Road are proposed to be placed in an underground system in accordance with SCE Rule 20 criteria and appropriate design features.

Once occupied, the proposed project is expected to generate a total of 4,551 daily trips with 282 AM peak hour trips and 404 PM peak hour trips. The proposed development plans, including architectural renderings and elevations, are provided in **Appendix 1.**

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 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 ES-1,** Project Impact and Mitigation Summary, presents an at-a-glance summary of the identified significant impact issue areas and required mitigation measures.

Table ES-1 Project Impact and Mitigation Summary			
3. Air Quality			
b) Expose sensitive receptors to substantial pollutant concentrations?			
Level of Significance without Mitigation	Potentially Significant	**Resulting Level of Significance**	Less Than Significant

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

Timing/Implementation: *During site preparation*

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

AQ-2 All actively graded (disturbed) areas within the project site during site preparation activities shall be watered at 2.1-hour watering intervals (e.g., 4 times per day) or a movable sprinkler system shall be in place to ensure minimum soil moisture of 12 percent in maintained for actively graded areas. Moisture content can be verified with use of a moisture probe by the grading contractor.

Timing/Implementation: *During site preparation*

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

4. Biological Resources			
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?			
Level of Significance without Mitigation	Potentially Significant	**Resulting Level of Significance**	Less Than Significant

BIO-1 The Project applicant/developer shall retain a qualified biologist to conduct a 30-day pre-construction survey for burrowing owls (BUOW). The results of the survey shall be submitted to the City of Wildomar prior to obtaining a grading permit. If BUOW are not detected during the pre-construction survey, no further mitigation is required. If BUOW are detected during the pre-construction survey, the project applicant shall relocate burrowing owls out of harm's way, in consultation with the CDFW. Notification to the CDFW shall occur if burrowing owls are found to be present onsite and the development of a conservation strategy in cooperation with the U/S/ Fish and Service, the CDFW, and the Western Riverside County Regional Conservation Authority (RCA) shall be conducted. The project applicant/developer and a qualified consulting biologist will be required to prepare and submit for approval a

Table ES-1 Project Impact and Mitigation Summary			
BUOW relocation program. The report shall be submitted to the applicant and the City of Wildomar concurrently. *Timing/Implementation:* *Within 30 days prior to construction, Prior to issuance of grading permits* *Enforcement/Monitoring:* *City of Wildomar Planning Department*			
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?			
Level of Significance without Mitigation	Potentially Significant	**Resulting Level of Significance**	Less Than Significant
BIO-2 Prior to vegetation clearance, the Project applicant/developer shall retain a qualified biologist to conduct a pre-disturbance nesting bird survey in accordance with the following: • The survey shall be conducted no more than three (3) days prior to the initiation of clearance/construction work; • If pre-disturbance surveys indicate that bird nests are not present or are inactive, or if potential habitat is unoccupied, no further mitigation is required; • If active nests of birds are found during the surveys, a species-specific no-disturbance buffer zone shall be established by a qualified biologist around active nests until a qualified biologist determines that all young have fledged (i.e., no longer reliant upon the nest). *Timing/Implementation:* *Within three (3) days prior to the initiation of clearance/construction work* *Enforcement/Monitoring:* *City of Wildomar Planning Department*			
3. 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
Implement Mitigation Measures **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

Table ES-1 Project Impact and Mitigation Summary			
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*			
7. Geology and Soils			
a) 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.			
Level of Significance without Mitigation	Potentially Significant	**Resulting Level of Significance**	Less Than Significant
GEO-1 The project applicant/developer shall incorporate the recommendations of the Geotechnical Report prepared Leighton and Associates, Inc. (**Appendix 8)** into project plans related to the proposed project. The project's building plans shall demonstrate that they incorporate all applicable recommendations of the Geotechnical Report and comply with all applicable requirements of the latest adopted version of the California Building Code. *Timing/Implementation:* *During building plan check, prior to any ground-disturbing construction activities* *Enforcement/Monitoring:* *City of Wildomar Planning Department and Building and Safety Department*			

Table ES-1 Project Impact and Mitigation Summary			
a) ii) Strong seismic ground shaking?			
Level of Significance without Mitigation	Potentially Significant	**Resulting Level of Significance**	Less Than Significant
Implement Mitigation Measure **GEO-1**			
a) iii) Seismic-related ground failure, including liquefaction?			
Level of Significance without Mitigation	Potentially Significant	**Resulting Level of Significance**	Less Than Significant
Implement Mitigation Measure **GEO-1**			
b) Result in substantial soil erosion or the loss of topsoil?			
Level of Significance without Mitigation	Potentially Significant	**Resulting Level of Significance**	Less Than Significant
Implement Mitigation Measure **GEO-1**			
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?			
Level of Significance without Mitigation	Potentially Significant	**Resulting Level of Significance**	Less Than Significant
Implement Mitigation Measure **GEO-1**			
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			
Level of Significance without Mitigation	Potentially Significant	**Resulting Level of Significance**	Less Than Significant
GEO-2 A paleontological grading observation schedule by a Certified Paleontologist shall be maintained when grading in bedrock units to further evaluate the fossil resources of the site. Salvage operations shall be initiated by the Certified Paleontologist and coordinated with the developer if other significant concentrations of fossils, as determined by the Certified Paleontologist, are encountered. Any paleontological resources shall be provided for curation at a local curation facility, or any other local museum or repository willing and able to accept and house the resource to preserve for future scientific study. *Timing/Implementation:* *During ground-disturbing construction activities* *Enforcement/Monitoring:* *City of Wildomar Planning Department and Building and Safety Department*			

Table ES-1 Project Impact and Mitigation Summary			
9. Hazards and 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?			
Level of Significance without Mitigation	Potentially Significant	**Resulting Level of Significance**	Less Than Significant

HAZ-1 Prior to the development of the site, representative sampling of the soil stockpiles shall be conducted. Soil samples shall be analyzed by a laboratory licensed with the Environmental Laboratory Accreditation Program [ELAP] for total petroleum hydrocarbon chains by EPA Method 8015M, Title 22 Metals by EPA Method 6010B/7471A, organochlorine pesticides by EPA Method 8081A, volatile organic compounds by EPA Method 8260B/5035 and polychlorinated biphenyls by EPA Method 8082. During stockpile testing, a soil sample shall be collected from the area where an orchard may have been located and tested for organochlorine pesticides to assess for residual pesticides**.** If the results of the soil testing show chemical levels are below EPA Region 9 or DTSC screening levels for residential land use, grading or excavation may proceed accordingly. Remediation and/or removal of contaminated soils shall be made prior to development, if chemical levels are above screening levels. Remediation shall be made in coordination with the local health department, SCAQMD, the California Department of Toxic Substances Control, the U. S. Environmental Protection Agency or other regulatory agencies and in compliance with established residential screening levels.

Timing/Implementation: *Prior to site development*

Enforcement/Monitoring: *City of Wildomar Building Department, Local Health Department, SCAQMD, California Department of Toxic Substances Control, U.S. Environmental Protection Agency*

HAZ-2 After grading is completed, but before construction begins, the project Applicant/developer shall install soil gas probes with a 100-foot grid spacing in the footprints of the proposed structures, at depths of 5 feet below ground surface and 15 feet below ground surface at each location. Methane shall be tested from the probes with a properly calibrated hand-held device with a detection limit of no greater than 500 ppmv, or via a laboratory licensed with ELAP by ASTM Method 1946D, or a combination of the two. In addition, calibrated pressure gauges such as Magnehelic gauges or equivalent with a range of 0-10 inches of water pressure to a range of 0-100 inches of water pressure shall be used on each probe. If methane levels in probes are below 10 percent of the Lower Explosive Limit (10 percent LEL or 5,000 ppmv), the project could proceed without further action. For areas of the site that have methane concentrations at or exceeding 10 percent LEL or have pressures exceeding 3 inches of water, further testing shall be implemented to determine if a methane mitigation system is necessary. If additional weekly testing shows that methane concentrations consistently exceed 10 percent LEL or have pressures exceeding 3 inches of water over a period of 30 days

Table ES-1 Project Impact and Mitigation Summary
and a plot of the resulting data does not show a downward trend in concentrations or pressures, then a methane mitigation system shall be incorporated into the building plans for the structures where the elevated concentrations and/or pressures were observed. If there is a downward trend but the concentrations are still above 10 percent LEL or have pressures above 3 inches of water, then additional testing past 30 days may be requested to determine if concentrations and pressures subside below the action levels. *Timing/Implementation:* *Prior to site development* *Enforcement/Monitoring:* *City of Wildomar Building Department, Local Health Department, SCAQMD, California Department of Toxic Substances Control, U.S. Environmental Protection Agency*

Table ES-1 Project Impact and Mitigation Summary			
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

HAZ-3 Prior to the issuance of building permits, the project applicant/developer 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-4 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 and 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*

Table ES-1 Project Impact and Mitigation Summary			
13. Noise			
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?			
Level of Significance without Mitigation	Potentially Significant	**Resulting Level of Significance**	Less Than Significant
The following mitigation measure from the Clinton Keith Road Widening Project IS/MND (SCH# 200910103) would also be applicable to the proposed project (numbering is from 2009 IS/MND): **NOI-1** All noise producing project equipment and vehicles using internal combustion engines shall be equipped with mufflers and air-inlet silencers, where appropriate, in good operating condition that meet or exceed original factory specifications. Mobile or fixed "package" equipment (e.g., arc welders, air compressors) shall be equipped with shrouds and noise control features that are readily available for that type of equipment. *Timing/Implementation: Prior to construction* *Enforcement/Monitoring: City of Wildomar Building Department*			
17. Transportation			
d) Result in inadequate emergency access?			
Level of Significance without Mitigation	Potentially Significant	**Resulting Level of Significance**	Less Than Significant

Table ES-1 Project Impact and Mitigation Summary
The following mitigation measure from the Clinton Keith Road Widening Project IS/MND (SCH# 200910103) would also be applicable to the proposed project (numbering is from 2009 IS/MND): **TRF-1** During final design, stage construction and detour plans will be prepared to minimize disruption to the traveling public. Such plans shall be prepared in consultation with affected local jurisdictions prior to construction. Adequate access shall be provided at all times to and from side streets serving adjacent land uses. To further ensure public safety, proper detours and warning signs shall be established. The stage construction and detour plans shall be designed to not interfere with any emergency response or evacuation plans, and construction routes shall utilize non-residential streets to the extent practicable. Finally, such plans shall identify construction worker parking areas and equipment staging areas to minimize impacts to roadway operations. *Timing/Implementation: During final design* *Enforcement/Monitoring: City of Wildomar Building Department*
18. Tribal Cultural Resources
a) 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).

Level of Significance without Mitigation	Potentially Significant	**Resulting Level of Significance**	Less Than Significant

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 lead agency and Native American Tribe(s) that elected to consult under AB 52 ("Consulting 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), developer, 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 Treatment and Monitoring Agreements entered into with the Consulting Tribe(s) and the applicant. 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 Mitigation Measures TRI-2 and TRI-7.

e. If the find is determined to be significant and avoidance of the site has not been achieved, a Phase III data recovery plan (see Mitigation Measure TRI-6) shall be prepared by the project archeologist, in consultation with the Consulting Tribe(s), 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 Consulting 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 Consulting Tribe(s). 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 Consulting Tribe(s). 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 (see Mitigation Measure TRI-6). 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) required by Mitigation Measures TRI-4 and TRI-5 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:

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;

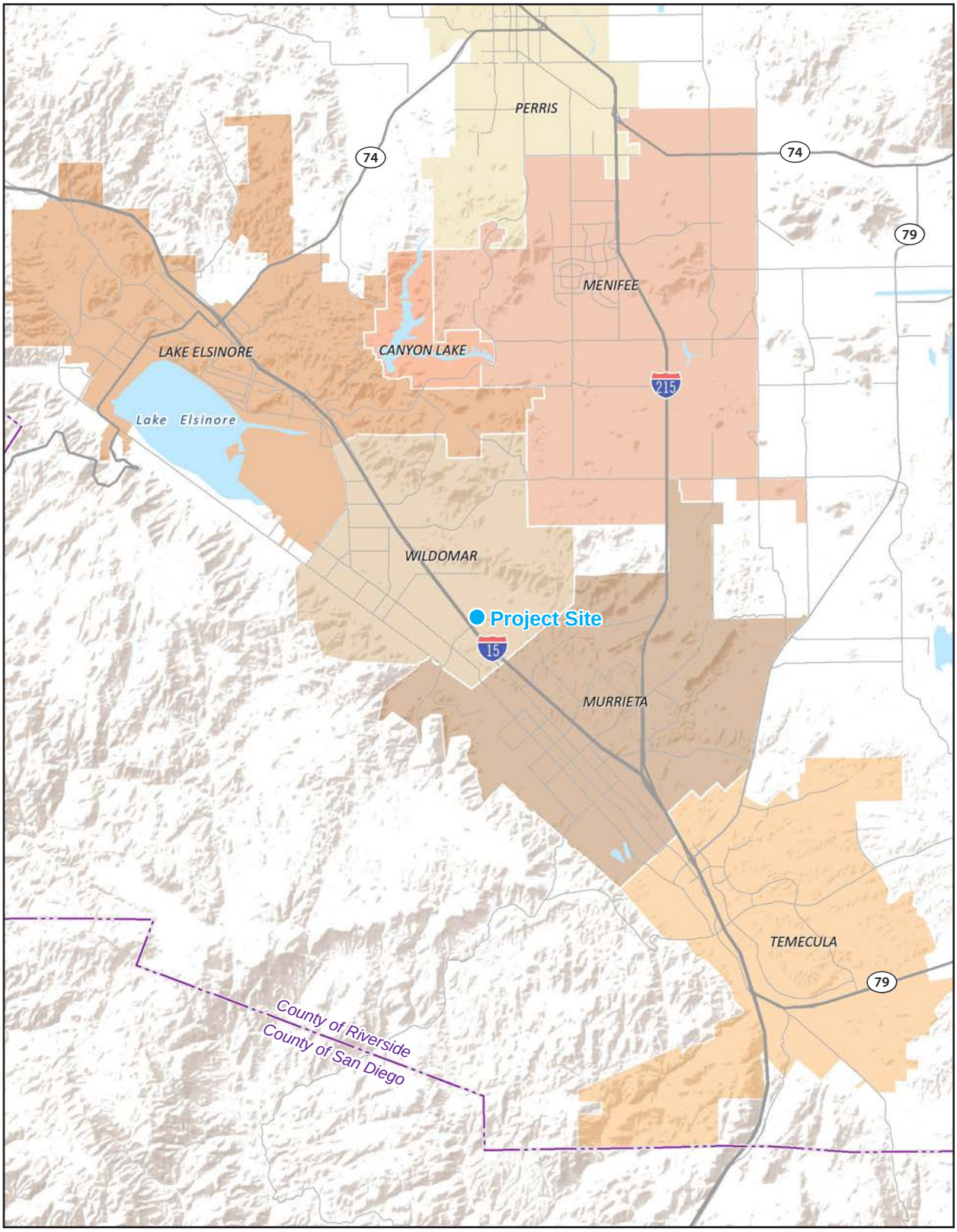
c. The protocols and stipulations that the contractor, City, Consulting Tribe(s) and Project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.

Timing/Implementation: Prior to issuance of grading permit

Table ES-1 Project Impact and Mitigation Summary	
	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. 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

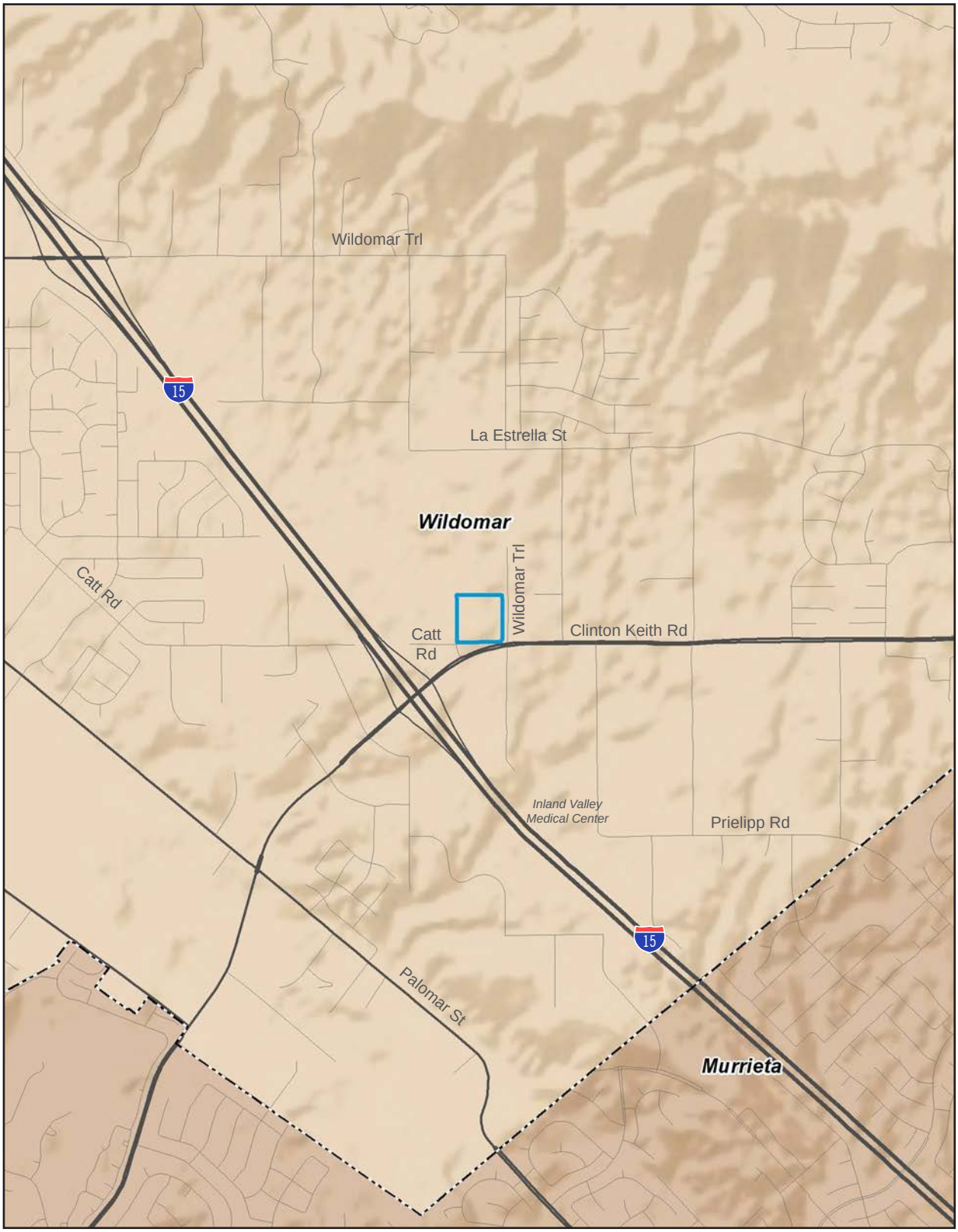
Table ES-1 Project Impact and Mitigation Summary			
(UCR) and one (1) copy shall be submitted to the Consulting Tribe(s) Cultural Resources Department(s). *Timing/Implementation:* *Prior to final inspection* *Enforcement/Monitoring:* *City of Wildomar Engineering Department and Planning Department* **TRI-7** **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 I., 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* Implementation of Mitigation Measure **CUL-1**.			
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
Implement Mitigation Measures **TRI-1** through **TRI-7**, and **CUL-1.**			
20. Wildfire			
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?			
Level of Significance without Mitigation	Potentially Significant	**Resulting Level of Significance**	Less Than Significant
Implement Mitigation Measures **HAZ-3** and **HAZ-4**			
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?			
Level of Significance without Mitigation	Potentially Significant	**Resulting Level of Significance**	Less Than Significant
Implement Mitigation Measures **HAZ-3** and **HAZ-4**			

Figure 1 - Regional Location



Note: Unincorporated county areas are shown in white.
Source: ESRI, 2022

Figure 2 - Local Vicinity



Project Boundary

Note: Unincorporated county areas are shown in white.

Source: ESRI, 2022

0 2,000
Scale (Feet)

Figure 3 - Aerial Photogarph

Source: Nearmap, 2022

Figure 4 - Site Plan

Project Boundary

0 150
Scale (Feet)

Source: Intracorp, 2022

Figure 5 - Conceptual Residential Building Elevations

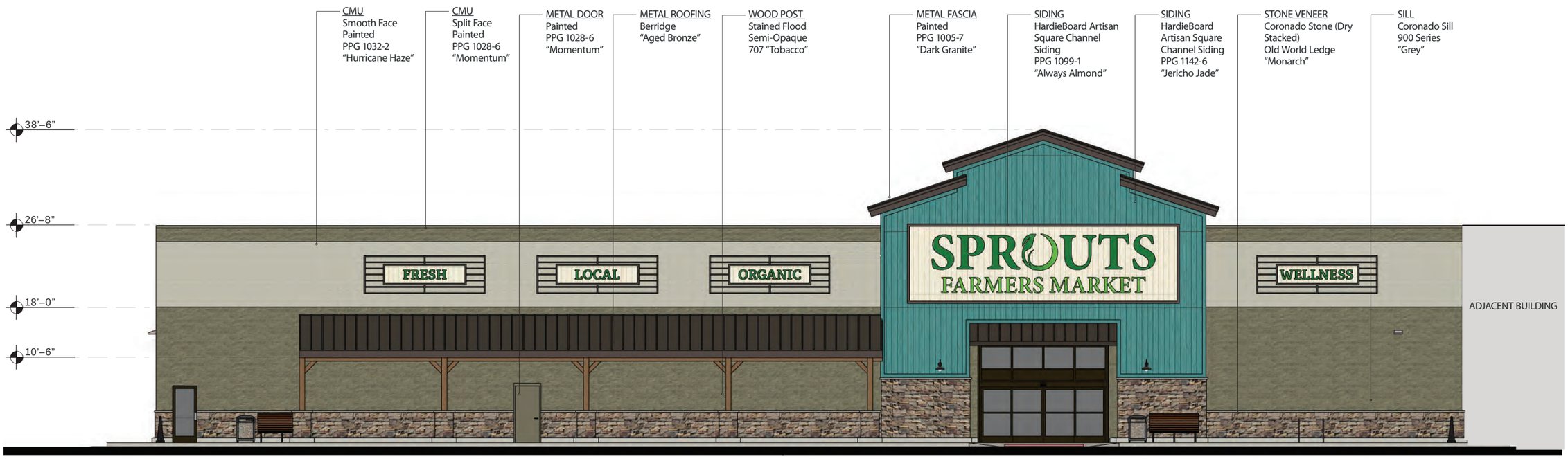
BUILDING 1 SOUTH

BUILDING 1 NORTH

0 20
Scale (Feet)

Source: AO Architects, 2022

Figure 6 - Sprouts Farmers Market Exterior Elevations



Front Elevation

0 10
Scale (Feet)

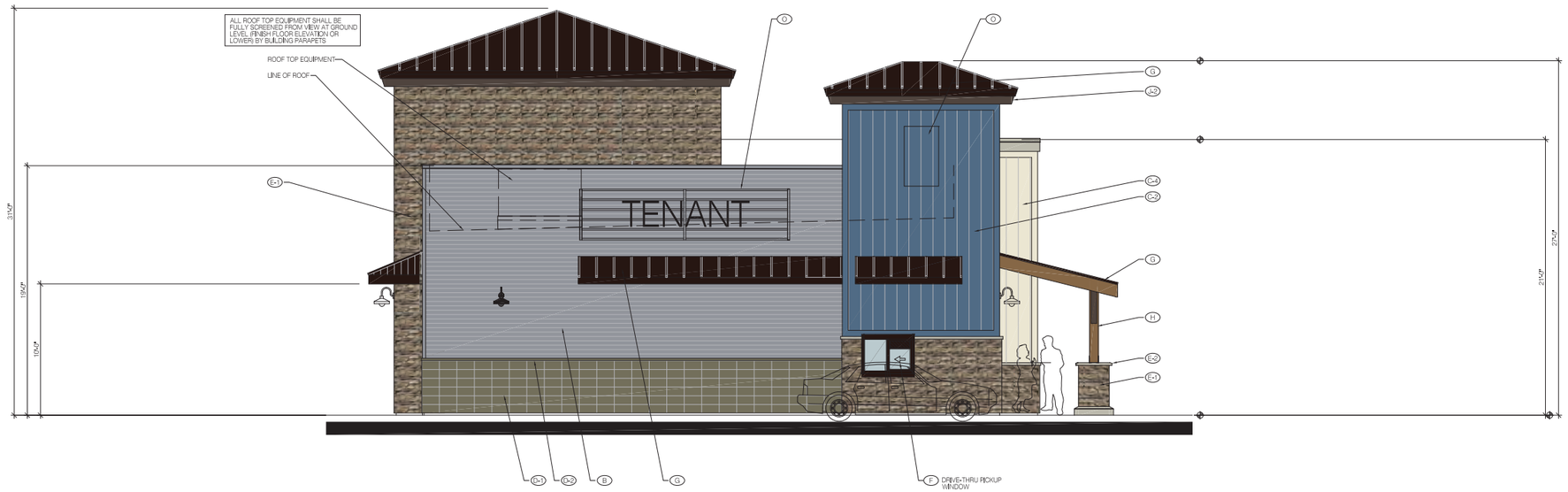
Source: brr, 2022

Figure 7 - Shops 1 South Elevation and East Elevation

0 10
Scale (Feet)

Source: GK Pierce Architects, 2022

Figure 8 - Pad 1 South Elevation and East Elevation



South (Clinton Kieth Road) Elevation

East Elevation

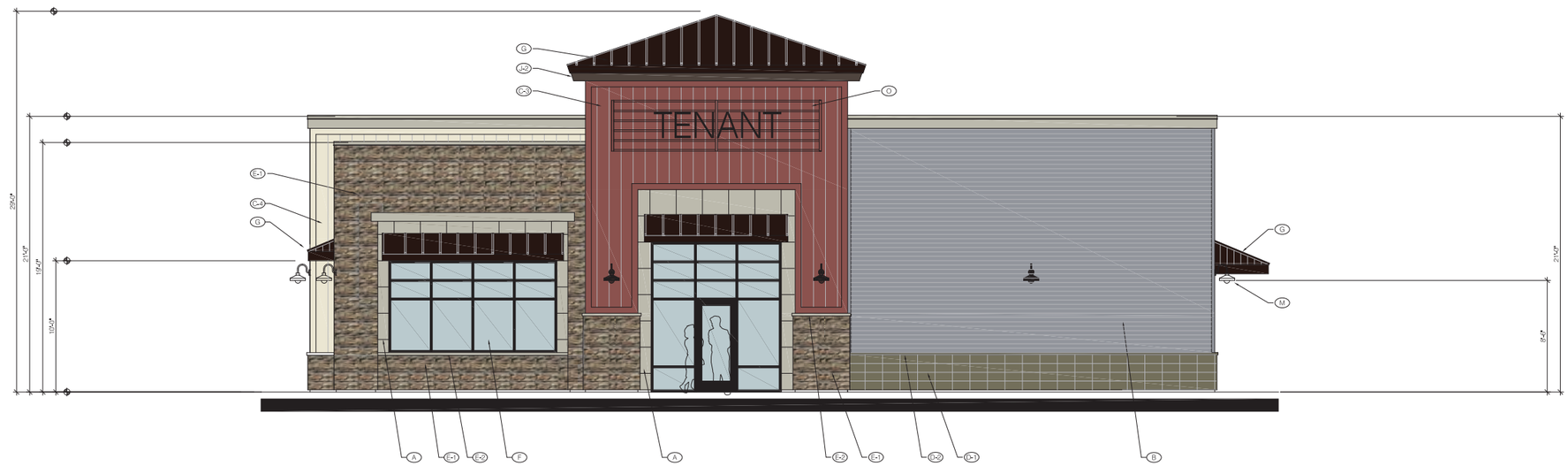
EXTERIOR MATERIALS & FINISHES

- (A) PORCELAIN TILE- MFR: PATTERN: ABK/ DOWNTOWN COLOR: ASH
- (B) CORRUGATED SIDING- SYSTEM MFR: IMETCO COLOR: PREWEATHERED GALVALUME
- (C-1) HARDIE BOARD ATRESIAN SQUARE CHANNEL SIDING (VERTICAL)- PAINTED COLOR: TO MATCH PPG 1142-6 "JERICHO JADE"
- (C-2) HARDIE BOARD ATRESIAN SQUARE CHANNEL SIDING (VERTICAL)- PAINTED COLOR: TO MATCH SHERWIN WILLIAMS SW 6523 "DENIM"
- (C-3) HARDIE BOARD ATRESIAN SQUARE CHANNEL SIDING (VERTICAL)- PAINTED COLOR: TO MATCH SHERWIN WILLIAMS SW 0006 "TILE RED"
- (C-4) HARDIE BOARD ATRESIAN SQUARE CHANNEL SIDING (VERTICAL)- PAINTED COLOR: TO MATCH SHERWIN WILLIAMS PPG 1099-1 "ALWAYS ALMOND"
- (D-1) SPLIT FACE CMU VENEER (STACKED BOND)- PAINTED COLOR: PPG 1028-6 "MOMENTUM"
- (D-2) PRECISION CMU SILL CAP- PAINTED COLOR: PPG 1028-6 "MOMENTUM"
- (E-1) MANUFACTURED STONE VENEER- CORONADO OLD WORLD LEDGE "MONARCH"
- (E-2) MANUFACTURED STONE SILL CAP CORONADO 900 SERIES GREY
- (F) ALUMINUM STOREFRONT SYSTEM- COLOR: ANODIZED DARK BRONZE
- (G) BERRIDGE STANDING SEAM METAL ROOF COLOR: AGED BRONZE
- (H) RESAWN TIMBER ROOF SUPPORT COLUMN ASSEMBLY W/ EXPOSED STEEL BRACKETS & HARDWARE- STAIN COLOR: FLOOD WOOD STAIN- "TOBACCO" METAL PAINT COLOR: PPG
- (J-1) DRESSED WOOD FASCIA & TRIM (PAINTED) COLOR: PPG 1032-2 "HURRICANE HAZE"
- (J-2) DRESSED WOOD FASCIA & TRIM (PAINTED) COLOR: PPG 1005-7 "DARK GRANITE"
- (K) GALVANIZED METAL COPING (PAINTED) COLOR: TO MATCH ADJACENT SURFACE
- (L) METAL DOORS & FRAMES- PAINTED COLOR: TO MATCH ADJACENT SURFACE
- (M) DECORATIVE LIGHT FIXTURE- "SMOOT" TYPE FIXTURE W/ GOOSENECK MOUNT (PAINTED) HILITE H-CDSPRTS-45972 COLOR: VERIFY W/ ARCHITECT PRIOR TO ORDERING
- (N) WALL PACK LIGHT FIXTURE- CREE XSPW-B-WM-#ME-#L-40K-UL-BZ REF: ELECTRICAL DRAWINGS
- (O) SIGNAGE UNDER SEPARATE PERMIT- REFER TO SIGN PROGRAM

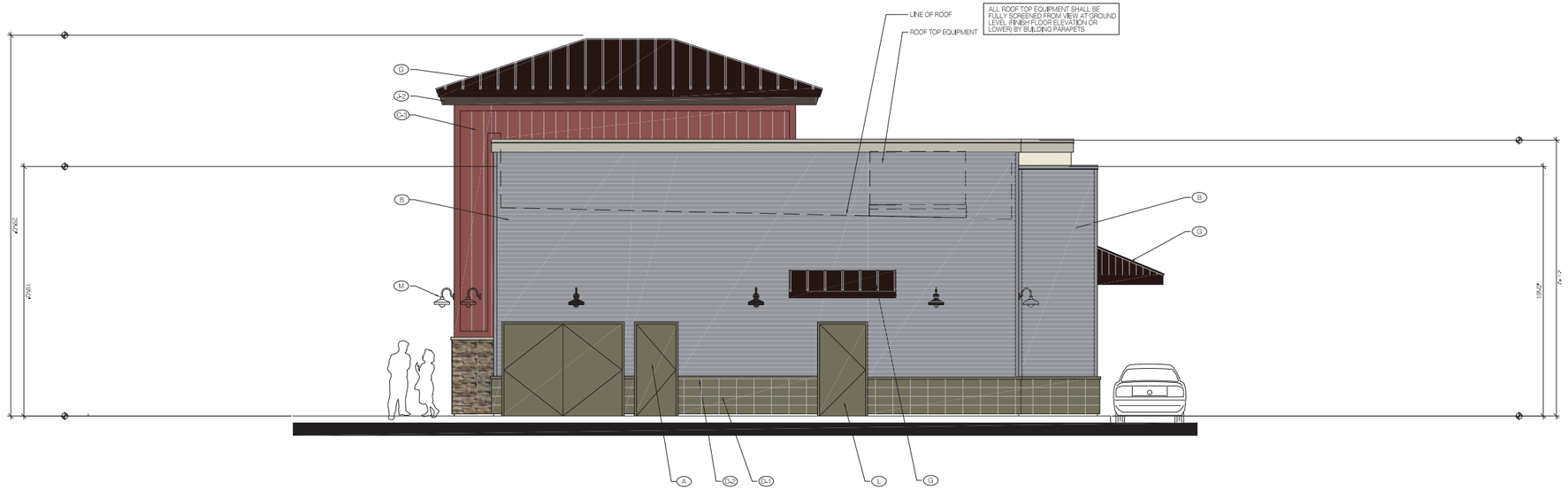
0 10
Scale (Feet)

Source: GK Pierce Architects, 2022

Figure 9 - Pad 2 Northwest Elevation and Southwest Elevation



Northwest Elevation



Southwest Elevation

EXTERIOR MATERIALS & FINISHES

- (A) PORCELAIN TILE- MFR/ PATTERN: ABK/ DOWNTOWN COLOR: ASH
- (B) CORRUGATED SIDING- SYSTEM MFR: IMETCO COLOR: PREWEATHERED GALVALUME
- (C-1) HARDIE BOARD ATRESIAN SQUARE CHANNEL SIDING (VERTICAL)- PAINTED COLOR: TO MATCH PPG 1142-6 "JERICHO JADE"
- (C-2) HARDIE BOARD ATRESIAN SQUARE CHANNEL SIDING (VERTICAL)- PAINTED COLOR: TO MATCH SHERWIN WILLIAMS SW 6523 "DENIM"
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- (D-1) SPLIT FACE CMU VENEER (STACKED BOND)- PAINTED COLOR: PPG 1028-6 "MOMENTUM"
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- (E-1) MANUFACTURED STONE VENEER- CORONADO OLD WORLD LEDGE "MONARCH"
- (E-2) MANUFACTURED STONE SILL CAP CORONADO 900 SERIES GREY
- (F) ALUMINUM STOREFRONT SYSTEM- COLOR: ANODIZED DARK BRONZE
- (G) BERRIDGE STANDING SEAM METAL ROOF COLOR: AGED BRONZE
- (H) RESAWN TIMBER ROOF SUPPORT COLUMN ASSEMBLY W/ EXPOSED STEEL BRACKETS & HARDWARE- STAIN COLOR: FLOOD WOOD STAIN- "TOBACCO" METAL PAINT COLOR: PPG
- (J-1) DRESSED WOOD FASCIA & TRIM (PAINTED) COLOR: PPG 1032-2 "HURRICANE HAZE"
- (J-2) DRESSED WOOD FASCIA & TRIM (PAINTED) COLOR: PPG 1085-7 "DARK GRANITE"
- (K) GALVANIZED METAL COPING (PAINTED) COLOR: TO MATCH ADJACENT SURFACE
- (L) METAL DOORS & FRAMES- PAINTED COLOR: TO MATCH ADJACENT SURFACE
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- (N) WALL PACK LIGHT FIXTURE- CREE XSPW-B-WM-#ME-#L-40K-UL-BZ REF: ELECTRICAL DRAWINGS
- (O) SIGNAGE UNDER SEPARATE PERMIT- REFER TO SIGN PROGRAM

0 10
Scale (Feet)

Source: GK Pierce Architects, 2022

V. ENVIRONMENTAL CHECKLIST FORM

A. BACKGROUND

1. Project Title:

Wildomar Crossroads Mixed-Use Project (Planning Application No. 21-0145)

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 is located on the northwest corner of Wildomar Trial and Clinton Keith Road and encompasses Assessor's Parcel Numbers (APN) 376-410-015, -016, -017, -021.

5. Project Sponsor's Name and Address:

Ralph Deppisch, Sage CK15 Wildomar, LLC., 4340 Von Karman Avenue, Suite 110, Newport Beach, CA 92660

6. General Plan Designation:

MUPA (Mixed Use Planning Area)

7. Zoning:

C-P-S (Scenic Highway Commercial)

8. Description of Project:

The proposed project is a mixed use development that would include a gated multi-family apartment community and 35,422 square-foot commercial retail center. The residential portion of the project would consist of 150 housing units with studios, 1-bedroom and 2-bedroom units on the western side of the site with parking along the western and northern edges and a 3,728 square-foot club/fitness center. The proposed retail center would be anchored by a Sprouts Grocery store, one multi-tenant retail building, two drive-through restaurants, and one drive-through coffee restaurant, including approximately 4,500 square feet of outdoor seating/eating areas.

The proposed development plans, including architectural renderings and elevations, are provided in **Appendix 1.**

9. Surrounding Land Uses and Setting:

ADJACENT LAND USE, LAND USE DESIGNATION, AND ZONING			
Location	**Current Land Use**	**General Plan Land Use Designation**	**Zoning**
North	Hartford Park Association Sensitive Habitat Area followed by Depasquale Road and single-family units	Medium Density Residential (MDR)	One-Family Dwellings (R-1)
South	W Freedom Ave followed by Freedom Business Park	Commercial Retail (CR)	Scenic Highway Commercial (C-P-S)
East	Wildomar Trail followed by the Clinton Keith Village commercial development inclusive of a gas station, 7-11 convenience store, Grocery Outlet, and additional commercial buildings.	Commercial Retail (CR)	Scenic Highway Commercial (C-P-S)
West	Single-family residential units	Medium Density Residential (MDR)	One-Family Dwellings (R-1)

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 on December 10, 2021, that have requested to be notified of projects pursuant to Assembly Bill (AB) 52 Native Americans: California Environmental Quality Act and Public Resources Code Section 21080.3.1. The City has completed consultations with Native American Tribes (please refer to section V.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.

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

C. DETERMINATION

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because of the incorporated mitigation measures and revisions in the project have been made by or agreed to by the project proponent. **A MITIGATED NEGATIVE DECLARATION will be prepared**.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

City Representative

Matthew C. Bassi, Planning Director

Date

Applicant

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

Wildomar Crossroads Mixed-Use Project, LLC, Applicant

Date

D. 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? (*Public views are those that are experienced from publicly accessible vantage point*). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			✓	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			✓	

DISCUSSION

a) Less Than Significant Impact. The proposed project would result in the development of commercial retail up to 38 feet and 6 inches in height and apartment residential buildings with three stories up to 39 feet and 9 inches in height. The average elevation across the site is 1,345 feet above mean sea level (amsl). Scenic vistas in the project vicinity include mountain ridgelines in the north and southwest directions of the project site ranging from approximately 4,000 feet (amsl) to 10,000 feet amsl. Existing commercial and residential uses partially obstruct the ridgelines visible southwest of the site. Views of these hills may be altered by construction of the proposed structures for the residential uses bordering the north side of the project site. The site is vacant and surrounded by residential uses to the west and north and commercial uses to the east and south, and the proposed structures would not fully obstruct any scenic view or resource. Views of the surrounding ridgelines would not be obstructed from off-site viewpoints. Therefore, implementation of the proposed project would not have a substantial adverse effect on a scenic vista, and this impact is less than significant.

b) No Impact. The project site is located approximately 25 miles west of the nearest portion of a designated State Scenic Highway, State Route (SR) 74 in the San Jacinto Mountains. The site is also

approximately 1,000 feet away from the Interstate 15 which is eligible for listing as a State Scenic Highway, but not officially designated (CALTRANS 2018). Additionally, construction of the proposed project would not require the removal of any tree, rock outcropping, or historic building that has been recognized as a scenic resource. Therefore, there are no impacts to scenic resources within a State Scenic Highway.

c) Less Than Significant Impact. The project site is in an urbanized area that includes a residential neighborhood of single-family homes to the north and west directions of the site and commercial shopping centers to the south and east directions. The design of the existing homes in the area contains a mix of white, grey, beige and brown color palette. The existing commercial development consists of similarly neutral tones and majority stucco facades with brown stone accents. The proposed project would be compatible with the character of these existing developments; the commercial portion proposes similar tones of off-white, brown and grey stucco and a brown manufactured stone veneer for much of the buildings lower façade, as shown in **Figures 6**, **7**, **8** and **9**. The residential portion of the proposed project would contain primarily white and grey tones with building materials consisting of wood siding and stucco, as shown in **Figure 5**. This style would also be consistent with the existing character of the area, complementing the appearance of several other multi-family apartments nearby.

Furthermore, the proposed project is required to undergo review by the City Planning Commission to determine its consistency with other design styles in the area. The project is also reviewed under a design guidelines checklist which determines its consistency with the City's established design styles. Both the residential and commercial portions of the project have been designed under the "Farm Chic" design guidelines, one of the City of Wildomar's recommended design styles. While the Planning Commission will make the final decision on compatibility, from the evidence in the record, the proposed project would not substantially degrade the existing visual character or quality of the site and its surroundings. Additionally, the project would be consistent with the standards of the Scenic Highway Commercial Zone as shown in Chapter 17.76, C-P-S Scenic Highway Commercial Zone, of the Wildomar Municipal Code including the restriction of building height to 50 feet. The City does not have any additional regulations regarding scenic quality. This impact is less than significant.

d) Less Than Significant Impact. The proposed project would result in new and increased sources of nighttime lighting and illumination including new building display and store lighting, signs, lights associated with vehicular travel street lighting, parking lot lights, and security-related lighting, and exterior lighting for the multi-family buildings. Chapter 8.64, Light Pollution, of the Wildomar Municipal Code establishes limits on the types of fixtures and size of bulbs used in all aspects of development. The project is required to comply with this ordinance, which is verified as part of the building permit application process and again prior to occupancy during building and site inspections of the site to ensure that the project's lighting will not create significant impacts. Consistent with the City's lighting standards (Wildomar Municipal Code Section 8.64.090), all proposed exterior light fixtures must have full cutoff so that there is no light pollution created above the 90-degree plane of the light fixtures. Furthermore, all light fixtures installed along the perimeter would include aluminum housing to eliminate the spillover of light pollution onto streets and neighboring properties. The project would not adversely affect day or nighttime views in the area, and the project would not contribute to night sky pollution. Therefore, this impact is 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. This site is not designated under the State Farmland Mapping and Monitoring Program (FMMP) as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, nor is the site adjacent to such designations. The site is designated under the class Other Land, which describes a land use that is vacant and nonagricultural surrounded on all sides by urban development. The project site is surrounded by urbanized uses. The project would not result in the conversion of agricultural lands, and therefore no impact would occur.

b) No Impact. There is not land zoned for agricultural use and there are no Williamson Act contracts on the project site. Therefore, no impact would occur.

c) No Impact. The project site is not designated as forestland or timberland, and there is no forestland or timberland adjacent to these sites. Therefore, no impact would occur.

d) No Impact. The project site does not contain forestland, nor is the project site zoned as forestland. 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 does not contain forestland or unique farmland. The project site is in an urbanized area, as shown in **Figure 3**. Development on the site would not result in the conversion of farmland to nonagricultural uses or forestland to non-forest uses. As such, impacts would be less than significant.

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 Urban Crossroads on January 18, 2022. It was peer reviewed by Placeworks on March 11, 2022 and revised on April 13, 2022 (2022a) (see **Appendix 2**). This report evaluates the project's potential impacts on air resources.

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). The South Coast AQMD is required, pursuant to the federal Clean Air Act, to reduce emissions of criteria pollutants for which the basin is in nonattainment: ozone (O3), coarse particulate matter (PM10), and fine particulate matter (PM2.5). These are considered criteria pollutants because they are three of several prevalent air pollutants known to be hazardous to human health. An area designated as nonattainment for an air pollutant is an area that does not achieve national and/or state ambient air quality standards for that pollutant.

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

defined in consultation with local governments and with reference to local general plans. The project is subject to the South Coast AQMD's AQMP.

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

- Consistency Criterion No. 1: The proposed project will not result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.
- Consistency Criterion No. 2: The proposed project will not exceed the assumptions in the AQMP based on the years of project buildout phase.

Consistency Criterion 1

Consistency Criterion No. 1 refers to violations of the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS). CAAQS and NAAQS violations would occur if Localized Significance Thresholds (LSTs) or regional significance thresholds were exceeded. As evaluated in the Air Quality Assessment, the project's regional and localized construction-source emissions would not exceed applicable regional significance threshold and LST thresholds after implementation of mitigation measures **AQ-1** and **AQ-2**. Additionally, the project would not exceed the applicable regional and localized significance thresholds for operational activity. Therefore, the proposed project is determined to be consistent with the first criterion and impacts would be less than significant.

Consistency Criterion 2

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

The City's General Plan designates the project site as a Mixed Use Planning Area (MUPA). The project site's current zoning designation is Scenic Highway Commercial (C-P-S) with a Mixed Used Overlay. The MUPA designation and the Mixed Use Overlay allow and encourage commercial and professional office uses to be located with multifamily residential development and do not identify a particular mix or intensity of uses for these zones. The project's proposed use of the site is to develop a "gated" multi-family apartment community and a commercial retail center. As such, the project uses are consistent with uses allowed under the MUPA designation and is thus consistent with both the City of Wildomar General Plan and the AQMP. Furthermore, the project would not exceed the regional or localized air quality significance thresholds. Therefore, impacts would be less than significant.

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

Construction Emissions

Construction activities associated with the project will result in emissions of VOC's, NO_x, SO_x, CO, PM_{10}, and $PM_{2.5}$. Emissions would result from demolition of a single-family residence, site preparation, grading which would include the export of 38,761 cubic yards of material, building construction, paving and architectural coating. Construction is anticipated to last 14 months from December 2022 to February 2024. As shown in **Table 3-1**, Project Construction Emissions Summary — Without Mitigation, emissions resulting from project construction would not exceed pollutant thresholds established by South Coast AQMD for emissions of any criteria pollutant. Therefore, criteria pollutant emissions generated during construction of the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard. Impacts would be less than significant.

Table 3-1 Project Construction Emissions Summary – Without Mitigation

Year	Emissions (lbs/day)					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Summer						
2022	4.55	50.48	21.26	0.06	10.87	6.07
2023	3.89	53.02	25.89	0.18	10.46	5.70
2024	49.80	9.69	15.19	0.02	0.66	0.48
Winter						
2022	4.54	50.48	21.15	0.06	10.87	6.07
2023	3.89	54.47	54.40	0.18	10.46	5.70
2024	49.79	9.69	15.10	0.02	0.66	0.48
Maximum Daily Emissions	**49.80**	**54.47**	**25.89**	**0.18**	**10.87**	**6.07**
South Coast AQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

Source: Urban Crossroads 2022a (Appendix 2)

Operational Emissions

Operational activities associated with the proposed project would result in emissions of VOcs, NOx, SOx, CO, PM10, and PM2.5. Operational emissions would be expected from area sources, energy sources, and mobile sources.

As shown in **Table 3-2**, Summary of Peak Operational Emissions — Without Mitigation, the proposed project's daily regional emissions from on-going operations would not exceed the South Coast AQMD's regional threshold. Therefore, criteria pollutant emissions generated during operation of the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard. Impacts would be less than significant.

Table 3-2 Summary of Peak Operational Emissions – Without Mitigation

Source	Emissions (lbs/day)					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**

Summer						
Area Source	4.20	2.63	13.49	0.02	0.27	0.27
Energy Source	0.14	1.20	0.78	7.38E-03	0.09	0.09
Mobile Source	14.43	11.31	76.97	0.13	12.71	3.47
Total Maximum Daily Emissions	**18.76**	**15.14**	**91.24**	**0.16**	**13.07**	**3.83**
South Coast AQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**
Winter						
Area Source	4.20	2.63	13.49	0.02	0.27	0.27
Energy Source	0.14	1.20	0.78	7.38E-03	0.09	0.09
Mobile Source	11.48	11.99	73.96	0.12	12.71	3.47
Total Maximum Daily Emissions	**15.81**	**15.82**	**88.23**	**0.15**	**13.07**	**3.83**
South Coast AQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

Source: Urban Crossroads 2022a (Appendix 2)

c) Less Than Significant Impact with Mitigation. The proposed project would not expose sensitive receptors to substantial pollutants with mitigation measures incorporated.

LSTs represent the maximum emissions from a project that would not cause or contribute to an exceedance of the most stringent applicable NAAQS and CAAQA at the nearest location where an individual can be expected to remain for 24 hours.

Localized Construction Impacts

Table 3-3, Project Localized Construction Emissions — Without Mitigation, identifies the localized impacts at the nearest receptor location in the vicinity of the project. Without mitigation, localized construction emissions would exceed the applicable South Coast AQMD LST's for emissions by emitting an excess of $PM_{2.5}$ and PM_{10} pollutants during the site preparation phase of construction.

Table 3-3 Project Localized Construction Emissions – Without Mitigation

Construction Activity	Year	Emissions (lbs/day)			
		NO_x	**CO**	**PM_{10}**	**$PM_{2.5}$**
Demolition	2022	25.72	20.59	1.27	1.16
	Maximum Daily Emissions	**25.72**	**20.59**	**1.27**	**1.16**
	SCAQMD Localized Threshold	162	750	4	3
	Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**
Site Preparation	2022	50.35	19.98	10.65	6.01
	2023	41.82	18.27	10.25	5.64
	Maximum Daily Emissions	**50.35**	**19.98**	**10.65**	**6.01**
	SCAQMD Localized Threshold	303	1,533	10	6
	Threshold Exceeded?	**NO**	**NO**	**YES**	**YES**
Grading	2023	28.66	14.77	4.62	2.47
	Maximum Daily Emissions	**28.66**	**14.77**	**4.62**	**2.47**
	SCAQMD Localized Threshold	257	1,244	8	5
	Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**

Source: Urban Crossroads 2022a (Appendix 2)

As shown in **Table 3-4**, Project Localized Construction Emissions – With Mitigation, after implementation of mitigation measures **AQ-1** and **AQ-2**, construction emissions would not exceed the applicable South Coast AQMD LST's for any criteria pollutant. Therefore, less than significant impacts would occur. **Table 3-4** only shows the results of site preparation activities as this was the only construction activity found to produce emissions above the thresholds.

Table 3-4 Project Localized Construction Emissions – With Mitigation

Construction Activity	Year	Emissions (lbs/day)			
		NO_x	CO	PM_{10}	$PM_{2.5}$
Site Preparation	2022	38.04	25.64	7.23	4.17
	2023	34.03	24.81	7.04	3.99
	Maximum Daily Emissions	**38.04**	**25.64**	**7.23**	**4.17**
	SCAQMD Localized Threshold	303	1,533	10	6
	Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**

Source: Urban Crossroads 2022a (Appendix 2)

Localized Operational Impacts

The proposed project would include residential and commercial uses. According to SCAQMD LST methodology, LST's would apply to the operational phase of a proposed project, if the project includes stationary sources, or attracts mobile sources that may spend periods queuing and idling at the site. The proposed project does not include such uses, and therefore due to the lack of significant stationary source emissions, analysis of the project's long-term localized emissions is not needed. Impacts would be less than significant.

Carbon Monoxide Hotspots

An adverse CO concentration, known as a "hot spot", would occur if an exceedance of the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm were to occur. To establish a more accurate record of baseline CO concentrations affecting the SCAB, a CO "hot spot" analysis was conducted in 2003 for four busy intersections in Los Angeles at the peak morning and afternoon time periods. This "hot spot" analysis did not predict any violation of CO standards.

The ambient 1-hr and 8-hr CO concentration within the project study area is estimated to be 0.9 ppm and 0.7 ppm, respectively. Therefore, even if the traffic volumes for the proposed project were double or even triple of the traffic volumes generated at the Long Beach Boulevard and Imperial Highway intersection (3.1 ppm at 1-hour and 9.3 ppm at 8-hour CO concentration), coupled with the on-going improvements in ambient air quality, the project would not be capable of resulting in a CO "hot spot" at any study area intersections. Therefore, project impacts associated with CO "hot spots" are less than significant.

d) Less Than Significant Impact.

The potential for the proposed project to generate objectionable odors has also been considered. Land uses generally associated with odor complaints include:

- Agricultural uses (livestock and farming)
- Food processing plants
- Wastewater treatment plants
- Chemicals plants

- Composting operations
- Refineries
- Landfills
- Dairies
- Fiberglass molding facilities

The proposed project does not contain land uses typically associated with emitting objectionable odors. Potential odor sources associated with the proposed project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities and the temporary storage of typical solid waste (refuse) associated with the proposed project's long-term operational activity. Standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and is therefore, considered less than significant. It is expected that project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the City's solid waste regulations. The proposed project would also be required to comply with South Coast AQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors associated with the proposed project construction and operational activities would be less than significant.

STANDARD CONDITIONS AND REQUIREMENTS

1. Compliance with SCAQMD Rules including 402, 403, and 1113.

MITIGATION MEASURES

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

Timing/Implementation: During site preparation

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

AQ-2 All actively graded (disturbed) areas within the project site during site preparation activities shall be watered at 2.1-hour watering intervals (e.g., 4 times per day) or a movable sprinkler system shall be in place to ensure minimum soil moisture of 12 percent in maintained for actively graded areas. Moisture content can be verified with use of a moisture probe by the grading contractor.

Timing/Implementation: During site preparation

Enforcement/Monitoring: City of Wildomar Engineering Department and 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?			✓	

TERACOR prepared a MSHCP Consistency Analysis on June 30, 2022 (2022a) for the project which is included as **Appendix 3**. As a companion report to the Consistency Analysis, TERACOR prepared a Habitat Assessment and Focused Burrowing Owl Survey Report on June 20, 2022 (2022b), included as **Appendix 4**.

DISCUSSION

a) Less Than Significant Impact with Mitigation Incorporated. The project site is not within a Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Criteria Cell, as shown in the Riverside County MSHCP Information Map, but is within a Stephens' Kangaroo Rat Plan Fee Area and the MSHCP Fee Area, both of which encompass the City of Wildomar (Riverside County 2022). The MSHCP Consistency Analysis Report by TERACOR evaluated the site's potential to contain habitat for 34 riparian, riverine, and vernal pool species that are covered under the MSHCP. The analysis concluded that none of these species are present on the site nor does the site contain suitable riparian/riverine/vernal pool habitat. The Report also concluded that there is no suitable habitat for vernal pool fairy shrimp (Branchinecta lynchi). Therefore, impacts would be less than significant.

The eastern portion of the project site, APN 376-410-021, is within the Western Riverside County MSHCP burrowing owl survey area (TERACOR 2022a). TERACOR completed an initial habitat assessment on March 16, 2022 and burrow survey on April 11, 2022, in addition to focused surveys on the 10.12-acre project site on April 11, April 27, May 9, and May 24, 2022. No burrowing owls were found during the surveys. However, due to the presence of suitable habitat on the site, burrowing owls could be present on the site at a later date. mitigation measure **BIO-1**, which requires a 30-day pre-construction survey for burrowing owls prior to initial ground-disturbing activities, would be implemented to minimize potential take of burrowing owls. mitigation measure **BIO-1** would reduce impacts to burrowing owls to less than significant.

b) Less than Significant Impact. The site does not contain any Riparian/Riverine resources as defined under Section 6.1.2 of the MSHCP (TERACOR 2022a). TERACOR's analysis evaluated four potential Riparian/Riverine areas on-site but determined that none of the areas contained suitable wildlife or aquatic habitat. Additionally, no features on-site met the criteria of Section 6.1.2 to be considered as a vernal pool (TERACOR 2022a). Therefore, impacts would be less than significant.

c) Less than Significant Impact. There are no areas on the project site that are considered wetlands according to the US Fish and Wildlife Service's National Wetlands Inventory. The analysis conducted by TERACOR determined that one feature on-site, a human created pit which sits atop a large stockpile of dirt, could be subject to ponding during a significant rain event. However, TERACOR determined that it is highly unlikely that this feature would be considered jurisdictional by any local, state or federal agency. Therefore, impacts would be less than significant.

d) Less Than Significant Impact with Mitigation Incorporated. Wildlife corridors refer to established migration routes commonly used by resident and migratory species for passage from one geographic location to another. Movement corridors may provide favorable locations for wildlife to travel between different habitat areas, such as foraging sites, breeding sites, cover areas, and preferred summer and winter range locations. They may also function as dispersal corridors allowing animals to move between various locations within their range. TERACOR's analysis notes that the proposed project site is highly disturbed and surrounded on four sides by urban development. A small natural area was found north of the site, but it is separated by a block wall and lies above the project site hydrologically (TERACOR 2022a). As previously noted, there is no functional riparian habitat on the site. The site is also not in a mapped

survey area for mammal species or amphibian species under the MSHCP (TERACOR 2022a). Furthermore, the project site is not within any MSHCP core areas, linkages, or wildlife corridors.

TERACOR notes that the project site contains trees and shrubs that can be utilized by nesting birds and raptors. Disturbing or destroying active nests is a violation of the Migratory Bird Treaty Act (MBTA). In addition, nests and eggs are protected under California Fish and Wildlife Code Section 3503. In order to avoid violation of the MBTA and California Fish and Wildlife Code, implementation of mitigation measure **BIO-2** will ensure raptors and other nesting bird species that may or may not be covered under the MSHCP will be protected and impacts will be less than significant.

e) No Impact. The City Wildomar Municipal Code Section 12.08.050, regulates trees within the public right of way. The project site contains no trees within a public right-of-way. There are no other city policies or ordinances protecting biological resources. Therefore, no impact would occur.

f) Less Than Significant Impact. The Western Riverside MSHCP is a habitat conservation plan and natural community conservation plan to which the City of Wildomar is a permittee (i.e., signatory). The project site is located in the Elsinore Area Plan of the MSHCP, but is not located in a Criteria Cell. Since the site is not located in a Criteria Cell, there are no conservation requirements on the property.

The proposed project would be consistent with Sections 6.1.2, Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools, 6.3.2, Additional Survey Needs and Procedures, and 6.1.4, Guidelines Pertaining to the Urban/Wildlands Interface, of the MSHCP. There are no riverine/riparian areas or vernal pools on the site and the site is not within a Criteria Cell. However, project implementation would result in loss of 10.12 acres of semi-natural habitat. These natural and naturalized upland habitat areas would be permanently removed. Impacts to all upland vegetation communities would be mitigated through MSHCP fee payment and SKR-fee payment. With Implementation of standard conditions and requirements, impacts would be less than significant.

STANDARD CONDITIONS AND REQUIREMENTS

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

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

MITIGATION MEASURES

BIO-1 The Project applicant/developer shall retain a qualified biologist to conduct a 30-day pre-construction survey for burrowing owls (BUOW). The results of the survey shall be submitted to the City of Wildomar prior to obtaining a grading permit. If BUOW are not detected during the pre-construction survey, no further mitigation is required. If BUOW are detected during the pre-construction survey, the project applicant shall relocate burrowing owls out of harm's way, in consultation with the CDFW. Notification to the CDFW shall occur if burrowing owls are found to be present onsite and the development of a conservation strategy in cooperation with the U/S/ Fish and Service, the CDFW, and the Western Riverside County Regional Conservation Authority

(RCA) shall be conducted. The project applicant/developer and a qualified consulting biologist will be required to prepare and submit for approval a BUOW relocation program. The report shall be submitted to the applicant and the City of Wildomar concurrently.

Timing/Implementation: *Within 30 days prior to construction, Prior to issuance of grading permits*

Enforcement/Monitoring: *City of Wildomar Planning Department*

BIO-2 Prior to vegetation clearance, the Project applicant/developer shall retain a qualified biologist to conduct a pre-disturbance nesting bird survey in accordance with the following:

- The survey shall be conducted no more than three (3) days prior to the initiation of clearance/construction work;
- If pre-disturbance surveys indicate that bird nests are not present or are inactive, or if potential habitat is unoccupied, no further mitigation is required;
- If active nests of birds are found during the surveys, a species-specific no-disturbance buffer zone shall be established by a qualified biologist around active nests until a qualified biologist determines that all young have fledged (i.e., no longer reliant upon the nest).

Timing/Implementation: *Within three (3) days prior to the initiation of clearance/construction work*

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 for the 10-acre Wildomar Crossroads Project by Brian F. Smith and Associates, Inc. (BSA) on November 24, 2021 (see **Appendix 5**). An additional Focused Cultural Resources Survey – Historic Resources Assessment was prepared in on November 22, 2021 by JM Research and Consulting (JM) to supplement the findings made during the initial Cultural Resources Assessment. (See **Appendix 6**).

DISCUSSION

a) No Impact.

Section 15064.5 defines historic resources as resources listed or determined to be eligible for listing by the State Historical Resources Commission, a local register of historical resources, or lead agency. Generally, a resource is considered to be "historically significant" if it meets one of the following criteria:

i. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

ii. Is associated with the lives of persons important in our past;

iii. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

iv. Has yielded, or may be likely to yield, information important in prehistory or history.

The Historic Resources Assessment did not find the site to be eligible for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR) or for local designation in the Wildomar Municipal Code (JM 2021). The Cultural Resources Assessment indicated that the foundation appeared to be historic, however, based on aerial photographs, the foundation does not meet the age threshold to qualify as historic (BSA 2021a). The Cultural Resources Survey conducted for this project identified a single-family house built in a simple ranch style as well as several ancillary structures, remnant fencing, and cement foundation on the westernmost portion of the proposed project site (BSA

2021a). Additional historic and building specific archival research under the Historic Resources Assessment found that these structures were constructed in the 1960s but not associated with individuals who have figured prominently in history (JM 2021). Therefore, the properties are not strongly associated with events that have made a significant contribution to the broad patterns of our national or state history or with significant persons in our past (JM 2021). Although unaltered, the residence and ancillary buildings are of common design and construction and do not embody the distinctive characteristics of a type, period, or represent the work of a master, or possess high artistic value (JM 2021). In addition, the results of the study have not yielded, or predicted the likelihood of the previously graded and disturbed property to yield information important in history or prehistory (JM 2021).

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.

The Cultural Resources Assessment concluded that there are no known archaeological resources on the project site (BSA 2021a). However, eight cultural resources have been recorded within a one-mile radius of the site (BSA 2021a). Due to construction and ground-disturbing activities like clearing, excavation, and grading associated with building the proposed project, there is potential for archaeological resources to be discovered. Implementation of mitigation measures **TRI-1** through **TRI-7** (see V. 19, Tribal Cultural Resources) would ensure that any archaeological resources discovered on the project site would be properly managed by having a qualified archaeologist to monitor construction and grading activities, complying with provisions outlined in the Tribal Cultural Resources Treatment and Monitoring Agreement, and halting construction within 100 feet of discovered resources in the event that they are uncovered. These actions would ultimately reduce impacts to a less than significant level.

c) Less Than Significant Impact with Mitigation Incorporated. Construction activities associated with project implementation would require grading and excavation of the site below the surface. Pursuant to California Health and Safety Code Section 70520.5, in the event of an accidental discovery or recognition of any human remains on the site, no further excavation or disturbance of the site shall be permitted until the coroner of the county is contacted and has conducted an investigation into the circumstances, manner, and cause of any death, and 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 is less than significant with the implementation of mitigation measures **CUL-1** and **TRI-7**.

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*

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?			✓	

Urban Crossroads prepared calculations of the proposed project's energy usage in a memorandum dated January 18, 2022 (2022b) which are included as **Appendix 7.**

a) Less Than Significant Impact.

Construction

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

Construction of the proposed project would require the use of construction equipment for grading, hauling, and building activities. Electricity use during construction would vary during different phases of construction—construction equipment during grading would be gas powered or diesel powered, and the later construction phases would require electricity-powered equipment, such as interior construction and architectural coatings. Construction also includes the vehicles of construction workers traveling to and from the project site and haul trucks for the export of materials from site clearing. The construction phase of the project is expected to use 96,082 kilowatt-hours (kWh) of electricity.

The surrounding area is already served by electricity provided by Southern California Edison (SCE) and natural gas infrastructure provided by the Southern California Gas Company. The proposed project would connect to the existing gas lines to the project site.

The construction contractors would minimize idling of construction equipment during construction as required by state law. 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 is 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. Construction equipment during grading would be gas-powered or diesel-powered, and the later construction phases would require electricity-powered equipment. The project is expected to use 49,302 gallons of fuel from the use of construction equipment as well as from construction worker commutes. Construction techniques, equipment and materials are consistent with other construction in the City. Impacts related to transportation energy use during construction would be temporary and would not require expanded energy supplies or the construction of new infrastructure. Impacts would not be significant.

Operation

Operational use of energy would include heating, cooling, and ventilation of buildings; water heating; operation of electrical systems, security, and control center functions; use of on-site equipment and appliances; and indoor, outdoor, and parking lot lighting. Additionally, the proposed project would result in residential and commercial uses and would not result in an excessive consumption of energy compared to other similar uses.

Electricity

The project is expected to use approximately 1.85 million kilowatt-hours per year (kWh/year) to serve operational demands (Urban Crossroads 2022b). The increased demand is expected to be adequately served by the existing SCE electrical facilities. SCE provided over 103,597 gigawatt-hours (GWh) of electricity to its customers in 2020 and total electricity demand in SCE's service area is forecast to increase by approximately 12,000 GWh between 2015 and 2026 (CEC 2020; CEC 2018). The increase in electricity demand from the project would represent an insignificant percent increase compared to overall demand in SCE's service area. Therefore, projected electrical demand would not significantly impact SCE's level of service. Prior to final building plan submittal, the project applicant would provide project plans to SCE to prepare a Method-of-Service Study to determine exact location of electrical connections at the site and establish estimated electricity demand. Additionally, because the proposed project would be subject to the more stringent 2019 Title 24 standards, the project's electricity demand would not result in significant impacts. Therefore, impacts are less than significant.

Natural Gas

The project is expected to use approximately 4.58 million kilo-British thermal units per year (KBTU/year) of natural gas during its operational phase (Urban Crossroads 2022b). The increased demand is expected to be adequately served by the existing Southern California Gas facilities. The project would construct new facilities at the project site that would result in an increase in gas demands. The use of natural gas would be limited to building heating. The proposed project would not result in a significant impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.

Renewable Energy

Project development would not interfere with achievement of the 60 percent Renewable Portfolio Standard set forth in SB 100 for 2030 or the 100 percent standard for 2045. These goals apply to SCE and

other electricity retailers. As electricity retailers reach these goals, emissions from end user electricity use will decrease from current emission estimates.

Vehicle Miles Traveled and Fuel Consumption

Transportation energy use depends on the type and number of trips, vehicle miles traveled (VMT), fuel efficiency of vehicles, and travel mode. Transportation energy used during operation of the site would come from delivery vehicles, maintenance vehicles, and residents that would primarily use diesel fuel and/or gasoline. The use of energy resources by these vehicles would be temporary and would fluctuate throughout the lifespan of the project. The Traffic Impact Analysis prepared for the proposed project (see **Appendix 16**), shows that the proposed project is expected to generate a net total of 4,551 two-way trips per day with 282 AM peak hour trips and 404 PM peak hour trips. Therefore, the impacts are considered less than significant.

b) Less Than Significant Impact. The City of Wildomar is within SCAG's 2020–2045 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 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) by reducing fuel consumption. 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 described in Section V.14, Population and Housing, the proposed project does not exceed the growth projections described in SCAG's RTP/SCS. Additionally, as a mixed use project with transit access, the proposed project supports the guiding principles of the RTP/SCS, including the goal to encourage the development of diverse housing types in areas that are supported by multiple transportation options. The proposed project would not obstruct the implementation of the RTP/SCS.

The City of Wildomar does not have its own renewable energy plan or energy efficiency plan; however, the City does encourage the use of renewable energy via solar panels, recycling, etc. The proposed project would be subject to 2019 Title 24, Part 6, standards, which sets standards that improve energy efficiency of newly constructed buildings. Additionally, all contractors and waste haulers are required to comply with the Countywide Integrated Waste Management Plan, which requires a minimum diversion of 50 percent of waste project materials from disposal. Therefore, the project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

STANDARD CONDITIONS AND REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

7. Geology and Soils

Issues, would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.		✓		
ii) Strong seismic ground shaking?		✓		
iii) Seismic-related ground failure, including liquefaction?		✓		
iv) Landslides?				✓
b) Result in substantial soil erosion or the loss of topsoil?		✓		
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?		✓		
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			✓	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				✓

Issues, would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		✓		

Leighton and Associates, Inc. (Leighton) prepared a Geotechnical Report on October 19, 2021 (revised March 30 2022), for the proposed project which is included as **Appendix 8** (Leighton 2022). Brian F. Smith and Associates, Inc. (BSA) prepared a Paleontological Survey in November 24, 2022 included as **Appendix 9**.

DISCUSSION

a)

i) **Less Than Significant Impact with Mitigation Incorporated**. According to the Geotechnical Report, the site is in a seismically active region. The site is not situated within a State of California designated "Alquist-Priolo" Earthquake Fault Zone. The project site is located approximately 0.63 miles northeast of the closest Alquist-Priolo Earthquake Fault Zone (Leighton 2022). However, the project site is located within a mapped Riverside County Fault Hazard zone. Previous mapping on adjacent properties has identified an earthquake fault in the northeastern portion of this site (Leighton 2022). As presented on the conceptual site plan (Figure 2 in **Appendix 8**), habitable buildings are set back in excess of 50 feet from the mapped trace of the identified fault per the approved fault hazard report (Leighton 2022). Compliance with seismic design criteria contained in the California Building Code (CBC) would minimize impacts to the extent feasible. Additionally, compliance with mitigation measure **GEO-1**, which states that the project applicant shall incorporate all recommendations made in the geotechnical report, or directed by the geotechnical engineer such as, temporary excavations, grading, utility trench backfill, foundation and concrete slab-on-grade, concrete flatwork, conventional retaining walls, lateral loading, preliminary pavement, will be implemented as part of the building permit and inspection requirements of the City which would reduce impacts to less than significant.

ii) **Less Than Significant Impact with Mitigation Incorporated.** The project site in a seismically active region. Strong ground shaking due moderate to severe earthquakes can be expected at the site within the lifetime of the project. Structures must also be designed and constructed to resist the effects of seismic ground motions as outlined in the 2019 California Building Code Section 1613. After implementation of mitigation measure **GEO-1,** which states that the project applicant shall incorporate all recommendations made in the geotechnical report, the impacts will be less than significant.

iii) **Less Than Significant Impact with Mitigation Incorporated.** The site is mapped within a low to moderate Riverside County Liquefaction Hazard zone (Leighton 2022). Based on the results of subsurface borings, observations and the geotechnical recommendations made during and within

the geotechnical report, the loose near surface soils typically most susceptible to liquefaction on the site will be completely removed and recompacted during remedial grading. Therefore, implementation of **GEO-1** would reduce risk of liquefaction on site and make impacts less than significant.

iv) **No Impact.** Due to the relatively moderate relief across the site and anticipated graded slope heights, the risk of deep-seated slope failure on this site or adjacent sites is considered low. Additionally, as seen in Figure S-6 of the General Plan, no landslides have been mapped to the site. Therefore, no impact would occur.

b) Less Than Significant Impact with Mitigation Incorporated. The anticipated earthwork associated with the proposed site improvements necessitate the removal or burial of the existing surface soils present on the site during grading activities. Surface soils may be subject to erosion where exposed during grading. The City routinely requires the submittal of detailed erosion control plans with any grading plans to comply with the state water quality regulations. Since this project involves clearing, grading, or excavation that causes soil disturbance of one or more acres, it is subject to the provisions of the National Pollutant Discharge Elimination System (NPDES) State General Permit (Order No. R8-2010-0033). Furthermore, the project is 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.

Construction activities related to the proposed project would be subject to compliance with the CBC and would include best management practices (BMPs). Additionally, the SWPPP would consider the full range of erosion control BMPs, including any additional site-specific and seasonal conditions. BMPs may include but are not limited to covering of the disturbed or stockpiled soil, use of a dust-inhibiting material, landscaping, use of straw and jute to slow and channelize stormwater runoff, hydroseeding, and grading in a pattern than slows stormwater flow and reduces the potential for erosion. Compliance with BMPs is required by the federal and state Clean Water acts.

The State General Permit also requires that those implementing SWPPPs meet prerequisite qualifications that would demonstrate the skills, knowledge, and experience necessary to implement such plans. NPDES requirements would significantly reduce the potential for substantial erosion or topsoil loss to occur in association with new development. Additionally, as part of the approval process, prior to grading plan approval, the project applicant will be required to comply with Wildomar Municipal Code Chapter 13.12, Stormwater Drainage System Protection, which establishes requirements for stormwater and non-stormwater quality discharge and control that require new development or redevelopment projects to control stormwater runoff by implementing appropriate BMPs to prevent the deterioration of water quality. 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 V.10, Hydrology and Water Quality.

As indicated by the geotechnical report, after all undocumented fill is removed and native materials are uncovered, all topsoil, alluvium, colluvium, and highly weathered bedrock with the project site or any areas to receive engineered fill should be removed to expose competent native materials. Additionally,

proper vegetative cover is recommended for all completed slopes to reduce the potential for significant slope erosion. Compliance with the recommendations of the geotechnical report for cut and fill during construction (mitigation measure **GEO-1**) would reduce impacts to less than significant.

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

c) Less Than Significant Impact with Mitigation Incorporated. See issues a.iii) and aiv). The project site is not at risk for landslide, collapse, or rockfall due to the relatively level terrain of the site and surrounding developed properties. According to Figure S-7 in the General Plan, the site is located within a documented subsidence area. However due to previous grading activities on the site, the geotechnical report considers the potential for differential subsidence and ground fissuring on the site to be low. Implementation of CBC and other related construction standards apply seismic requirements and address certain grading activities. The CBC includes common engineering practices requiring special design and construction methods that reduce or eliminate potential impacts related to unstable soils. Compliance with CBC regulations and implementation of mitigation measure **GEO-1** would ensure adequate design and construction of building foundations to resist soil movement. Impacts are less than significant with mitigation incorporated**.**

d) Less Than Significant Impact with Mitigation Incorporated. The soils found on site are considered to possess a low expansion potential (Leighton 2022). Undocumented fill soils were also found onsite during the Phase Site Assessment, however these will be removed and replaced with suitable fill soils during grading operations, as per the recommendations made in the geotechnical report. Implementation of mitigation measure **GEO-1** will ensure compliance with all additional applicable recommendations in the geotechnical report and reduce impacts of expansive soils to less than significant.

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

f) Less Than Significant Impact with Mitigation Incorporated. Paleontological resources are fossilized remains of past life on earth such as bones, shells, leaves, tracks, burrows, and impressions. The paleontological review did not find any known fossil localities within the project boundaries during a paleontological literature review and collections and records search. However, the records search did confirm the existence of potentially fossiliferous Pleistocene Pauba Formation ("Qps") at the project site. The occurrence of terrestrial vertebrate fossils from the Pauba Formation is well-documented. The "High" paleontological sensitivity rating assigned to this formation for yielding paleontological resources supports the recommendation that paleontological monitoring be implemented during mass grading and excavation activities in these deposits to mitigate any adverse impacts (loss or destruction) to potential nonrenewable paleontological resources. Full-time monitoring of undisturbed Pauba Formation at the project is warranted starting at the surface. Mitigation measure **GEO-2** will facilitate and monitor these actions, reducing 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.
2. The project shall comply with the geotechnical report's recommendation to set back all habitable buildings in excess of 50 feet from the mapped trace of the identified fault per the approved fault hazard report.

MITIGATION MEASURES

GEO-1 The project applicant/developer shall incorporate the recommendations of the Geotechnical Report prepared Leighton and Associates, Inc. (**Appendix 8**) into project plans related to the proposed project. The project's building plans shall demonstrate that they incorporate all applicable recommendations of the Geotechnical Report and comply with all applicable requirements of the latest adopted version of the California Building Code.

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

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

GEO-2 A paleontological grading observation schedule by a Certified Paleontologist shall be maintained when grading in bedrock units to further evaluate the fossil resources of the site. Paleontological monitoring may be reduced upon observations and recommendations of the professional-level project paleontologist. Salvage operations shall be initiated by the Certified Paleontologist and coordinated with the developer if other significant concentrations of fossils, as determined by the Certified Paleontologist, are encountered. Any paleontological resources shall be provided for curation at a local curation facility, or any other local museum or repository willing and able to accept and house the resource to preserve for future scientific study.

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

Enforcement/Monitoring: *City of Wildomar Planning Department and Building and Safety 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 Analysis was prepared by Urban Crossroads on January 18, 2022. It was peer reviewed by Placeworks on March 11, 2022 and revised on April 13, 2022 (2022c) (see **Appendix 10**). The analysis was prepared to evaluate the potential for the proposed project to contribute to greenhouse gas emissions.

DISCUSSION

a) Less Than Significant Impact. According to **Table 8-1**, Proposed Project GHG Emissions, the proposed project would result in a net total of approximately 2,833.80 metric tons of CO_2e per year. This would not exceed the South Coast AQMD and City's screening threshold of 3,000 $MTCO_se$/year. Therefore, the proposed project would not have the potential to result in a cumulatively impact with respect to GHG emissions. Therefore, impacts would be less than significant.

Table 8-1 Proposed Project GHG Emissions

Emission Source	Emissions (MT/yr)			
	CO_2	**CH_4**	**N_2O**	**Total CO_2e**
Annual construction-related emissions amortized over 30 years	20.07	3.81E-03	1.30E-03	28.55
Area Source	38.56	0.00315	0.00066	38.84
Energy Source	573.98	0.03	0.00785	577.13
Mobile Source	1,917.05	0.17	0.13	1,960.36
Waste	62.51	3.69	0.00	154.87
Water Usage	57.40	0.52	0.01	74.04
Total CO_2e (All sources)	**2,833.80**			

Source: Urban Crossroads 2022c (Appendix 10)

b) Less Than Significant Impact.

SB 32/2017 Scoping Plan Consistency

The 2017 Scoping Plan Update reflects the 2030 target of a 40 percent reduction below 1990 levels, set by Executive Order B-30-15 and codified by SB 32. Table 8-2, 2017 Scoping Plan Consistency Summary, summarizes the proposed project's consistency with the 2017 Scoping Plan. As summarized, the proposed

project would not conflict with any of the provisions of the Scoping Plan and in fact supports seven of the action categories.

Table 8-2 2017 Scoping Plan Consistency Summary		
Action	Responsible Parties	Consistency
Implement SB 350 by 2030		
Increase the Renewables Portfolio Standard to 50% of retail sales by 2030 and ensure grid reliability.	CPUC, CEC, CARB	**Consistent.** The proposed Project would use energy from Southern California Edison (SCE), which has committed to diversify its portfolio of energy sources by increasing energy from wind and solar sources. The proposed project would not interfere with or obstruct SCE energy source diversification efforts.
Establish annual targets for statewide energy efficiency savings and demand reduction that will achieve a cumulative doubling of statewide energy efficiency savings in electricity and natural gas end uses by 2030.		**Consistent**. The Project would be constructed in compliance with current California Building Code requirements. Specifically, new buildings must achieve compliance with 2019 Building and Energy Efficiency Standards and the 2019. California Green Building Standards requirements. The proposed Project includes energy efficient field lighting and fixtures that meet the current Title 24 Standards throughout the Project Site and would be a modern development with energy efficient boilers, heaters, and air conditioning systems.
Reduce GHG emissions in the electricity sector through the implementation of the above measures and other actions as modeled in Integrated Resource Planning (IRP) to meet GHG emissions reductions planning targets in the IRP process. Load-serving entities and publicly-owned utilities meet GHG emissions reductions planning targets through a combination of measures as described in IRPs.		**Consistent.** The proposed project would be constructed in compliance with current California Building Code requirements. Specifically, new buildings must achieve compliance with 2019 Building and Energy Efficiency Standards and the 2019 California Green Building Standards requirements. The proposed project includes energy efficient lighting and fixtures that meet the current Title 24 Standards throughout the project site and would be a modern development with energy efficient boilers, heaters, and air conditioning systems.
Implement Mobile Source Strategy (Cleaner Technology and Fuels)		
At least 1.5 million zero emissions and plug-in hybrid light-duty EV by 2025.	CARB, California State Transportation Agency (CalSTA), Strategic Growth Council (SGC), California Department of Transportation	**Not applicable.** This measure is not within the purview of this project.

Table 8-2 2017 Scoping Plan Consistency Summary		
Action	Responsible Parties	Consistency
At least 4.2 million zero emission and plug-in hybrid light-duty EV by 2030.	(Caltrans), CEC, OPR, Local Agencies	**Not applicable.** This measure is not within the purview of this project.
Further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean cars regulations.		**Not applicable.** This measure is not within the purview of this project.
Medium- and Heavy-Duty GHG Phase 2.		**Not applicable.** This measure is not within the purview of this project.
Innovative Clean Transit: Transition to a suite of to-be-determined innovative clean transit options. Assumed 20% of new urban buses purchased beginning in 2018 will be zero emission buses with the penetration of zero-emission technology ramped up to 100% of new sales in 2030. Also, new natural gas buses, starting in 2018, and diesel buses, starting in 2020, met the optional heavy-duty low-NO_x standard.		**Not applicable.** This measure is not within the purview of this project**.**

Table 8-2 2017 Scoping Plan Consistency Summary		
Action	Responsible Parties	Consistency
Last Mile Delivery: New regulation that would result in the use of low NO_x or cleaner engines and the deployment of increasing numbers of zero-emission trucks primarily for class 3-7 last mile delivery trucks in California. This measure assumes ZEVs comprise 2.5% of new Class 3-7 truck sales in local fleets starting in 2020, increasing to 10% in 2025 and remaining flat through 2030.		**Not applicable.** This project is not responsible for implementation of SB 375 and would therefore not conflict with this measure.

Table 8-2 2017 Scoping Plan Consistency Summary		
Action	Responsible Parties	Consistency
Further reduce VMT through continued implementation of SB 375 and regional Sustainable Communities Strategies; statewide implementation of SB 743; and potential additional VMT reduction strategies not specified in the Mobile Source Strategy but included in the document "Potential VMT Reduction Strategies for Discussion."		**Not applicable.** This project is not responsible for implementation of SB 375 and would therefore not conflict with this measure.
Increase stringency of SB 375 Sustainable Communities Strategy (2035 targets).	CARB	**Not applicable.** The project is not within the purview of SB 375 and would therefore not conflict with this measure.
By 2019, adjust performance measures used to select and design transportation facilities		
Harmonize project performance with emissions reductions and increase competitiveness of transit active transportation modes (e.g., via guideline documents, funding programs, project selection, etc.).	CalSTA, SGC, OPR, CARB, Governor's Office of Business and Economic Development (GO-Biz), California Infrastructure and Economic Development Bank (IBank), Department of Finance (DOF), California Transportation Commission (CTC), Caltrans	**Not applicable.** Although this is directed towards CARB and Caltrans, the proposed project would be designed to promote and support pedestrian activity on-site and in the project site area by providing pedestrian access from the residential section to the shopping center**.**

Table 8-2 2017 Scoping Plan Consistency Summary		
Action	Responsible Parties	Consistency
By 2019, develop pricing policies to support low-GHG transportation (e.g. low-emission vehicle zones for heavy duty, road user, parking pricing, transit discounts).	CalSTA, Caltrnas, CTC, OPR, SGC, CARB	**Not applicable.** This project is not responsible for developing pricing policies to support low-GHG transportation.
Implement California Sustainable Freight Action Plan		
Improve freight system efficiency.	CalSTA, CalEPA, CNRA, CARB, Caltrans, CEC, GO-Biz.	**Consistent**. When adopted, this measure would apply to all trucks accessing the project site, this may include existing trucks or new trucks that are part of the statewide goods movement sector.
Deploy over 100,000 freight vehicles and equipment capable of zero emission operation and maximize both zero and near-zero emission freight vehicles and equipment powered by renewable energy by 2030.		**Not applicable.** This measure is not within the purview of this project**.**
Adopt a Low Carbon Fuel Standard with a Carbon Intensity reduction of 18%.	CARB	**Consistent.** When adopted, this measure would apply to all fuel purchased and used by the project in the state.
Implement the Short-Lived Climate Pollutant Strategy (SLPS) by 2030		
40% reduction in CH_4 and hydrofluorocarbon emissions below 2013 levels.	CARB, CalRecycle, CDFA, SWRCB, Local Air Districts	**Consistent.** When adopted, the project would be required to comply with this measure and reduce SLPS accordingly.
50% reduction in black carbon emissions below 2013 levels.		**Not applicable.** This measure is not within the purview of this project.
By 2019, develop regulations and programs to support organic waste landfill reduction goals in the SLCP and SB 1383.	CARB, CalRecycle, CDFA, SWRCB, Local Air Districts	**Consistent.** The State of California and the City of Wildomar have implemented mandatory organic waste recycling applicable to commercial and multi-family residential uses pursuant to SB 1383. This project will be required to comply with these organic waste recycling requirements

Table 8-2 2017 Scoping Plan Consistency Summary		
Action	Responsible Parties	Consistency
Implement the post-2020 Cap-and-Trade Program with declining annual caps.	CARB	**Consistent.** When adopted, the project would be required to comply with the Cap-and-Trade Program if it generates emissions from sectors covered by Cap-and-Trade.
By 2018, develop Integrated Natural and Working Lands Implementation Plan to secure California's land base as a net carbon sink.		
Protect land from conversion through conversion easements and other incentives.	CNRA, Departments within CDFA, CalEPA, CARB	**Not applicable.** This measure is not within the purview of this project.
Increase the long-term resilience of carbon storage in the land base and enhance sequestration capacity.		**Not applicable.** This measure is not within the purview of this project.
Utilize wood and agricultural products to increase the amount of carbon stored in the natural and built environments.		**Not applicable.** This measure is not within the purview of this project.
Establish scenario projections to serve as the foundation for the Implementation Plan.		**Not applicable.** This measure is not within the purview of this project.

Table 8-2 2017 Scoping Plan Consistency Summary		
Action	Responsible Parties	Consistency
Establish a carbon accounting framework for natural and working lands as described in SB 859 by 2018.	CARB	**Not applicable.** This measure is not within the purview of this project.
Implement Forest Carbon Plan	CNRA, California Department of Forestry and Fire Protection (CALFIRE), CalEPA	**Not applicable.** This measure is not within the purview of this project.
Identify and expand funding and financing mechanisms to support GHG reductions across all sectors.	State and Local Agencies	**Not applicable.** This measure is not within the purview of this project.
Source: Urban Crossroads 2021c		

As shown above, the proposed project would not conflict with any of the 2017 Scoping Plan elements as any regulations adopted would apply directly or indirectly to the proposed project. Further, recent studies show that the State's existing and proposed regulatory framework will allow the State to reduce its GHG emissions level to 40 percent below 1990 levels by 2030.

Consistency with WRCOG Subregional Climate Action Plan (CAP)

The City of Wildomar has not adopted the WRCOG Subregional Climate Action Plan (CAP) but uses the provisions of the CAP to evaluate development projects. The specific goals and actions that are applicable to the proposed project include those pertaining to energy and water use reduction, promotion of green building measures, waste reduction, and reduction in vehicle miles traveled. Projects that demonstrate consistency with the strategies, actions, and emission reduction targets contained in the CAP would have a less than significant impact on climate change. The proposed project would be required to include all mandatory green building measures for new developments under the CALGreen Code, which would require that the new buildings reduce water consumption, employ building commissioning to increase building system materials. In addition, the City requires that all landscaping comply with water efficient landscaping requirements. The implementation of these stricter building and appliance standards would result in water, energy, and construction waste reductions for the proposed project. The proposed project would be compliant with the goal and objectives set forth in the WRCOG's Subregional CAP with implementation of applicable requirements of California building Code Title 24 and the CALGreen Code. Therefore, the proposed project would not conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs.

STANDARD CONDITIONS AND REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

9. Hazards and Hazardous Materials

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

A Phase I Environmental Site Assessment Update (ESA) was prepared by Leighton and Associates, Inc. (Leighton) on July 22, 2021. which can be found in **Appendix 11**.

DISCUSSION

a) Less Than Significant Impact. Construction activities at the project site would involve the use of hazardous materials such as gasoline fuels, asphalt, lubricants, toxic solvents, pesticides, and herbicides which would be transported to and from the site and be present temporarily during construction. These potentially hazardous materials would not be used in sufficient enough quantities to pose a significant hazard to public health and safety or the environment, and their use during construction would be short-term. Operation of the project would involve the use of small amounts of hazardous materials for cleaning and maintenance purposes, such as cleaners, solvents, paints, degreasers, pesticides, fertilizers, and other custodial products. The materials used and stored on site would be clearly labeled and safely stored in compliance with state and federal requirements.

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. Moreover, any businesses that transport, generate, use, and/or dispose of hazardous materials in Wildomar are subject to existing local hazardous materials regulations, such as those implemented by the Riverside County Department of Environmental Health which is the Certified Unified Program Agency (CUPA) for Riverside County. This program 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 with Mitigation Incorporated. The principal findings of the Phase I ESA specify four Recognized Environmental Conditions (RECs) or potential RECs present at the site.

1. An investigation of the site located dozens of stockpiles of soil of unknown origin. The Phase I ESA recommends that samples from these materials be analyzed for TPH, Title 22 Metals, OCPs, VOCs and PCBs. The implementation of mitigation measure **HAZ-1** would reduce impacts to less than significant.

2. As a result of former chicken ranch operations present at the site, methane may be present in the subsurface. The report notes that this is not a REC but that local regulations require post-grading sampling for methane in former livestock operation areas and that possible mitigation measures may be required depending on the sampling results. The implementation of mitigation measure **HAZ-2** would reduce impacts to less than significant.

3. The report found that the southeastern and northeastern portions of the site formerly hosted agricultural uses, indicating possible concern for the presence of pesticides. Although the project's current plans are to develop this portion of the site with commercial/retail uses instead of residential use, the implementation of mitigation measure **HAZ-1** would reduce impacts to less than significant.

4. Based on the age of the current and dilapidated structures on the western portion of the site, the report indicates that lead-based paint (LBP) and asbestos-containing materials (ACMs) are likely present. Project-related demolition that has the potential to expose workers and the public to LBP and ACMs would be conducted in accordance with applicable regulations, including, but not limited to:

    - South Coast Air Quality Management District's Rule 1403
    - California Health and Safety Code (Section 39650 et seq.)
    - California Code of Regulations (Title 8, Section 1529)
    - California Occupational Safety and Health Administration Regulations (California Code of Regulations, Title 8, Section 1529 [Asbestos] and Section 1532.1 [Lead])
    - Code of Federal Regulations (Title 40, Part 61 [asbestos], Title 40, Part 763 [asbestos], and Title 29, Part 1926 [asbestos and lead])

As described under criterion V.9.a, above, construction and operation of the proposed project would involve the transport, storage and use of hazardous materials on the site including common cleaning substances, building maintenance products, lubricants, paints, solvents, herbicides, pesticides, fertilizers and fuels. An impact could occur if construction and operation of the proposed project creates conditions where these hazardous materials could easily contaminate surrounding soil, water, or air. The most likely scenarios would be from rainwater runoff spreading contaminated waste. However, construction activities would be conducted in accordance with a Stormwater Water Pollution Prevention Plan (SWPPP) as part of the National Pollutant Discharge Elimination System (NPDES) permit, discussed further in Section 10, Hydrology and Water Quality, below. 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, as well as the implementation of mitigation measure **HAZ-1** and **HAZ-2**, 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 is reduced to a less-than-significant level.

c) Less Than Significant Impact. There are no schools within a quarter mile of the site. The nearest school to the project site is Ronald Reagan Elementary, approximately 0.4-mile north of the site. The proposed project would not involve the storage, handling, or disposal of hazardous materials in sufficient quantities that would pose a significant risk to the public. Therefore, impacts would be less than significant.

d) Less Than Significant Impact. The project site is not included on a list of hazardous materials databases compiled by the California Department of Toxic Substances Control (DTSC) or the State Water Resources Control Board (SWRCB) (DTSC 2022; SWRCB 2022). The database search performed during the Phase I ESA did not locate the site on any hazardous material site lists. The report notes, however, that the site is adjacent to two gas stations on the properties east and west of the site off of Clinton Keith Road

(Leighton 2021). The project site is approximately 0.46-mile northwest from the nearest Leaking Underground Storage Tank (LUST) Cleanup Site at 36485 Inland Valley Drive, the Inland Valley Regional Medical Center. However, as of October 10, 2006, this case has been closed and completed. Therefore, impacts are considered less than significant.

e) Less Than Significant Impact. The project site is not located within any airport land use plan. The closest public airport is French Valley Airport, which is located approximately 7 miles east of the project site. Given the distance and because the project is not in the airport land use plan area for French Valley Airport, there is no impact.

f) Less Than Significant Impact. Access to the project site will be available via three driveways extending from Catt Road on the southwest corner of the site. Additionally, the project will include four entrances/exits to site from Wildomar Trail. Construction will take place within the project site; no roadway closures are anticipated. If roadway closure(s) or reduction in access/capacity is necessary during construction (i.e., to connect to water, sewer, or utilities), the City requires that the applicant submit appropriate plans for review prior to the issuance of a building permit. Adherence to these requirements would ensure that the project would not have a significant impact on emergency response and evacuation plans.

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

The eastern and western portions of the City of Wildomar have been designated Very High Fire Hazard Severity Zones. The project site is within a VHFHSZ within the LRA (CALFIRE 2009). Development on the project site 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 (or the most current version). The 2019 California Fire Code (Part 9 of Title 24 of the California Code of Regulations) 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 is required to meet minimum standards for fire safety, and mitigation measures **HAZ-3** and **HAZ-4,** 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 development of the site, representative sampling of the soil stockpiles shall be conducted. Soil samples shall be analyzed by a laboratory licensed with the Environmental Laboratory Accreditation Program [ELAP] for total petroleum hydrocarbon chains by EPA Method 8015M, Title 22 Metals by EPA Method 6010B/7471A, organochlorine pesticides by EPA Method 8081A, volatile organic compounds by EPA Method 8260B/5035 and polychlorinated biphenyls by EPA Method 8082. During stockpile testing, a soil sample shall be collected from the area where an orchard may have been located and tested for organochlorine pesticides to assess for residual pesticides**.** If the results of the soil testing show chemical levels are below EPA Region 9 or DTSC screening levels for residential land use, grading or excavation may proceed accordingly. Remediation and/or removal of contaminated soils shall be made prior to development, if chemical levels are above screening levels. Remediation shall be made in coordination with the local health department, SCAQMD, the California Department of Toxic Substances Control, the U. S. Environmental Protection Agency or other regulatory agencies and in compliance with established residential screening levels.

Timing/Implementation:	*Prior to site development*
Enforcement/Monitoring:	*City of Wildomar Building Department, Local Health Department, SCAQMD, California Department of Toxic Substances Control, U.S. Environmental Protection Agency*

HAZ-2 After grading is completed, but before construction begins, the proponent shall install soil gas probes with a 100-foot grid spacing in the footprints of the proposed structures, at depths of 5 feet below ground surface and 15 feet below ground surface at each location. Methane shall be tested from the probes with a properly calibrated hand-held device with a detection limit of no greater than 500 ppmv, or via a laboratory licensed with ELAP by ASTM Method 1946D, or a combination of the two. In addition, calibrated pressure gauges such as Magnehelic gauges or equivalent with a range of 0-10 inches of water pressure to a range of 0-100 inches of water pressure shall be used on each probe. If methane levels in probes are below 10 percent of the Lower Explosive Limit (10 percent LEL or 5,000 ppmv), the project could proceed without further action. For areas of the site that have methane concentrations at or exceeding 10 percent LEL or

have pressures exceeding 3 inches of water, further testing shall be implemented to determine if a methane mitigation system is necessary. If additional weekly testing shows that methane concentrations consistently exceed 10 percent LEL or have pressures exceeding 3 inches of water over a period of 30 days and a plot of the resulting data does not show a downward trend in concentrations or pressures, then a methane mitigation system shall be incorporated into the building plans for the structures where the elevated concentrations and/or pressures were observed. If there is a downward trend but the concentrations are still above 10 percent LEL or have pressures above 3 inches of water, then additional testing past 30 days may be requested to determine if concentrations and pressures subside below the action levels.

Timing/Implementation: *After site grading but prior to construction*

Enforcement/Monitoring: *City of Wildomar Building Department, Local Health Department, SCAQMD, California Department of Toxic Substances Control, U.S. Environmental Protection Agency*

HAZ-3 Prior to the issuance of building permits, the project applicant/developer 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-4 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 and California Government Code Section 51182.

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

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

10. Hydrology and Water Quality

Issues, would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			✓	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			✓	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in a substantial erosion or siltation on- or off-site;			✓	
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;			✓	
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or			✓	
iv) impede or redirect flood flows?			✓	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				✓
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			✓	

The following analysis is based on the Project Specific Water Quality Management Plan (WQMP) prepared by DRC Engineering, Inc. on November 29, 2021 (revised April 2, 2022) and is included as **Appendix 12** (DRC 2022a), and the Preliminary Hydrology Report by DRC Engineering, Inc. dated April 2, 2022 and included as **Appendix 13** (DRC 2022b) in this Initial Study.

DISCUSSION

a) Less Than Significant Impact.

Construction

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

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

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

Operation

The primary constituents of concern during the project operational phase would be solids, oils, and greases from parking area and driveways that could be carried off-site. Structural BMPs as stated in the Water Quality Management Plan (WQMP), included as **Appendix 12** to this Initial Study, would include, but are not limited to, drainage stenciling and signage, roofs designed to runoff into adjoining landscaping, and efficient irrigation, and the use of pervious pavement where possible. Operational source control

BMPs include education for property owners, street and sidewalk sweeping, and landscape maintenance (DRC 2022a).

Additionally, onsite landscaping would assist in minimizing the amount of runoff from the site by providing permeable areas for water infiltration and decreasing runoff volume. Specifically, storm water will be treated by four modular wetland biofiltration systems and hydrodynamic separators before entering the underground detention chambers. The proposed project would also include BMPs to properly manage stormwater flow and prevent stormwater pollution by reducing the potential for contamination at the source, as listed above. The mix of BMPs have been determined as part of the WQMP.

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

b) Less Than Significant Impact. According to the Geotechnical Report, groundwater was encountered during one of the borings at a depth of 42.6 feet below surface grade. 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.

As shown in 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 (DWR 2020). 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 2021). Therefore, the project would not impede sustainable groundwater management of the basin, and impacts are less than significant.

c)

i, ii) **Less Than Significant Impact**. Please refer to issue b) in Section V.7, Geology and Soils, for further discussion of erosion. Surface water drainage would be controlled by building regulations, with the water directed toward existing streets, flood control channels, storm drains, and catch basins. The proposed drainage for the site would not channel runoff on exposed soils, would not direct flows over unvegetated soils, and would not otherwise increase the erosion or siltation potential

of the site or any downstream areas. As discussed above, the proposed project is subject to NPDES requirements and the countywide MS4 permit. Additionally, the project applicant is required to submit a SWPPP to reduce erosion and sedimentation of downstream watercourses during project construction. Furthermore, the applicant is required to prepare and submit a detailed erosion control plan for City approval prior to obtaining a grading permit. Implementation of this plan would address any erosion issues associated with proposed grading and site preparation. Although future development would create new impervious surfaces on the property, development associated with the proposed project would result in opportunities for landscaped areas to be used for on-site stormwater retention.

According to the Preliminary Hydrology Report, the proposed development will not adversely affect the existing drainage patterns in the area (DRC 2022b). The site currently consists of two drainage areas that flow southeasterly towards Wildomar Tail. The proposed drainage facilities will maintain these existing conditions with the commercial and residential portions of the project draining into separate storm drain systems. Four modular wetlands biofiltration BMP's are proposed which would treat the water before entering the underground detention chambers (DRC 2022b).

The project-specific WQMP provides BMPs for after construction, such as educational materials for property owners, street and sidewalk sweeping, and landscape maintenance, etc. Therefore, the proposed project would not result in substantial erosion or siltation on- or off-site, or flooding on- or off-site. Therefore, impacts would be less than significant.

iii) **Less Than Significant Impact.** The proposed project is 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 include biofiltration systems to capture runoff; the proposed project's drainage would match the existing conditions, and therefore, the proposed project would not exceed the capacity of the existing stormwater system. Impacts would be less than significant.

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

d) No Impact. As provided in V.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. As

shown in 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 V.10.b, above, the project site is within the Elsinore Basin Groundwater Management Plan area; the proposed improvements would not conflict or obstruct implementation of 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 2021). Therefore, the project would not impede sustainable groundwater management of the basin, and impacts are 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. The City shall identify the BMPs that may be implemented in addition to those provided in the WQMP to prevent such deterioration, as part of the building plan check review process prior to construction.

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 Parking Demand Analysis Memorandum was prepared by EPD Solutions to assess the commercial parking demands for the project on April 8, 2022 (2022a) and is included in as **Appendix 14**.

a) No Impact. The project site is in an urbanized area characterized by a mix of land uses. The surrounding area includes both residential (medium and high density) and commercial uses. The site itself is primarily vacant land zoned Scenic Highway Commercial (C-P-S) with a Mixed Use Overlay. Thus, implementation of the proposed project would be consistent with existing uses on surrounding properties and conform to the City's vision for development in this area. The project would not disrupt or divide the physical arrangement of an established community, therefore no impact would occur.

b) Less Than Significant Impact. The proposed project site is designated by the City of Wildomar General Plan as a Mixed Used Planning Area (MUPA) and zoned by the City's Zoning Ordinance as Scenic Highway Commercial (C-P-S) with a Mixed Use Overlay. The current project plans are consistent with the policies and development standards established under these designations and ordinances. The General Plan states that MUPA's are intended to allow a mixture of residential, commercial, office entertainment, educational and/or other uses. It is not intended to identify a particular mixture or intensity of land uses in these areas. The project proposes multiple uses for the site including a residential multi-family development and a commercial retail center. The site's Mixed Use Overlay is designed to implement the MUPA designation and requires a density of at least 30 dwelling units per acre for the residential component of a development. The project proposes a density of 33.5 dwelling units per acre which complies with the Mixed Use Overlay/MUPA requirements. The Mixed Use Overlay, as described in Section 17.305.030 (Permitted Uses in Mixed Use Overlay Districts) permits a variety of uses including multi-family apartments, food markets, and restaurants. Additionally, the development standards listed in Sections 17.76 (C-P-S (Scenic Highway Commercial) Zone) and Section 17.44 (R-3 General Residential Zone) of the Wildomar Municipal Code both restrict structures to a maximum height of 50 feet. The tallest structure across both the residential and commercial portions of the project is 39 feet and 9 inches. The project is also consistent with General Plan policies aimed at mitigating environmental effects. For

example, the project complies with policy LU-28.11 which requires mixed-use developments be located and designed to visually enhance, not degrade the character of the surrounding area.

The project will adhere to all additional development standards listed in Sections 17.76, 17.305, and 17.44 and other applicable standards of the Municipal Code with the exception of the City's commercial parking standard. According to Section 17.188 (Off-Street Vehicle Parking Standards), general retail uses which include shopping centers with restaurants, shall provide 6 spaces per 1,000 square feet, resulting in a requirement of 208 parking spaces for the proposed project (EDP 2022). The project would provide 195 spaces and therefore be under parked by 13 spaces, according to the City of Wildomar requirements (EDP 2022a). According to the parking demand analysis conducted by EPD Solutions, the commercial portion of the project is expected to receive a minimum of 8 percent of its peak hour trips from residents of the adjacent residential development. These trips are expected to be made with non-motorized modes of transportation including walking and biking. This corresponds to a reduction of 16 parking spaces and therefore the proposed 195 spaces would provide adequate parking supply for the project. Refer to issue b in Section V. 17 for further discussion of vehicle trip reduction. Furthermore, the City is signatory to the MSHCP and the project site is within the Stephens' Kangaroo Rat Plan Fee Area, as discussed in Issue d of Section 4, Biological Resources, of this Initial Study, and therefore, the project is required to pay fees. Compliance with the MSHCP, applicable General Plan policies and zoning ordinances would result in a less than significant impact.

STANDARD CONDITIONS AND REQUIREMENTS

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

MITIGATION MEASURES

None required.

12. Mineral Resources

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

DISCUSSION

a) No Impact.

The Phase I Environmental Assessment did not locate the site in in any governmental databases monitoring mineral resources including the Active Mines & Mineral Plants Database and the Mineral Resources Data System. Additionally, the proposed project is located in an area designated as MRZ-3 by the Wildomar General Plan (Wildomar 2003.). The MRZ-3 zone includes areas where the available geologic information indicates that while mineral deposits are likely to exist, the significance of the deposit is undetermined. The General Plan Open Space-Mineral Resources (OS-MIN) land use designation allows mineral extraction and processing facilities, based on the applicable Surface Mining and Reclamation Act (SMARA) classification. Those land areas held in reserve for future mining activities are also designated OS-MIN. No areas within the City boundaries are designated as OS-MIN. In addition to local regulations, all projects are required to comply with applicable state and federal regulations. As a result, no impacts would occur.

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

STANDARD CONDITIONS AND REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

13. Noise

Issues, would the project result in:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		✓		
b) Generation of excessive groundborne vibration or groundborne noise levels?			✓	
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			✓	

A noise impact analysis was prepared by Urban Crossroads on January 18, 2022 and peer reviewed by Placeworks on March 11, 2022. The revised report was prepared on April 18, 2022 (2022d) (see **Appendix 15**)

Noise Measurements

An on-site exterior noise impact analysis was completed to determine the noise exposure levels that would result from adjacent transportation noise sources in the project study area, and to identify potential noise abatement measures that would achieve acceptable project exterior and interior noise levels. The primary source of transportation noise affecting the project site is anticipated to be from Wildomar Trail and Clinton Keith Road. To describe the on-site traffic noise impacts, five on-site receiver locations were identified at the proposed multi-family residential locations facing Wildomar Trail and Clinton Keith Road as shown on Exhibit 8-A in **Appendix 15**. **Table 13-1** presents a summary of future on-site exterior traffic noise levels.

Table 13-1 Exterior Noise Levels (CNEL)				
Receiver Location	**Roadway**	**Land Use**	**Exterior Noise Level (dBA CNEL)**	**Land Use Compatibility[1]**
MF1	Wildomar Trail	Multi-Family Residential	56.6	*Normally Acceptable*
MF2	Wildomar Trail	Multi-Family Residential	56.6	*Normally Acceptable*
MF3	Clinton Keith Road	Multi-Family Residential	59.2	*Normally Acceptable*
MF4	Clinton Keith Road	Multi-Family Residential	61.1	*Normally Acceptable*
MF5	Clinton Keith Road	Multi-Family Residential	65.3	*Conditionally Acceptable*

Source: Urban Crossroads 2022d, (Appendix 15)

[1] Based on General Plan land use combability guidelines; refer to Exhibit 3-A in Appendix 15

As shown on **Table 13-1**, the proposed multi-family residential land use will experience transportation related exterior noise levels ranging from 56.6 to 65.3 dBA CNEL. According to the Land Use Compatibility Guidelines in the City's Noise Element, noise experienced by multi-family residential land uses is considered "normally acceptable" as it approaches 65 dBA CNEL and conditionally acceptable up to 70 dBA CNEL. "Normally acceptable" noise levels do not require any additional noise insulation requirements, based upon the assumption that any buildings involved are of normal conventional construction (Wildomar 2003). For "conditionally acceptable" exterior noise levels, the land use compatibility guidelines indicate that new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insultation features are included in the design.

Table 13-2 shows that the buildings within the project will require a windows-closed condition and a means of mechanical ventilation to maintain the interior noise limit. The future interior noise levels are expected to range from 31.6 to 40.3 dBA CNEL. This analysis shows that the 45 dBA CNEL interior noise level standard can be satisfied using standard building construction providing windows and sliding glass doors.

Table 13-2 Interior Noise Levels (CNEL)					
Receiver Location	**Roadway**	**Noise Level at Façade[1]**	**Required Interior Noise Reduction[2]**	**Estimated Interior Noise Reduction[3]**	**Interior Noise Level[4]**
MF1	Wildomar Trail	56.6	11.6	25.0	31.6
MF2	Wildomar Trail	56.6	11.6	25.0	31.6
MF3	Clinton Keith Road	59.2	14.2	25.0	34.2
MF4	Clinton Keith Road	61.1	16.1	25.0	36.1
MF5	Clinton Keith Road	65.3	20.3	25.0	40.3

Source: Urban Crossroads 2022d (Appendix 15)

[1] Exterior noise level at the façade with a windows closed condition requiring a means of mechanical ventilation (e.g. air conditioning).

[2] Noise reduction required to satisfy the 45 dBA CNEL interior noise limits.

[3] A minimum of 25 dBA noise reduction is assumed with standard building construction

[4] Estimated interior noise level with minimum STC rating for all windows.

Sensitive Receptors

Noise exposure standards and guidelines for various types of land uses reflect the varying noise sensitivities associated with each of these uses. Residences, hospitals, schools, guest lodging, libraries, and churches are treated as the most sensitive to noise intrusion and therefore have more stringent noise exposure targets than do other uses, such as manufacturing or agricultural uses that are not subject to impacts such as sleep disturbance. Sensitive receptors near the Project are listed in **Table 13-3**, Sensitive Receptors.

Table 13-3 Sensitive Receptors	
Receptor Type/Description	**Distance and Direction from the Project Site**
(R1) Residence at 35816 Poplar Crest Road	100 feet northwest
(R2) Residence at 35925 Susan Drive	212 feet northeast
(R3) Oak Spring Ranch at 24055 Clinton Keith Road	204 southeast
(R4) Residence at 23849 Lancer Court	19 feet west

Source: Urban Crossroads 2022d (Appendix 15)

DISCUSSION

a) Less Than Significant with Mitigation Incorporated.

Significance Criteria

Noise impacts shall be considered significant if any of the following occur as a direct result of the proposed development. **Table 13-4** Significance Criteria Summary shows the criteria used to identify potentially significant incremental noise level increases.

Table 13-4 Significance Criteria Summary			
Analysis	**Condition(s)**	**Significance Criteria**	
		Daytime	**Nighttime**
Off-Site Traffic[1]	If ambient is < 60 dBA CNEL	≥ 5 dBA CNEL Project increase	
	If amb–ent is 60 - 65 dBA CNEL	≥ 3 dBA CNEL Project increase	
	If ambient is > 65 dBA CNEL	≥ 1.5 dBA CNEL Project increase	
On-Site Traffic	Exterior Noise Compatibility Criteria[2]	See Exhibit 3-A in Appendix 15	
	Interior Noise Level Standard[3]	45 dBA CNEL	
Stationary-Source	Exterior Noise Level Standards[4]	65 dBA L_{eq}	45 dBA L_{eq}
	If ambient is < 60 dBA L_{eq} [1]	≥ 5 dBA L_{eq} Project increase	
	If amb–ent is 60 - 65 dBA L_{eq} [1]	≥ 3 dBA L_{eq} Project increase	
	If ambient is > 65 dBA L_{eq} [1]	≥ 1.5 dBA L_{eq} Project increase	
Construction	Noise Level Threshold[5]	80 dBA L_{eq}	
	Vibration Level Threshold[6]	0.3 PPV (in/sec)	

Source: Urban Crossroads 2022d (Appendix 15)

[1] FICON, 1992

[2] City of Wildomar General Plan Land Use Compatibility for Community Noise Exposure, Table N-1 (Exhibit 3-A)

[3] City of Wildomar General Plan Policy N 13.1

[4] City of Wildomar General Plan Policy N 4.1.

[5] Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual.

[6] Caltrans Transportation and Construction Vibration Manual, April 2020 Table 19.

Construction

Construction-related, short-term noise levels would be higher than existing ambient noise levels in the project area but would no longer occur once construction of the project is complete.

Construction Noise

Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., land clearing, grading, excavation, paving). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. During construction, noise levels are expected to range from 46.6 to 61.3dBA L_{eq}, and the highest construction levels are expected to range from 63.2 to 67.8 dBA L_{eq} at the nearest receiver locations from the property line. Construction activities would occur throughout the project site and would not be concentrated at the point closest to the sensitive receptors.

Construction activities would include site preparation, grading, building construction, paving, and architectural coating. Such activities would require graders, scrapers, and tractors during site preparation; graders, dozers, and tractors during grading; cranes, forklifts, generators, tractors, and welders during building construction; pavers, rollers, mixers, tractors, and paving equipment during paving; and air compressors during architectural coating. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full power operation followed by 3 to 4 minutes at lower power

settings. Other primary sources of acoustical disturbance would be random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels.

In addition, the City's Noise Ordinance indicates that noise sources associated with private construction projects located within one-quarter of a mile from an inhabited dwelling are permitted between the hours of 6:00 a.m. and 6:00 p.m. during the months of June through September, and between the hours of 7:00 a.m. and 6:00 p.m. during the months of October through July. These permitted hours of construction are included in the code in recognition that construction activities undertaken during daytime hours are a typical part of living in an urban environment and do not cause a significant disruption. The potential for construction-related noise to affect nearby residential receptors would depend on the location and proximity of construction activities to these receptors.

To evaluate whether the proposed project would generate potentially significant short-term noise levels at the nearest receiver locations, a construction-related daytime noise level threshold of 80 dBA L_{eq} is used as a reasonable threshold to assess the daytime construction noise level impacts. The construction noise analysis shows that the nearest receiver locations will satisfy the reasonable daytime 80 dBA L_{eq} significance threshold during project construction activities as shown on **Table 13-5.** Therefore, the noise impacts due to project construction noise are considered less than significant at all receiver locations.

Table 13-5 Construction Noise Level Compliance

Receiver Location	Construction Noise Levels (dBA L_{eq})		
	Highest Construction Noise Levels[1]	Threshold[2]	Threshold Exceeded?[3]
R1	54.0	80	No
R2	53.4	80	No
R3	52.6	80	No
R4	61.3	80	No

Source: Urban Crossroads 2022d (Appendix 15)

[1] Highest construction noise level calculations based on distance from the construction noise source activity to the nearest receiver locations

[1] Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual.

[3] Do the estimated project construction noise levels exceed the construction noise level threshold?

The project would also include a roadway improvement on Clinton Keith Road between the intersection with Wildomar Trail and Arya Road, which is discussed in Section V.17, Transportation. The improvement is part 'f the City's Capital Improvement Program CIP 025 Clinton Keith Widening and the impacts were addressed in an IS/MND adopted by Riverside County (SCH# 200910103). The proposed project would only be responsible for the improvements if it is constructed before the City on the project. The project would also be responsible for implementing mitigation measure **NOI-1**, as shown in the Clinton Keith Road Widening IS/MND.

Construction Truck Trips

Construction activities would also cause increased noise along access routes to and from the site due to movement of equipment and workers. Mobile source noise would increase along access routes to and from the project site during construction. However, this source of noise would be temporary and would cease upon completion of the proposed project. It is anticipated that hauling would occur along major City roadways, which are collector streets, such as Clinton Keith Road. While individual trucks will generate noise as they pass by a receptor, the intermittent noise would not exceed a noise threshold which is based on hourly or daily noise levels. Additionally, construction activities would only take place within the allowable hours specified by Municipal Code Section 9.48.020. Therefore, short-term construction-related impacts associated with worker commute and equipment transport to the project site would be less than significant.

Operations

Implementation of the proposed project would create new sources of noise in the project vicinity. The on-site project related noise sources are expected to include: loading dock activity, pool/spa activity, outdoor eating activity, trash enclosure activity, roof-top air conditioning units, parking lot activity, shopping cart corrals and drive-thru speakerphones. **Table 13-6** Daytime Project Stationary Source Noise Levels, shows the project stationary source noise levels during the daytime hours of 7:00 a.m. to 10:00 p.m. The daytime hourly noise levels at the off-site receiver locations are expected to range from 42.9 to 47.7 dBA L_{eq}. **Table 13-7** Nighttime Project Stationary Source Noise Levels, shows the project stationary source noise levels during the nighttime hours of 10:00 p.m. to 7:00 a.m. The nighttime hourly noise levels at the off-site receiver locations are expected to range from 39.1 to 44.5 dBA L_{eq}. The differences between the daytime and the nighttime noise levels are largely related to the duration of noise activity.

Table 13-6 Daytime Project Stationary Source Noise Levels

Noise Source	Stationary source Noise Levels by Receiver Location (dBA L_{eq})			
	R1	R2	R3	R4
Loading Dock Activity	32.2	36.5	16.4	15.1
Pool/Spa Activity	22.9	19.8	26.6	39.6
Outdoor Seating Activity	21.1	25.8	35.7	24.1
Trash Enclosure Activity	23.0	23.5	22.8	38.6
Roof-Top Air Conditioning Units	41.2	40.3	40.1	42.5
Parking Lot Activity	38.2	40.0	36.6	43.3
Shopping Cart Corral	7.0	10.4	20.2	9.6
Drive-Thru Speakerphone	14.4	10.1	23.1	35.7
Total (All Noise Sources)	**43.4**	**44.1**	**42.9**	**47.7**

Source: Urban Crossroads 2022d (Appendix 15)

Table 13-7 Nighttime Project Stationary Source Noise Levels				
Noise Source	**Stationary source Noise Levels by Receiver Location (dBA L_{eq})**			
	R1	**R2**	**R3**	**R4**
Loading Dock Activity	28.2	32.5	12.5	11.1
Pool/Spa Activity	0.0	0.0	0.0	0.0
Outdoor Seating Activity	0.0	0.0	0.0	0.0
Trash Enclosure Activity	22.1	22.5	21.8	37.6
Roof-Top Air Conditioning Units	38.8	37.9	37.7	40.1
Parking Lot Activity	34.3	36.0	32.6	39.3
Shopping Cart Corral	6.1	9.4	19.2	8.7
Drive-Thru Speakerphone	14.4	10.1	23.1	35.7
Total (All Noise Sources)	**40.5**	**40.8**	**39.1**	**44.5**
Source: Urban Crossroads 2022d (Appendix 15)				

Noise levels that would be experienced at receiver locations when project-source noise is added to the daytime and nighttime ambient conditions area presented on **Table 13-8** Daytime Project Stationary Source Noise Level Increases and **Table 13-9** Nighttime Project Stationary Source Noise Level Increases, respectively. As indicated on **Table 13-8**, the project will generate a daytime stationary source noise level increase ranging from 0.1 to 1.7 dBA L_{eq} at the nearest receiver locations. **Table 13-9** shows that the project will generate a nighttime stationary source noise level increase ranging from 0.1 to 0.3 dBA L_{eq} at the nearest receiver locations. Project-related stationary source level increases will satisfy the stationary source noise increase significance criteria presented in **Table 13-4**. Therefore, the incremental project stationary source noise level increase is considered less than significant at all receiver locations.

Table 13-8 Daytime Project Stationary Source Noise Level Increases							
Receiver Location[1]	**Total Project Stationary Source Noise Level[2]**	**Measurement Location[3]**	**Reference Ambient Noise Level[4]**	**Combined Project and Ambient[5]**	**Project Increase[6]**	**Increase Criteria[7]**	**Increase Criteria Exceeded?**
R1	43.4	L1	54.4	54.7	0.3	5.0	No
R2	44.1	L2	60.4	60.5	0.1	3.0	No
R3	42.9	L3	61.7	61.8	0.1	3.0	No
R4	47.7	L4	50.9	52.6	1.7	5.0	No

Source: Urban Crossroads 2022d (Appendix 15).

[1] See Exhibit 9-A in Appendix 16 for the receiver locations.

[2] Total project daytime stationary source noise levels as shown on Table 13-6

[3] Reference noise level measurement locations as shown on Exhibit 5-A of Appendix 15.

[4] Observed daytime ambient noise levels as shown on Table 5-1 in Appendix 15.

[5] Represents the combined ambient conditions plus the project activities

[6] The noise level increase expected with the addition of the proposed project activities.

[7] Significance increase criteria as shown on Table 13-4

Table 13-9 Nighttime Project Stationary Source Noise Level Increases

Receiver Location[1]	Total Project Stationary Source Noise Level[2]	Measurement Location[3]	Reference Ambient Noise Level[4]	Combined Project and Ambient[5]	Project Increase[6]	Increase Criteria[7]	Increase Criteria Exceeded?
R1	40.5	L1	53.3	53.5	0.2	5.0	No
R2	40.8	L2	55.4	55.5	0.1	5.0	No
R3	39.1	L2	55.4	55.5	0.1	5.0	No
R4	44.5	L3	55.8	561	0.3	5.0	No

Source: Urban Crossroads 2022d (Appendix 15)

[1] See Exhibit 9-A in Appendix 14 for the receiver locations.

[2] Total project nighttime stationary source noise levels as shown on Table 13-7

[3] Reference noise level measurement locations as shown on Exhibit 5-A of Appendix 15.

[4] Observed daytime ambient noise levels as shown on Table 5-1 in Appendix 15.

[5] Represents the combined ambient conditions plus the project activities

[6] The noise level increase expected with the addition of the proposed project activities.

[7] Significance increase criteria as shown on Table 13-4

Off-Site Traffic Noise

Future development generated by the project would result in additional traffic on adjacent roadways, increasing vehicular noise near existing and proposed land uses. The existing traffic noise levels range from 68.0 to 71.4 dBA CNEL and as shown in **Table 13-10** Existing Project Traffic Noise Level Increases, the traffic noise levels generated by the project range from 68.4 to 71.6 dBA CNEL which is an increase of 0.1 to 0.4 dBA CNEL. Based on the significance criteria for off-site traffic noise presented in **Table 13-4**, land uses adjacent to the study area roadway segments would experience less than significant impacts.

Table 13-10 Existing Project Traffic Noise Level Increases

Road	Road Segment	CNEL at Receiving Land Use (dBA)[1]			Incremental Noise Level Increase Threshold[2]	
		No Project	With Project	Project Addition	Limit	Exceeded
Inland Valley Drive	s/o Clinton Keith Road	68.0	68.4	0.4	1.5	No

Clinton Keith Road	w/o Arya Road	71.4	71.6	0.2	1.5	No
Clinton Keith Road	w/o Wildomar Trail	70.7	70.8	0.1	1.5	No
Clinton Keith Road	e/o Wildomar Trail	70.5	70.9	0.4	1.5	No
Clinton Keith Road	e/o Inland Valley Drive	69.4	69.7	0.3	1.5	No

Source: Urban Crossroads 2022d (Appendix 15)

[1] The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.

[2] Does the project create an incremental noise level increase exceeding the significance criteria (Table 13-4)

An analysis of the existing traffic noise levels plus traffic noise generated by the proposed project is shown in **Table 13-11** Cumulative Project Traffic Noise Level Increases. The cumulative exterior noise levels range from 70.8 to 73.6 dBA CNEL without accounting for any noise attenuation features such as noise barriers or topography. The project conditions plus cumulative noise levels range from 71.0 to 73.8 dBA CNEL. Based on the significance criteria listed presented in **Table 13-4**, land uses adjacent to the study area roadway segments would experience less than significant noise level increases due to the cumulative and project-related traffic.

Table 13-11 Cumulative Project Traffic Noise Level Increases

Road	Road Segment	CNEL at Receiving Land Use (dBA)[1]			Incremental Noise Level Increase Threshold[2]	
		No Project	With Project	Project Addition	Limit	Exceeded
Inland Valley Drive	s/o Clinton Keith Road	70.8	71.0	0.2	1.5	No
Clinton Keith Road	w/o Arya Road	73.6	73.8	0.2	1.5	No
Clinton Keith Road	w/o Wildomar Trail	73.2	73.3	0.1	1.5	No
Clinton Keith Road	e/o Wildomar Trail	73.2	73.4	0.2	1.5	No
Clinton Keith Road	e/o Inland Valley Drive	72.4	72.5	0.1	1.5	No

Source: Urban Crossroads 2022d (Appendix 15)

[1] The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.

[2] Does the project create an incremental noise level increase exceeding the significance criteria (Table 13-4)

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

The California Department of Transportation (Caltrans) routinely published updates to transportation and construction guidance manual which contains standard vibration velocities for construction and equipment operations. Vibration generated by construction activity has the potential to damage structures, disrupt the operation of vibration-sensitive research and advanced technology equipment and

annoy humans (Caltrans 2020). Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage generally dependent on the building material and the building's age, the qualities of the soil underneath it and the distance at which is receiving vibrations. Caltrans suggests that an appropriate damage potential threshold for older residential structures is 0.3 inches per second when the source is continuous (Caltrans 2020). Additionally, the Federal Transit Administration (FTA) recommends the standard of 0.2 in/sec as a conservative vibration level safe for most building types (FTA 2018). Groundborne vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. The nearest receiver locations range from 49 feet to 252 feet from the proposed project's construction activities. At these distances, construction vibration velocities are estimated to range from 0.007 to 0.077 in/sec PPV, which is below both Caltrans' 0.3 in/sec threshold, as seen in **Table 13-4,** and the FTA's standard of 0.2 in/sec. Therefore, vibration impacts associated with the project would be less than significant.

c) Less Than Significant Impact. The project is not located within an airport land use plan. There is no public airport or public use airport located within two miles of the project site; however, the nearest private airstrip is the Bear Creek Airport located approximately 3.6 miles southwest of the project site. The proposed project would not expose people residing or working in the area to excessive noise levels. Therefore, impacts are less than significant.

STANDARD CONDITIONS AND REQUIREMENTS

1. As required by the City of Wildomar Municipal Code Sections 9.48.020 and 15.04.010, all construction and general maintenance activities shall be limited to the hours 7:00 AM and 6:00 PM from October through May (Monday–Saturday), and between 6:30 AM and 6:00 PM (Monday–Saturday) from June through September. No construction is permitted on Sundays or City-observed holidays unless approved by the City Building Official or City Engineer.

MITIGATION MEASURES

The following mitigation measure from the Clinton Keith Road Widening Project IS/MND (SCH# 200910103) would also be applicable to the proposed project (numbering is from 2009 IS/MND):

NOI-1 All noise producing project equipment and vehicles using internal combustion engines shall be equipped with mufflers and air-inlet silencers, where appropriate, in good operating condition that meet or exceed original factory specifications. Mobile or fixed "package" equipment (e.g., arc welders, air compressors) shall be equipped with shrouds and noise control features that are readily available for that type of equipment.

Timing/Implementation: *Prior to construction*

Enforcement/Monitoring: *City of Wildomar Building Department*

14. Population and Housing

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

DISCUSSION

a) Less Than Significant Impact. According to estimates made by the California Department of Finance (DOF) regarding the average household size in the City of Wildomar, the project is expected to house approximately 486 new residents[1] (DOF 2022[2]). When compared to the to the 2022 estimated population of 36,632, the proposed project would result in an approximate 1.32 percent increase to the City's population (DOF 2022). As part of its Regional Transportation/Sustainable Community Strategies Plan (RTP/SCS), the Southern California Association of Governments makes projections about the population growth in its member cities which include Wildomar. These projections show an estimated population of 55,200 in 2045 for the City, which is an increase of 18,568 from the DOF 2022 estimates. The potential 486 new residents added by the project would comprise 2.6 percent of the projected 25-year population growth of the city. SCAG also projected that the City's population would be 38,700 in 2020, which is an additional 1,825 people when compared to the actual population recorded during the 2020 Census count of 36,875 (Census 2020). If the estimated project population is added to either the existing population of the City recorded in 2020 or the 2021 estimated population, the resulting estimated population remains below the 2020 SCAG projection. Because the projected increase in population due to the housing portion of the proposed project is less than the regionally anticipated population growth, the impact to population is considered less than significant.

[1] Note that all of the above figures assume residents new to the City.

[2] 150 apartments x 3.24 average persons per household (DOF 2022) = 486 persons

The project will also employ a workforce for both the construction and operational stages of the project. Due to the size of the project and the duration of labor needed to complete it, the City expects that those employed during the construction phase will likely be commuting to job sites rather than relocating their households to any significant degree. The project's commercial uses are expected to generate between 31[3] and 56[4] new jobs in the City (Natelson 2001). It is anticipated that this new on-site employment under the project would also not lead to a significant relocation of workers due to the size of the existing labor pool in the area. Additionally, when compared to SCAG's employment 2045 projection of 11,200 workers in the City the project's contribution to overall population increases due to employment is marginal. Therefore, jobs added by the project would not induce substantial growth to the City's population.

b) Less than Significant. The project site is primarily vacant with the exception of a single-family residence that the project's Historic Resources Assessment estimates was built in the 1960s. The proposed project would develop this site by demolishing all existing structures and constructing housing, retail, and restaurant uses. Since the project will not be displacing a significant amount of people, the impacts are considered less than significant.

STANDARD CONDITIONS AND REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

[3] The project's 35,422 square of commercial space was divided by 1,148 square feet/employee which represents the median square feet/employee in the "other retail" category for Riverside County and this calculation equals 30 employees.

[4] The project's commercial square footage was also divided by 629 square feet/employee which represents the average square feet/employee in the "other retail" category for Riverside County and this calculation equals 56 employees.

15. Public Services

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

DISCUSSION

a) Less Than Significant Impact. The Riverside County Fire Department (RCFD) provides fire protection and safety services to the City of Wildomar. RCFD Fire Station 61 on 32637 Gruwell Street is approximately 2 miles to the west of the site and RCFD Fire Station 75 on 38900 Clinton Keith Road in the City of Murrieta is approximately 2.5 miles south of the site. These and several other Riverside County and Murrieta Fire Department stations in the surrounding area would be able to provide fire protection services to the project site, if needed.

A standard condition of approval for the proposed project includes compliance with the requirements of the Riverside County Fire Department and the payment of standard City development impact fees, which include a fee for fire service impacts. The proposed project is not expected to result in activities that create unusual fire protection needs, therefore any such impacts are considered less than significant.

b) Less Than Significant Impact. Police protection services are provided in Wildomar by the Riverside County Sheriff's Department (RCSD). The nearest sheriff's station is located at 333 Limited Street in Lake Elsinore, approximately 7 miles northwest of the project site. Traffic enforcement is provided in this area of Riverside County by the California Highway Patrol, with additional support from local Riverside County Sheriff's Department personnel.

The Sheriff's Department strives to maintain a recommended servicing of 1.2 sworn law enforcement personnel for every 1,000 residents (Wildomar 2018). The proposed project would introduce new land uses to the site but as discussed in Section V.14, Population and Housing, it is not anticipated to induce

substantial population growth in the area. The project uses would instead serve the projected growth, and therefore, would not be expected to substantially increase the demand for police protection services. Regardless, pursuant to Section 3.44 of the Municipal Code, the project applicant is required to pay standard development impact fees, which include a fee for police service to offset potential demand for new structures or expanded facilities associated with development. Consideration of adding more law enforcement personnel is Council decision and is not a CEQA issue. As the physical impacts of police force expansion are part of the impact fees that are required to be paid prior to building permit, this impact is less than significant.

c) Less Than Significant Impact. The project site is in the Lake Elsinore Unified School District (LEUSD). As discussed in issue a) in section V. 14, Population and Housing, the proposed project would not induce substantial growth to the city's population but instead accommodate this projected growth. The City provides a Notice of Impact Mitigation Requirement to applicants for a building permit, who then work with the school district to determine the precise amount of the fee. Once the fee has been paid in full, LEUSD prepares and provides a certificate to the City demonstrating payment of the fee. Payment of fees in compliance with Government Code Section 65996 fully mitigates all impacts to school facilities. Therefore, this impact is less than Significant.

d) Less Than Significant Impact. The City of Wildomar owns and manages four public parks with a combined acreage of 14.27 acres: Marna O'Brien Park, Regency Heritage Park, Windsong Park, and Malaga Park. Additionally, the City is proposing to develop two new park sites of 11 and 27 acres, respectively. The City requires 3 acres of neighborhood and community parkland per 1,000 residents as per the City of Wildomar Municipal Code Section 16.20.020 Park and recreation fees and dedications. The proposed project is projected to add at maximum 498 new residents to the City's population, which would necessitate a dedication of 1.49 acres of public parkland by the project. The project will provide 43,430 square feet (1 acre) of public open space, however this space is not considered parkland and does not count towards the public open space requirements. Payment of the City's development impact fees will reduce the impact to less than significant as the fees are used to expand and develop parkland.

e) Less Than Significant Impact. Development of the proposed project would not significantly increase demand for other public facilities. Since the growth expected by the project would not exceed the City's growth projections, the demand for additional services would be incremental. The project applicant would be required to pay any applicable impact fees which will contribute to offsetting this demand on local government services. Therefore, impacts would be less than significant.

STANDARD CONDITIONS AND REQUIREMENTS

1. The project applicant is required to comply with the requirements of the Riverside County Fire Department and pay standard development impact fees for fire service impacts (Wildomar Municipal Code Section 3.44).
2. The project applicant is required to pay standard development impact fees for police service impacts (Wildomar Municipal Code Section 3.44).

3. The City will require that the project applicant work with the LEUSD to determine the precise amount for the Notice of School Impact Mitigation, and demonstrate payment of the fee prior to issuance of a building permit. (Wildomar Municipal Code Section 15.50.170)
4. The project applicant is required to pay standard development impact fees for impacts to parks (Wildomar Municipal Code Section 3.44).

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. See response to issue V.15.d., Public Services above. The project would require the dedication of 1.49 acres of parkland as described under Section 16.20.020 Park and Recreation Fees and Dedications of the City's municipal code. The project would provide a 3,388 square-foot private club/fitness center on site. It would also provide 1-acre of public space including retail and outdoor eating space in addition to open and landscaped space. The project applicant would be required to pay impact fees which would reduce the impacts to existing parks and recreational facilities. Therefore, impacts would be less than significant.

b) Less Than Significant Impact. The project will provide a recreational area available to residents of the development, inclusive of a clubhouse with a swimming pool, outdoor seating, and a fitness center. This amenity would occupy 3,388 square feet of space on the site and is included as part of the proposed development. The construction or expansion of this facility would not result in an adverse physical effect on the environment beyond those analyzed for the overall development of the project in this document. Therefore, impacts would be less than significant.

STANDARD CONDITIONS AND REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

17. Transportation

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

The Traffic Impact Analysis (TIA) was prepared by EDP Solutions, Inc. (EPD) on January 19, 2022 (2022b) (revised August 10, 2022) and is included as **Appendix 16.** This document was peer reviewed by the City.

Trip Generation

Trip generation represents the amount of traffic that is attracted and produced by a development based on the specific land uses planned for a given project. Trip generation rates for the proposed project are shown in **Table 17-1**, Project Trip Generation Rates, illustrating daily and peak hour trip generation estimates based on the ITE Trip Generation Manual, 11th Edition (2021), for each of the planned uses in the project. The daily AM and PM peak hours are defined as the hour with the highest traffic volumes during the 7 AM to 9 AM and 4 PM to 6 PM peak commute periods.

Table 17-1 Project Trip Generation Rates

Land Use[1]	ITE LU Code	Units[2-3]	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Multifamily Housing (Mid-Rise)	221	DU	0.09	0.28	0.37	0.15	0.24	0.39	4.54
Supermarket	850	TSF	1.69	1.17	2.86	4.48	4.48	8.95	93.84
Strip Retail Plaza	822	TSF	2.36	1.57	3.93	5.08	5.08	10.16	99.67
Fast-Food Restaurant with Drive-	934	TSF	22.75	21.86	44.61	17.18	15.85	33.03	467.48

Through Windows									
Coffee/Donut Shop with Drive-Through Window	937	TSF	43.80	42.08	85.88	19.50	19.50	38.99	533.57
High-Turnover (Sit-Down) Restaurant	932	TSF	5.26	4.31	9.57	5.52	3.53	9.05	107.20

Source: EDP Solutions Inc. 2022 (Appendix 16)

[1] Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021)

[2] DU = Dwelling Units

[3] TSF = Thousand Square Feet

As shown on **Table 17-2**, Project Trip Generation Summary, the proposed project is anticipated to generate a total of approximately 4,551 two-way trips per day with 282 AM peak hour trips and 404 PM peak hour trips.

Table 17-2 Project Trip Generation Summary

Land Use	Quantity Units[1-2]	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Multifamily Housing (Mid-Rise)	150 DU	13	43	56	23	36	59	681
Supermarket	23.104 TSF	39	27	66	103	103	206	2,168
Shops	4.0 TSF	9	7	16	20	21	41	399
Fast-Food Restaurant with Drive-Through Windows	2.6 TSF	59	57	116	45	41	86	1,215
Coffee/Donut Shop with Drive-Through Window	1.133 TSF	50	48	98	22	22	44	605
High-Turnover (Sit-Down) Restaurant	3.348 TSF	18	14	32	18	12	30	359
Total Trips Generated		**194**	**199**	**393**	**237**	**242**	**478**	**5,544**
Pass By Trips (*Fast-Food and Coffee Shop 50% AM, 55% PM)*[3]		-57	-54	-111	-38	-36	-74	-993
Total Net Trip Generation		**137**	**145**	**282**	**199**	**206**	**404**	**4,551**

Source: EDP Solutions, Inc. 2022 (Appendix 16)

[1] DU = Dwelling Units

[2] TSF = Thousand Square Feet

[3] Pass-By Trip Percentage from the Institute of Engineers, Web Based Apps: Pass-By- Data and Rate Tables/2021 Pass-By Tables for ITE Gen Appendices. The daily pass-by reduction of 52.5% was assumed as an average of the AM and PM rates.

a) Less Than Significant Impact. As shown on Table 17-2, the proposed project is anticipated to generate a net total of approximately 4,551 two-way trips per day with 282 AM peak hour trips and 404 PM peak hour trips.

Public Transit and Bicycle Plans

The project area is directly served by the Riverside Transit Agency (RTA) route 23 which provides service within the cities of Wildomar, Murrieta and Temecula (RTA 2022a). The route travels along Clinton Keith Road fronting the southern project site boundary, stopping at the corner of Clinton Keith Road and Wildomar Trail. This stop would provide direct access to transit services for residents and employees of the proposed project, and all the commercial component of the proposed project to be accessed by transit by residents of Wildomar and surrounding communities. As a result of these proposed uses and the proximity of the stop to the site, the use of transit services is expected to increase. Transit service is reviewed and updated by RTA periodically to address ridership, budget, and community demand needs in order to adequately serve all residents of member communities (RTA 2022b). The Riverside County Transportation Commission and the City of Wildomar recognize the benefits of placing transit services in proximity of mixed-use developments as a congestion management strategy and include goals and policies that encourage this coordination within their Long-Range Transportation Study and General Plan, respectively (RCTC 2019, Wildomar 2003).

The site is also in proximity of roadside trails La Estrella Street W-E-24b and Salinda Del Sol N-S-27 which are approximately 0.4-mile northwest of the project, as well as the multi-use Jon Rodarme Regional Trail which sits approximately 0.5-mile south of the site (Wildomar 2019).

The proposed project will include a condition of approval that would improve a portion of the north side of Clinton Keith Road between the intersection with Wildomar Trail and Arya Road. The improvement will move the existing curb and gutter north to allow buildout of a third lane. A portion of the third lane already exists and the movement of the curb is needed to ensure that the existing bike lane can remain. The improvement is part of the City's Capital Improvement Program CIP 025 Clinton Keith Widening and the impacts were addressed in an IS/MND adopted by Riverside County (SCH# 200910103). The proposed project would only be responsible for the improvements if it is constructed before the City on the project.

Consistent with the City’s plans, the proposed project will construct a bike lane on Wildomar Trail. Any additional proposed changes to bicycle and pedestrian facilities will be consistent with City development standards and will be checked for compliance as part of the City’s review process. Therefore, the proposed project would not conflict with any policies, plans, or programs related to public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities as improvements would occur within the project boundaries. Impacts would be less than significant.

Roadways and Intersections

Automobile delay, as described by Level of Service (LOS) or other measurements of vehicular capacity or traffic congestion, is no longer considered a significant impact under CEQA. However, the City uses LOS to determine the appropriate size of roadways and the need for intersection improvements. If the proposed project is projected to exceed the City’s LOS standard, conditions of approval may be placed on the project

to address the traffic impact. As CEQA must evaluate the whole of the project, physical impacts to the environment such as changes to roadways and/or intersection from either a mitigation measure or condition of approval must also be evaluated.

The TIA evaluated 12 intersections that would experience an increase of 50 trips or more under implementation of the project. The analysis evaluated impacts to these intersections using the following scenarios:

- Project Completion Conditions- This scenario forecasted traffic volumes for the anticipated opening year of the project, 2024, by adding the project's expected trips to existing traffic conditions and adding an ambient growth rate of 2 percent per year to existing traffic volumes.
- Cumulative Conditions- This scenario forecasted traffic volumes for the anticipated opening year of the project, 2024, by adding the project's expected trips to existing traffic conditions, adding an ambient growth rate of 2 percent per year to existing traffic volumes and adding traffic generated by other approved and pending development projects.

The City's Circulation Element identifies LOS D as an acceptable level of traffic operations during peak hour at intersections (Wildomar 2003). Therefore, project-related traffic that would result in roadway segments operating at LOS E or F would exceed the City's standard for congestion impacts. All intersections currently operate at an acceptable LOS under existing conditions, with the exception of Arya Road and Clinton Keith Road which operates at LOS E. The TIA concluded that these intersections would continue to operate an acceptable LOS under the Project Completion scenario during both AM and PM peak hours with the exception of Arya Road/Clinton Keith Road which would operate at LOS F during the PM peak hour To address the project's impacts to this roadway, the TIA recommends that the project construct the following roadway improvement or provide fair-share as per the approved Westpark Promenade Conditions of Approval:

- Restripe northbound combined-through left (NBTL) to northbound left (NBL) and northbound right (NBR) to northbound through right (NBTR), southbound left/through/right lane (SBLTR) to southbound through left (SBTL), add southbound right (SBR).

The project would construct this improvement in the event that its construction commences before the construction of the adjacent Westpark Promenade project. Otherwise, the project would contribute its fair-share for all improvements to this intersection. The construction of this improvement would reduce the LOS delay on Arya Road and Clinton Keith Road from 84.1 seconds at PM peak (LOS F) to 33.9 second at PM peak (LOS C).

Under the Cumulative Conditions analysis, the TIA found that five of the studied intersections would operate at an LOS E or worse. In order to address the proposed project's traffic impacts, the City would impose conditions of approval that require the project to construct improvements or pay its fair share to implement the improvements shown in **Table 17-3**. Improvements to Wildomar Trail/Project Driveway 4, also included in **Table 17-3**, would be implemented as project design features. The TIA includes the following specifications regarding these improvements:

- **Intersection of Wildomar Trail and Clinton Keith Road:** Construct improvements as per the approved Capital Improvement Project at this intersection. Improvements include the addition of westbound through receiving lane at project frontage and the modification of westbound right lane to westbound through right lane. Signal modifications include changing southbound left lane and northbound left lane signal permissive phasing to protected permissive and overlapping southbound right lane. In the event the CIP improvements are constructed before the project is constructed, the project would contribute fair-share to improvements at this intersection.
- **Intersection of Inland Valley Drive and Clinton Keith Road**: Project would contribute fair-share to the CIP at this intersection which improves the intersection to a 4-lane intersection. Improvements include addition of westbound through lane and eastbound through lane receiving lane.
- **Intersection of Palomar Road and Clinton Keith Road:** Project would contribute fair-share to intersection improvements as per approved CIP at this intersection. Improvements as per CIP include addition of 2nd eastbound left lane, modification of eastbound right lane to eastbound through right lane. Modification of westbound through lane to westbound through right lane. Modification on northbound through right lane to northbound through lane, addition of northbound right lane and addition of 2nd southbound left lane. The project's fair-share contributions would be limited to the 2nd southbound left lane improvement on Clinton Keith Road which would include widening the road to shift the southbound right lane further northwest.
- **Intersection of Arya Road and Clinton Keith Road:** Construct improvements or provide fair-share as per approved Westpark Promenade Conditions of Approval. Improvements include northbound striping to provide dedicated northbound left lane and northbound through right lane, dedicated southbound left lane and southbound through right lane. Recommended signal modifications include changing northbound-southbound permissive phasing to protective permissive phasing. Project would construct improvements in the event that its construction commences before the construction of the adjacent Westpark Promenade project; otherwise, project would contribute fair-share for all improvements to this intersection as stated in Section 7.2. Improvements in the Traffic Impact Analysis (Appendix 16) would include widening of Arya Road to 4 lanes.
- **Wildomar Trail/Project Driveway 4:** Construct improvements as project design feature to add Two Stage Gap Acceptance for eastbound left lane approach from Project Driveway.

All the improvements in **Table 17-3** would occur in the existing public right of way adjacent to or on existing streets. Therefore, construction and operation of the proposed roadway widening, restriping, and signalization would occur in areas disturbed by previous roadways, and environmental impacts as a result of the implementation of these improvements would be less than significant.

The implementation of these improvements would ensure all intersections are improved to satisfactory operations of LOS D or better, except for the intersections of Wildomar Trail/Clinton Keith Road and Inland

Valley Drive/Clinton Keith Road which would be improved to better-than-existing LOS F and LOS E operations, respectively, in the Cumulative PM peak hour conditions with the CIP improvements.

The TIA analyzed queuing impacts for nine intersections that would perform at an LOS D or worse under the Cumulative Conditions scenario. **Table 17-4** summarizes the queuing impacts at these nine intersections during AM and PM peak hours within the Existing Conditions, Project Completion Conditions, and Cumulative Conditions scenarios. As shown in **Table 17-4**, the project has the potential to create or contribute to existing queuing capacity deficiencies at six of the studied intersections. Deficient queueing can be improved either with striping modifications at intersections or through Intelligent Transportation Systems (ITS). The City of Wildomar has adopted ITS program which would improve deficient queueing operations to satisfactory operations.

Within the City of Wildomar, as a Condition of Approval, the project would be required to contribute to the ITS program which is used by the City to resolve queueing operations at impacted intersections as traffic conditions evolve. ITS uses various methods, such as intersection cameras, loop detection, and timing modifications to optimize intersection operations in real time. For intersections within the City of Murrieta (Nutmeg St/Clinton Keith Rd and California Oaks Rd/Clinton Keith Rd) the project will contribute payment to City of Murrieta CIP #8283 (Traffic Striping Modifications – Citywide). CIP #8283 is an ongoing program for removal and restriping to modify traffic control in accordance with changing traffic demands citywide and the applicant would work with the City to address queuing in the City of Murrieta with striping improvements.

Table 11 in Appendix 16 identifies the project's fair-share to contribute towards ITS program along with its fair-share for LOS improvements. Within the City of Wildomar and the City of Murrieta, these improvements would resolve LOS and/or queueing deficiencies. Impacts would be less than significant.

b) Less Than Significant Impact. According to CEQA Guidelines Section 15064.3 subdivision (b), vehicle miles traveled (VMT) exceeding an applicable threshold of significance may indicate a significant impact. The City of Wildomar's Vehicle Miles Travelled (VMT) CEQA Threshold Policy Guidelines allows mixed use projects with at least 30 percent residential to screen from requiring a VMT analysis (EDP 2021b)). This guideline follows the Office of Planning and Research's Guidelines on Evaluating Transportation Impacts in CEQA, which notes that projects which incorporate density, a mix of uses, and transit accessibility will tend to exhibit lower VMT when compared to developments without these features (OPR 2018). The proposed mixed-use development encompasses 4.47 acres of residential space and 4.53 acres of commercial space which makes the project approximately 49 percent residential. Therefore, the proposed development would screen from requiring a VMT analysis and the project's contribution to VMT can be considered less than significant.

c) Less Than Significant Impact. The project proposes the construction of six new driveways to accommodate the project's uses. Catt Road would be extended east of Arya Road to function as a driveway for gated entry/exit into the residential portion of the site and extend further east along the south border to provide entry/exit to the commercial portion of the project. In addition, the project proposes four other entrances/exits along the eastern border of the site from Wildomar Trail. Three of these entrances/exits would serve the commercial portion and the fourth is a gated access point to serve

the multi-family apartment community. The northern most driveway on Wildomar Trail providing access to the grocery store would primarily be used for truck access. Trucks would not be utilizing any other driveway to access the project site. The other three commercial project driveways are accessible to passenger vehicles. The multifamily development has direct pedestrian access to the shopping center through a gated central access that opens onto the plaza in front of the grocery store.

As part of the project's frontage improvements, Clinton Keith Road will be expanded to six-lanes immediately adjacent to the project site. A northbound left turn lane and a two-way stage gap acceptance or two-way-left-turn lane for the eastbound left lane that turns out of the project driveway will also be included at the intersection of Wildomar Trail and Project Driveway 4 as shown on Figure 2B of Appendix 16.

The City of Wildomar implements development standards designed to ensure standard engineering practices are used for all improvements. These features of the proposed project would be reviewed for compliance with these standards as part of the City's review process. Additionally, the implementation of the recommended roadway improvements and adherence to all applicable standards will ensure that roadway hazards are reduced, and impacts are less than significant.

Table 17-3 Recommended Improvements for Traffic Impacts											
Intersection	**Jurisdiction**	**Control Type**	**Cumulative Impacts**				**Recommended Improvements**	**With Improvements**			
			AM Peak		**PM Peak**			**AM Peak**		**PM Peak**	
			Delay[1]	LOS[2]	Delay[1]	LOS[2]		Delay[1]	LOS[2]	Delay[1]	LOS[2]
1. Wildomar Trail/Clinton Keith Road	Wildomar	Signal	57.0	E	140.3	F	Restripe WBR to WBTR as per CIP. Signal Phasing: Change SBL and NBL signal permissive phasing to protected permissive. Overlap SBR.	24.4	C	90.2	F
2. Inland Valley Drive/Clinton Keith Road	Wildomar	Signal	96.9	F	210.1	F	Geometric improvements as per CIP include addition of WBT, and EBT receiving lane. CIP also includes Signal Modification.	17.9	B	76.5	E
6. Palomar Road/ Clinton Keith Road	Wildomar	Signal	69.7	E	26.5	D	Geometric improvements as per CIP include addition of 2nd EBL, modification of EBR to EBTR. Modification of WBT to WBTR. Modification on NBTR to NBT and addition of NBR. Addition of 2nd SBL.	35.9	D	--	--
9. Arya Road/ Clinton Keith Road	Wildomar	Signal	33.7	C	206.8	F	Restripe NBTL to NBL and NBR to NBTR, SBLTR to SBL. Add SBTR. Signal Phasing: Change NB SB permissive phasing to split phasing	--	--	51.0	D
12. Wildomar Trail/Project Driveway 4	Wildomar	TWSC	32.2	D	86.5	F	Add Two Stage Gap Acceptance for EBL approach out of Project Driveway.	--	--	18.3	C

Source: EDP Solutions, Inc. 2022 (Appendix 16)
[1] Delay in Seconds
[2] Level of Service
EBL = eastbound left
WBR = westbound right
WBTR = westbound through-right
SBL = southbound left
NBL = northbound left
SBR = southbound right
WBT = westbound through
NBR = northbound right
NBLR = northbound left/right
EBR = eastbound right
EBTR = eastbound through right
WBL = westbound left
EBL = eastbound left
SBT = southbound through
SBTR = southbound through-right
NBTL = northbound through-left
NBTR = northbound through-right
SBLTR = southbound left-through-right
SBTL = southbound through-left
TWSC = Two-Way Stop Controlled
= Unsatisfactory Intersection Operation

Table 17-4 Project Queueing Impacts

Intersection	Turning Movement	Available Queue Length (ft)	Existing		Project Completion		Cumulative	
			AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
			Required Queueing (ft)	Required Queueing (ft)	Required Queueing (ft)	Required Queueing (ft)	Required Queueing (ft)	Required Queueing (ft)
1.Wildomar Trail/Clinton Keith Road	NBL	125	86	87	82	81	76	73
	SBL	95	216	148	319	291	690	1,304
	SBR	95	284	160	291	190	471	381
	EBL	165	220	308	255	382	480	1,238
	EBR	525	146	222	197	290	403	766
	WBL	330	97	218	99	225	99	224
	WBR	255	19	27	66	104	199	404
2. Inland Valley Drive/Clinton Keith Road	NBR	185	37	124	46	36	43	297
	EBU	300	0	0	0	0	0	0
	WBL	225	207	43	79	86	72	440
	NBL	190	81	81	92	97	146	211
	NBR	190	219	259	224	267	188	227

3. Nutmeg Street/ Clinton Keith Road	SBL	65	94	104	98	107	84	94
	EBL	215	26	78	39	102	104	298
	WBL	235	349	342	386	360	386	360
4. California Oaks Road/Clinton Keith Road	NBL	275	114	160	126	175	204	251
	NBR	275	186	284	191	296	191	295
	WBL	225	682	534	745	600	745	600
6. Palomar Road/Clinton Keith Road	NBL	265	60	85	62	88	62	88
	SBL	300	465	396	517	435	517	435
	SBR	190	65	119	79	144	129	304
	EBL	150	319	257	354	284	725	513
	EBR	105	41	30	41	29	38	26
	WBL	250	91	107	95	112	95	112
	WBR	250	380	258	401	267	416	267
9. Arya Road/Clinton Keith Road	SBLTR	142	32	129	72	432	200	1,068
	EBL	285	95	77	138	171	173	342
	WBL	345	140	190	145	203	145	203
	WBR	200	419	502	441	579	689	1,859
10. Arya Road/Catt Road	NBLR	110	0	0	17	14	26	32
	WBTL	220	0	0	7	7	7	7
11. Wildomar Trail/Project Driveway 3	EBR	75	0	0	4	6	14	17
12. Wildomar Trail/Project Driveway 4	NBL	104	0	0	7	9	9	16
	EBL	140	0	0	7	10	11	34

Source: EDP Solutions, Inc. 2022 (Appendix 16)

Indicates queuing required greater than storage available

NBL = northbound left
SBL = southbound left
EBL = eastbound left
WBL = westbound left
NBR = northbound right
EBU = eastbound U-turn
SBR = southbound right

EBR = eastbound right
WBR = westbound right
SBLTR = southbound left-through-right

d) Less Than Significant with Mitigation Incorporated. The proposed project would provide six driveways. Access to the project site would be reviewed by the City and the CAL FIRE / Riverside County Fire Department to ensure there is sufficient emergency access provided at the site as required by the City of Wildomar Municipal Code 8.28, Fire Code, for compliance with the California Fire Code. The project would also be responsible for implementing mitigation measure **TRF-1**, as shown in the Clinton Keith Widening IS/MND (SCH # 200910103). Impacts would be less than significant with mitigation incorporated.

STANDARD CONDITIONS AND REQUIREMENTS

1. Prior to issuance of any building permit on the project site, the project applicant/developer shall pay all development impact fees (Wildomar Municipal Code Section 3.44).
2. Prior to issuance of any building permit on the project site, the project applicant/developer shall demonstrate payment of the Western Riverside Transportation Uniform Mitigation Fee (Wildomar Municipal Code Section 3.40).
3. The proposed project will have a condition of approval that would improve a portion of the north side of Clinton Keith Road between the intersection with Wildomar Trail and Arya Road. The improvement will move the existing curb and gutter north to allow buildout of a third lane. A portion of the third lane already exists and the movement of the curb is needed to ensure that the existing bike lane can remain. The improvement is part of the City's Capital Improvement Program CIP 025 Clinton Keith Widening and the impacts were addressed in an IS/MND adopted by Riverside County (SCH# 200910103). The proposed project would only be responsible for the improvements if it is constructed before the City on the project.
4. The City will also require the project to construct or pay its fair-share to implement the following improvements at seven intersections that would experience unsatisfactory Level of Service and/or queuing impacts during the existing plus project and/or cumulative plus project scenarios:
    - **Intersection of Wildomar Trail and Clinton Keith Road:** Construct improvements as per the approved Capital Improvement Project at this intersection. Improvements include the addition of westbound through receiving lane at project frontage and the modification of westbound right lane to westbound through right lane. Signal modifications include changing southbound left lane and northbound left lane signal permissive phasing to protected permissive and overlapping southbound right lane. In the event the CIP improvements are constructed before the project is constructed, the project would contribute fair-share to improvements at this intersection.
    - **Intersection of Inland Valley Drive and Clinton Keith Road:** Project would contribute fair-share to the CIP at this intersection which improves the intersection to a 4-lane intersection. Improvements include addition of westbound through lane and eastbound through lane receiving lane.
    - **Intersection of Palomar Road and Clinton Keith Road:** Project would contribute fair-share to intersection improvements as per approved CIP at this intersection. Improvements as per CIP

include addition of 2nd eastbound left lane, modification of eastbound right lane to eastbound through right lane. Modification of westbound through lane to westbound through right lane. Modification on northbound through right lane to northbound through lane, addition of northbound right lane and addition of 2nd southbound left lane. The project's fair-share contributions would be limited to the 2nd southbound left lane improvement on Clinton Keith Road which would include widening the road to shift the southbound right lane further northwest.

- **Intersection of Arya Road and Clinton Keith Road:** Construct improvements or provide fair-share as per approved Westpark Promenade Conditions of Approval. Improvements include northbound striping to provide dedicated northbound left lane and northbound through right lane, dedicated southbound left lane and southbound through right lane. Recommended signal modifications include changing northbound-southbound permissive phasing to protective permissive phasing. Project would construct improvements in the event that its construction commences before the construction of the adjacent Westpark Promenade project; otherwise, project would contribute fair-share for all improvements to this intersection as stated in Section 7.2. Improvements in the Traffic Impact Analysis (Appendix 16) would include widening of Arya Road to 4 lanes.
- The project would be required to contribute to the City's ITS program to mitigate queuing impacts at the impacted intersections shown in **Table 17-4** in Section V.17, Transportation.
- For intersections within the City of Murrieta (Nutmeg St/Clinton Keith Rd and California Oaks Rd/Clinton Keith Rd) the project will contribute payment to City of Murrieta CIP #8283 (Traffic Striping Modifications – Citywide). CIP #8283 is an ongoing program for removal and restriping to modify traffic control in accordance with changing traffic demands citywide and the applicant would work with the City to address queuing in the City of Murrieta with striping improvements.

5. 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 adequate emergency access.

MITIGATION MEASURES

The following mitigation measure from the Clinton Keith Road Widening Project IS/MND (SCH# 200910103) would also be applicable to the proposed project (numbering is from 2009 IS/MND):

TRF-1 During final design, stage construction and detour plans will be prepared to minimize disruption to the traveling public. Such plans shall be prepared in consultation with affected local jurisdictions prior to construction. Adequate access shall be provided at all times to and from side streets serving adjacent land uses. To further ensure public safety, proper detours and warning signs shall be established. The stage construction and detour plans shall be designed to not interfere with any emergency response or evacuation plans, and construction routes shall utilize

non-residential streets to the extent practicable. Finally, such plans shall identify construction worker parking areas and equipment staging areas to minimize impacts to roadway operations.

Timing/Implementation: *During final design*

Enforcement/Monitoring: *City of Wildomar Building Department*

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. The project site does not contain any structures or resources that are listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC Section 5020.1(k) (see section V.5, above).

In accordance with Senate Bill (SB) 18, the Native American Heritage Commission was contacted to obtain a list of tribes that may have cultural association with the project site and its local vicinity. 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 in 2021, which included the Morongo Band of Mission Indians, Pechanga Band of Mission Indians, Rincon Band of Luiseño Indians, and Soboba Band of Mission Indians, and pursuant to SB 18, the City notified tribes on the list obtained from the Native American Heritage Commission on December 10, 2021. The Rincon Band of Luiseño Indians and the Soboba Band of Luiseño Indians responded. The Rincon Band of Luiseno Indians notified the City on December 29, 2021 that the identified location of the project is within the Traditional Use Area of the Luiseño people and that the tribe agrees with the measures proposed in the Cultural Resources Assessment, which include archaeological and tribal monitoring for all ground disturbing activities, a monitoring report, and protocols for discovery of cultural material and human remains. The Rincon Band supports all efforts to completely avoid cultural resources as preferred mitigation and requests to be notified of any changes in the project plans.

The Soboba Band of Luiseño Indians stated in a letter to the City on January 10, 2022, that the project area is considered sensitive by the people of Soboba, as there are existing Tribal Traditional Use Areas in the surrounding areas. Their in-house database search identified multiple areas of potential impact. For these reasons, the tribe requested consultation with the City. The City of Wildomar consulted with the Pechanga Band of Mission Indians on January 20, 2022 and consulted with the Soboba Band of Luiseno Indians on January 13, 2022. The City reached out to the tribes again on March 8th, 2022 and March 18th, 2022 but the tribes did not respond.

The City works closely with the tribes and consults on all projects before the City. The Pechanga Band of Mission Indians provided cultural and tribal mitigation measure language which the Soboba Band of Mission Indians agreed upon. These mitigation measures have been incorporated into this IS/MND.

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

STANDARD CONDITIONS AND REQUIREMENTS

None required.

MITIGATION MEASURES

Refer to mitigation measure **CUL-1** in section V.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 lead agency and Native American Tribe(s) that elected to consult under AB 52 ("Consulting 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), developer, 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 Treatment and Monitoring Agreements entered into with the Consulting Tribe(s) and the applicant. 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 Mitigation Measures TRI-2 and TRI-7.
e. If the find is determined to be significant and avoidance of the site has not been achieved, a Phase III data recovery plan (see Mitigation Measure TRI-6) shall be prepared by the project archeologist, in consultation with the Consulting Tribe(s), 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 Consulting 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 Consulting Tribe(s). 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 Consulting Tribe(s). 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 (see Mitigation Measure TRI-6). 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) required by Mitigation Measures TRI-4 and TRI-5 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:

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.

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. 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 **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*

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

Wastewater Treatment

The EVMWD currently operates three wastewater treatment facilities: The Regional Water Reclamation Facility (WRF), the Horsethief Canyon Wastewater Treatment Plant (WWTP), and the Railroad Canyon WWTP (EVMWD 2021). In addition, flow in the southern part of the EVMWD's service area is treated at the Santa Rosa Water Reclamation Facility operated by the Rancho California Water District. The project site is within the Regional WRF wastewater collection area (EVMWD 2021).

To determine future demand for wastewater facilities, the EVMWD relies on recommended generation factors specified in the 2016 Sewer System Master Plan. The recommended generation rates are determined according to land use designation. The wastewater generation rate in Table 4-8, Calibrated Wastewater Duty and Generation Factors, of the 2016 Sewer System Master Plan is 1,094 gallons per day (gpd)/acre for High Density Residential (12-24 du/acre) and 806 gallons per day (gpd)/acre for General Commercial (EVMWD 2016). The residential portion of the site covers 4.48 acres and the commercial portion covers 4.53 acres, therefore, the proposed wastewater generation for the site would be 4,901 gpd and 3,651 gpd, respectively, totaling 8,552 gpd.

The proposed project would connect to a 16-inch gravity sewer line that is present in Catt Road and as well as an 8-inch sewer main in Wildomar Trail. The project site is located within the Regional Water Reclamation Facility (WRF) service area. The Regional WRF has an average daily intake of 5.46 million gallons per day (mgd) with a flow capacity of 8 mgd and a peak flow capacity of 17.6 mdg (EVMWD 2016). Therefore, the Regional WRF has an excess daily intake capacity of approximately 2.54 mgd. In addition, the RWRF also has a planned capacity expansion to 4 mgd (EVMWD 2021).

The proposed project would result in an increase of approximately 0.0034 percent[5] of the remaining wastewater flow capacity of the Regional WRF and would be even less with implementation of the future expansion of the WRF. Therefore, based on wastewater generated by the project, the current capacity of the Regional WRF would be able to accommodate the wastewater flows generated from the proposed project. The proposed project impacts to wastewater treatment are less than significant.

Water Treatment

Water treatment facilities filter and/or disinfect water before it is delivered to customers. The EVMWD supplies water to the surrounding area and would supply water to the project site. Water line improvements at the project site would be constructed in accordance with Title 13, Public Services, of the Wildomar Municipal Code.

EVMWD purchases water from the Western Municipal Water District (WMWD) via Western Municipal Water District (western). The imported water is a blend of Colorado River water, State Project Water, and local Western supplies (EVMWD 2021).

The water treatment facilities, their capacities, and remaining available treatment capacities are shown in **Table 19-1**, EVMWD Water Treatment Facilities.

[5] 8,552 gpd / 2,540,000 gpd = 0.003367 = 0.0034 percent.

Table 19-1 EVMWD Water Treatment Facilities			
Treatment Plant	**Capacity (mgd)**	**Maximum Flow (mgd)**	**Remaining Treatment Capacity (mgd)**
Canyon Lake Water Treatment Plant	7	7	0
Skinner Filtration Plant (via the Auld Valley Pipeline)	20.2	14.5	5.7
Mills Filtration Plant (via the Temescal Valley Pipeline)	12.7	8.9	3.8
Total:	39.9	30.4	**9.5**
Source: EVMWD 2021			

As shown in **Table 19-1**, the EVMWD water treatment facilities have a remaining water treatment capacity of approximately 9.5 mgd. Based on water generations rates in Table 4-8, Calibrated Wastewater Duty and Generation Factors, of the Sewer System Master Plan, the water duty factors for the site's uses would be 1,900 gpd/acre for High Density Residential (12-24 du/ac) and 1,500 gpd/acre for General Commercial (EVMWD 2016). The total proposed water demand for both uses covering 9.01 acres of the site would be 15,307 gpd (EVMWD 2016). This is approximately 0.17 percent[6] of the remaining treatment capacity of the EVMWD water treatment facilities. Therefore, based on water demands of the project, the current capacity of the EVMWD treatment facilities would be able to accommodate the water demands generated from the proposed project. The proposed project impacts to water treatment is less than significant.

Stormwater Drainage

Stormwater drainage impacts are addressed in section V.10.c.iii, above. The proposed development would be approximately 90 percent impervious (DRC 2022). The proposed development consists of two drainage areas both of which will be picked up by a separate backbone drainage system (DRC 2022). The storm water will be treated by four modular wetland biofiltration BMP flow-rate based units and hydrodynamic separators before entering the underground detention chambers (DRC 2022). Outflow from each underground detention basin will be metered by an outlet control manhole with a weir plate then discharge in the County's Line 'GG', across Clinton Keith Road via a double 60-inch RCP storm drain into the RCFC and WCD regional drainage facility (DRC 2022b). Additionally, the BMP facilities implemented by the proposed project would improve water quality and reduce runoff. Impacts are 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.

[6] 15,307 gpd / 8,800,000 gpd = 0.00173943 = 0.17 percent.

Electricity and Natural Gas

The project site would require connection to utilities such as natural gas lines in the vicinity of the site in accordance the installation requirements of City of Wildomar Municipal Code Section 16.40.010. The applicant would be responsible for payment of electricity and gas connections as well as use of the utility. As described in section V.6, Energy, the project would not result in energy use such that new or expanded facilities is required. Therefore, impacts are less than significant.

b) Less Than Significant Impact. The project site is within the service boundary for the EVMWD. The EVMWD utilizes both groundwater and imported water supplies to ensure adequate water is available for consumers. Imported water is utilized to ensure that significant overdraft of local groundwater supplies does not occur. Imported water is obtained from the Metropolitan Water District, local surface water from Canyon Lake, and local groundwater from the Elsinore Basin. Since the adoption of the 2005 Groundwater Management Plan, EVMWD has limited pumping to 5,500 acre-ft/year to be consistent with the safe yield of the Elsinore Groundwater Basin (EVMWD 2021). The EVMWD has the ability to obtain a capacity of 26,296 acre-feet per year (23.4 mgd) during average years and wet years (EVMWD 2021).

As shown in the 2020 Urban Water Management Plan, the projected 2025 water demand and supply would be 38,932 acre-feet per year and 47,218 acre-feet per year, respectively (EVMWD 2021). Therefore, the supply would exceed the demand by 8,286 acre-feet/year. Thus, this impact is less than significant because there would be sufficient water supply to service the proposed project.

The California State Model Water Efficient Landscape Ordinance (MWELO) requires local agencies to adopt, implement, and enforce the MWELO or a local Water Efficient Landscape Ordinance (WELO) that is at least as effective as the MWELO. Chapter 17.276 of the City of Wildomar Municipal Code implements the MWELO and requires that a landscape documentation package be submitted to the City for review and approval prior to the issuance of any permits to install or construct any landscape-related improvements. This ensures that landscapes are planned, designed, installed, maintained, and managed in a manner that uses water efficiently, encourages water conservation, and prevents water waste. Compliance with the City's ordinance would additionally help to reduce impacts on water supplies and ensure that water resources would be available for the foreseeable future of the project.

d) Less Than Significant Impact. The main solid waste 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 cy in 2051 (CalRecycle 2019a). The landfill covers approximately 1,322 acres and has a maximum permitted throughput of approximately 16,054 tons/day (CalRecycle 2019a). The El Sobrante Landfill has a remaining capacity of 143,977,170 tons (CalRecycle 2019a).

The California Department of Resources Recycling and Recovery's (CalRecycle) sample solid waste generation rates for residential uses is 12.23 pounds per household per day and 2.5 pounds per 1,000 square feet per day for the retail and restaurant uses (CalRecycle 2019b). Therefore, the proposed apartments would generate 1,834.5 lb/day of solid waste (12.23 lb x 150 apartments) and the commercial center would generate 885.55 lb/day of solid waste (0.0025 lb x 35,422 square feet) for a total of 1,923 lb/day.

This increase would be 0. 006 percent[7] of the landfill's daily maximum permitted throughput and could be accommodated. Therefore, the project impacts on landfill capacity are less than significant**.**

e) Less Than Significant Impact. Solid waste would be generated during construction and operation of the proposed project. The Solid Waste Reuse and Recycling Access Act of 1991 requires that adequate areas be provided for collecting and loading recyclable materials such as paper, products, glass, and other recyclables. City of Wildomar Municipal Code Section 8.104 regulates solid waste handling and mandates that sufficient receptacles be in place onsite to accommodate refuse and recycling. Compliance with state law and the City's Municipal Code would ensure the project would result in a less than significant impact.

STANDARD CONDITIONS AND REQUIREMENTS

1. As required by City of Wildomar Municipal Code Section 13.12.050, Regulatory Consistency, and the MS4 Permit from the San Diego Regional Water Quality Control Board, stormwater drainage improvements must be consistent and in accordance with these provisions.
2. As required by City of Wildomar Municipal Code Section 16.40.10, Installation Requirements, the project would comply with the installation requirements for undergrounding utilities.
3. As required by City of Wildomar Municipal Code Section 8.104, Solid Waste Collection and Disposal, the generation, accumulation, handling, collection, transportation, conversion, and disposal of solid waste must be controlled and regulated through the provisions of this chapter.
4. As required by City of Wildomar Municipal Code Section 17.276.060, a landscape documentation package shall be submitted and approved prior to installation of any landscaping.

MITIGATION MEASURES

None required.

[7] 1,923 lb/day = 0.96 ton/day

0.96 tons/day / 16,054 tons/day = 0.0000598 or 0.00598 percent.

20. Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?		✓		
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?		✓		
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?			✓	
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			✓	

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

The eastern and western portions of the City of Wildomar have been designated Very High Fire Hazard Severity Zones (VHFHSZ). The project site is within a VHFHSZ within the LRA (CALFIRE 2009). Development on the project site would be subject to compliance with the 2019 CBC. Wildomar is covered under the Riverside County Operational Area Emergency Operations Plan (2019) 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 is required to meet minimum standards for fire safety. Implementation of these plans and policies in conjunction with compliance with the Fire Code would minimize the risk of loss due to wildfires.

Development on the project site would be subject to compliance with the CBC. Moreover, the City of Wildomar is under the Riverside County Operational Area Multi-Jurisdictional Local Hazard Mitigation Plan, which provides guidance to effectively respond to and mitigate emergencies, including wildfires. Furthermore, the proposed project would not conflict with adopted emergency response or evacuation plans. The surrounding roadways would continue to provide emergency access to the project site and surroundings during construction and postconstruction. In addition, as with all projects in the City of Wildomar, mitigation measures **HAZ-3** and **HAZ-4**, which require conformance with the CBC and Fire Code, would be implemented. Therefore, impacts are considered less than significant with mitigation incorporated.

b) Less Than Significant with Mitigation Incorporated. The project site is primarily vacant with the exception of a single-family residential structure and additional remnant structures associated with the residence. The majority of the site contains ruderal/weedy vegetation as well as several trees. The topography of the site is gently to moderately sloped from the north to the south. The City does not have high-speed prevailing winds, and average wind speeds are approximately 6 miles per hour during the windier part of the year, from November to June (Weather Spark 2022).

Development of the site with the proposed improvements would reduce the amount of exposed vegetation that could be used as fuel on the site. Therefore, the project and site conditions would not contribute to an increase in exposure to wildfire risk. Additionally, development on the project site would be subject to compliance with the CBC. Moreover, the City of Wildomar is under the Riverside County Operational Area Multi-Jurisdictional Local Hazard Mitigation Plan, which provides guidance to effectively respond to and mitigate emergencies, including wildfires. The project site is within a VHFHSZ, and as with all projects in the City of Wildomar, mitigation measures **HAZ-3** and **HAZ-4,** which require conformance with the CBC and Fire Code, would be implemented. Therefore, impacts are considered less than significant with mitigation incorporated.

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

d) Less Than Significant Impact. As discussed in Section V.7 and V.10 respectively, above, the project site is not within a landslide hazard area or a flood plain. Historical geographic mapping does not show any flooding or safety concerns caused by the drainage. Construction activities related to the proposed project would be subject to compliance with the CBC and would include BMPs. BMPs may include but are not limited to covering of the soil, use of a dust-inhibiting material, landscaping, use of straw and jute, hydroseeding, and grading in a pattern than slows stormwater flow and reduces the potential for erosion,

landslides, and downstream flooding. Operationally, drainage at the project site would be match existing conditions. Therefore, with implementation of BMPs, impacts are less than significant.

STANDARD CONDITIONS AND REQUIREMENTS

None Required.

MITIGATION MEASURES

Implementation of mitigation measures **HAZ-3** and **HAZ-4** in Section V.9 of this document.

VI. MANDATORY FINDINGS OF SIGNIFICANCE

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

DISCUSSION

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

a) Less Than Significant Impact with Mitigation Incorporated. Based on the evaluations and discussion in this IS/MND, the proposed project has a very limited potential to incrementally degrade the quality of the environment. As discussed in Section V.3, Air Quality, implementation of mitigation measures **AQ-1** and **AQ-2**, would reduce emissions from the construction phase of the project to less than significant. Additionally, as discussed in Section V.4, Biological Resources, implementation of mitigation measures **BIO-1** and **BIO-2** would require surveys for nesting birds and burrowing owls, reducing impacts to biological resources to less than significant. As discussed in Section V.5, Cultural Resources, with implementation of mitigation measures **CUL-1** and **TRI-1** through **TRI-7,** the proposed project would have

a less than significant impact on archaeological resources. Furthermore, as discussed in Section V.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 requires the project to incorporate recommendations of the geotechnical report, and **GEO-2**, which requires a paleontological grading observation schedule during grading. Moreover, with implementation of mitigation measures **CUL-1** and **TRI-1** through **TRI-7**, the proposed project would have a less than significant impact to tribal cultural resources. Implementation of **HAZ-1**, and **HAZ-2**, as discussed in section V.8, Hazards and Hazardous Materials, would ensure that the site is tested for hazardous materials and that if such materials are found, that they are removed safely. With implementation of **HAZ-3** and **HAZ-4**, as discussed in section V.8, Hazards and Hazardous Materials, and section V.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. The project may also include a roadway improvement on Clinton Keith Road between the intersection with Wildomar Trail and Arya Road, which is discussed in Section V.17, Transportation. The improvement is part of the City's Capital Improvement Program CIP 025 Clinton Keith Widening and the impacts were addressed in an IS/MND adopted by Riverside County (SCH# 200910103). The proposed project would only be responsible for the improvements if it is constructed before the City on the project. The project would also be responsible for implementing mitigation measure **NOI-1** and **TRF-1**, as shown in the Clinton Keith Widening IS/MND. These mitigation measures would reduce impacts with respect to construction noise and access. 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. 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 proposed General Plan designation. While the proposed building may obscure views of surrounding ridgelines from the project site, the proposed project, in combination with other development in the vicinity would not significantly impact any scenic vistas. Therefore, 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 are 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 South Coast AQMD 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 V.3, Air Quality, describes the South Coast AQMD criteria for determining consistency with the AQMP and further demonstrates that the proposed project would be consistent with the plan.

Cumulative Short-Term Emissions

The SCAB is designated nonattainment for O_3, PM_{10}, and $PM_{2.5}$ for State standards and nonattainment for O_3 and $PM_{2.5}$ for Federal standards. The project construction-related emissions by themselves would not have the potential to 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. With the compliance of these strategies, the proposed project would not exceed thresholds by the South Coast AQMD.

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 SCAB'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. With the implementation of applicable South Coast AQMD rules and regulations, the proposed project's operational emissions would not exceed South Coast AQMD thresholds as they would alleviate potential impacts related to cumulative conditions on a project-by-project basis. As a result, operational emissions associated with the proposed project would not result in a cumulatively considerable contribution to significant cumulative air quality impacts. Project operations would not contribute a cumulatively considerable net increase of any nonattainment criteria pollutant.

Biological Resources

The project site is primarily vacant and undeveloped, and is not located with a Criteria Cell, but is located within the Stephens' Kangaroo Rat Fee Plan Area and MSHCP Fee Area. No sensitive species were found

on-site, but the site could contain habitat for burrowing owls and nesting birds. Implementation of mitigation measures **BIO-1**, and **BIO-2** would minimize the potential take of these species and reduce impacts to less than significant. The proposed project also will pay the MSHCP and Stephens' Kangaroo Rat Plan Area fees as required to ensure that there would be 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. Other projects in the region could demolish or otherwise alter cultural resources. However, mitigation measures **CUL-1** and **TRI-1** through **TRI-7** would reduce the potential impacts associated with development on the project site. Other projects in the region would be required to comply with CEQA Guidelines Section 15064.5, which requires the lead agency to determine if discovered resources are unique or historically significant, and if so, to avoid or mitigate impacts to such resources in accordance with the provisions of PRC Section 21083.2. Thus, the project would have a less than cumulatively considerable impact.

Energy

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

Geology and Soils

Project-related impacts on geology and soils associated with development on the project site are site specific, and project development would not contribute to seismic hazards or soil erosion. Implementation of mitigation measure **GEO-1** would result in decreased exposure to the risks associated with seismic activity, and implementation of mitigation measure **GEO-2** would ensure impacts to paleontological resources are reduced to a less than significant level. Therefore, impacts are expected to be less than cumulatively considerable**.**

Greenhouse Gas Emissions

The greenhouse gas analysis in section V.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.

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

Hazards and Hazardous Materials

The proposed project is not expected to utilize or contribute to hazards associated with the accidental release of hazardous materials. The project site was found to contain stockpiles of soils of unknown origin and remnants of a former livestock operation, but implementation of mitigation measures **HAZ-1** and **HAZ-2** would require testing and removal of potentially hazardous materials and reduce impacts to less than cumulatively considerable. The project site is within a Very High Fire Hazard Severity Zone. Implementation of mitigation measures **HAZ-3** and **HAZ-4** would ensure that the proposed project complies with California Building Code, Fire Code, and City standards in regard to fire hazards. Compliance with federal, state, and local regulations would ensure that cumulative hazard conditions are less than cumulatively considerable.

Hydrology and Water Quality

Water quality measures included in the proposed project and the WQMP and SWPPP prepared for the project would protect the quality of water discharged from the site during both construction and operational activities and are intended to ensure impacts are not cumulatively considerable. 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

Implementation of the proposed project in conjunction with other cumulative development in accordance with the City's General Plan could cause citywide land use and general planning impacts. The proposed project would be consistent with the General Plan thereby reducing physical environmental impacts. Cumulative development projects in accordance with the General Plan would be subject to compliance with regional and local plans. Other cumulative development would be reviewed by the City to ensure general consistency with local land use plans. Therefore, the proposed project combined with related projects would not result in cumulatively considerable impacts 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 V.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. It is possible that other construction projects in the vicinity could overlap with activity on the proposed project site, but other such projects are required to mitigate their construction noise impacts. Any combined impacts would be temporary, constituting intermittent annoyance perhaps, but not a significant cumulative noise impact. The project may also include a roadway improvement on Clinton Keith Road between the intersection with Wildomar Trail and Arya Road, the impacts of which are addressed in an IS/MND adopted by Riverside County (SCH# 200910103). The project would also be responsible for implementing mitigation measure **NOI-1**, as shown in the Clinton Keith Widening IS/MND, which would

reduce any construction noise impacts to less than cumulatively considerable. Therefore, the proposed project would have a less than cumulatively considerable impact related to noise.

Population and Housing

As the project site is currently vacant, no housing units or people would be displaced, and the construction of replacement housing is not required. The proposed project would increase the housing supply in the City. Therefore, the project would have a less than cumulatively considerable impact related to population and housing.

Public Services

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

Recreation

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

Transportation

Cumulative traffic impacts are created because of a combination of the proposed project and other future developments contributing to the overall traffic impacts and requiring additional improvements to maintain acceptable level of service operations with or without the project. A project's contribution to a cumulatively significant impact can be reduced to less than significant if the project implements or funds its fair share of improvements designed to alleviate the potential cumulative impact. As enforced by City Municipal Code Chapter 3.40, the Western Riverside County Transportation Uniform Mitigation Fee, and the adopted City Traffic Signal Development Impact Fee (Article I, Development Impact Fees, of Municipal Code Chapter 3.44), the project applicant will be required to participate in the funding of off-site improvements, including traffic signals that are needed to serve cumulative traffic conditions. Specifically, this will be accomplished through the payment of the Western Riverside County Transportation Uniform Mitigation Fee, City of Wildomar development impact fees, fair-share payment to City of Murrieta CIP #8282, and a fair-share contribution as directed by the City. These fees are collected as part of a funding mechanism aimed at ensuring that regional highways and arterial expansions keep pace with projected

population increases. In addition to these fees, as a condition of approval for the proposed project, the City will likely require the project to contribute its fair share to the specific roadway improvements outlined in Table **17-3** in section V. 17, Transportation, to reduce traffic impacts attributed to the project and future development within the project vicinity. In addition, the project may include an improvement that is part of the City's Capital Improvement Program CIP 025 Clinton Keith Widening. The impacts of this project were addressed in an IS/MND adopted by Riverside County (SCH# 200910103) and the project would be required to implement **TRF-1**, as shown in the Clinton Keith Road Widening IS/MND. The City of Wildomar's Vehicle Miles Travelled (VMT) CEQA Threshold Policy Guidelines allows mixed use projects with at least 30 percent residential to screen from requiring a VMT analysis (EDP 2021b)). The proposed mixed-use development encompasses 4.47 acres of residential space and 4.53 acres of commercial space which makes the project approximately 49 percent residential. Therefore, the proposed development would screen from requiring a VMT analysis and the project's contribution to VMT can be considered less than significant. Implementation of these improvements and mitigation measure would reduce the project's impacts to cumulative traffic conditions to less than cumulatively considerable.

Tribal Cultural Resources

Development of the project site would contribute to a cumulative increase in potential impacts to cultural and archaeological resources. However, mitigation measures **CUL-1** and **TRI-1** through **TRI-7** would reduce the potential impacts to tribal cultural resources associated with development on the project site. As with the proposed project, each related cumulative project would be required to comply with AB 52 and PRC Section 21083.2(i), which addresses accidental discoveries of archaeological sites and resources, including tribal cultural resources; therefore, any discoveries of Tribal Cultural resources caused by the project or related projects would be mitigated to a less than significant level. Therefore, the project would have a less than cumulatively considerable impact.

Utilities and Service Systems

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

Wildfire

The project site is located within a Very High Fire Hazard Severity Zone. Implementation of mitigation measures **HAZ-3** and **HAZ-4** and 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 implementation of standard conditions and requirements, these impacts are 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 **AQ-1** and **AQ-2** reduce impacts associated with air resources; mitigation measures **BIO-1** and **BIO-2** reduce impacts associated with biological resources; **CUL-1** and **TRI-1** through **TRI-7** reduce impacts associated with cultural, archaeological, and tribal cultural resources; mitigation measure **GEO-1** reduces impacts associated with earthquake faults and soils hazards. As conditioned the proposed project will pay into the fee program for several intersections to ensure that the CIP improvements occur as needed under the cumulative condition. 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. W

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