INITIAL STUDY &

MITIGATED NEGATIVE DECLARATION

Beyond Gas Station and Industrial Warehouse Project (Planning Application No. 22-0006 / 22-0030)

Lead Agency:

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

Prepared by:

PlaceWorks
3 MacArthur Place Suite 1100
Santa Ana, CA 92707

February 2023

TABLE OF CONTENTS

Tables

FIGURES

APPENDICES

1. **Appendix 1 –** Project Development Plans, Pegasus Architects (October 24, 2022).
2. **Appendix 2** – Beyond Food Mart (Clinton Keith Road & Jana Lane) Air Quality, Global Climate Change, TAC, and Energy Impact Analysis, Ganddini Group, Inc. (November 14, 2022).
3. **Appendix 3** – Biological Resources Assessment, Jurisdictional Delineation, and MSHCP Consistency Analysis for the Beyond Food Mart Development Project on the Southwest Corner of Jana Ln. and Clinton Keith Rd., Wildomar, Riverside County, California, Jennings Environmental, LLC (November 2022)
4. **Appendix 4** – A Phase 1 Cultural Resources Assessment of the Pre-Application Review No. 21-0065, Jean A. Keller, Ph.D. (June 2022).
5. **Appendix 5 –** Limited Geotechnical Engineering Report, Proposed Commercial Development, 24831 Clinton Keith Road, Wildomar, California; NTS Geotechnical (November 9, 2022)
6. **Appendix 6 –** Phase I Environmental Site Assessment Report, Robin Environmental Management (November 8, 2022)
7. **Appendix 7 –**Project Specific Water Quality Management Plan (WQMP), Blue Engineering and Consulting, Inc (March 14, 2022)
8. **Appendix 8** – Preliminary Hydrology Study, Jana Ln Commercial Development, Wildomar, CA; Blue Engineering and Consulting, Inc (March 2022)
9. **Appendix 9** – Beyond Food Mart (Clinton Keith Road & Jana Lane) Noise Impact Analysis (October 28, 2022)
10. **Appendix 10** – Beyond Food Mart (Clinton Keith Road & Jana Lane) Traffic Impact Analysis, Ganddini Group, Inc. (November 30, 2022)

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
23873 Clinton Keith Road, Suite 201
Wildomar, CA 92595
Hours: Monday–Thursday, 8 a.m. – 5 p.m. (closed Fridays)

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I. INTRODUCTION AND PROJECT DESCRIPTION

Project Summary

This project proposes the construction of a 7,460-square-foot convenience store and gas station with eight pumps under a 5,971-square-foot canopy, a 1,790-square-foot drive-through car wash facility, two drive through restaurants totaling 3,800 square feet, and a two-story 17,312-square-foot industrial warehouse building on a 4.35-acre site on the southwest intersection of Clinton Keith Road and Jana Lane at 24831 Clinton Keith Road. The project also includes a request to sell beer and wine for off-site consumption. The Assessor's Parcel Number (APN) for this project site is 380-290-002**.**

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 gas station requires a CUP to sell beer and wine for off-site consumption in accordance with Section 17.248 of the Wildomar Municipal Code (WMC).
- **Plot Plan (PP):** The project will require approval of a plot plan to develop the proposed project in accordance with Section 17.216 of the WMC, site planning, architecture, landscaping, parking, etc. and onsite and off-site improvements consistent with the City's commercial objective 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 following improvements will be made conditions of approval and are therefore evaluated as part of this Initial Study (IS)/Mitigated Negative Declaration (MND):

- **Intersection #4 – Inland Valley Drive at Clinton Keith Road:** This improvement involves adding pavement to the intersection within the existing right of way, and paint to delineate lanes and turning movements.
    - Construct additional westbound through lane, and
    - Construct additional eastbound through receiving lane.
- **Intersection #5 – Salida Del Sol at Clinton Keith Road:** This improvement is a sign restricting turning movements and construction within of turn lanes within the existing right of way.
    - Restrict the southbound approach to right turns only during weekday peak periods (7 AM to 9 AM, and 4 PM to 6 PM).
    - Install a traffic signal;

- Construct northbound, southbound, and westbound left turn lanes; and
- Restripe northbound, southbound, and westbound shared left/through/right turn lane to shared through/right turn lane.

- **Intersection #6 – Elizabeth Lane at Clinton Keith Road:** Improvements include construction of a new traffic signal in the existing right of way at the intersection. Additional pavement will be added to the existing roadway to accommodate the turning movement. Paint will be added to complete the improvements and delineate lanes and turning movements.
  - Install a traffic signal;
  - Construct northbound and southbound left turn lanes;
  - Restripe northbound and southbound shared left/through/right turn lane to shared through/right turn lane; and
  - Construct additional eastbound through lane.
- **Intersection #7 – Jana Lane at Clinton Keith Road:** The project will contribute its fair share for all improvements at this intersection. The future improvements involve construction of a new traffic signal in the existing right of way at the intersection. Additional pavement will be added to the existing roadway to accommodate the turning movement. Paint will be added to complete the improvements and delineate lanes and turning movements.
  - Install a traffic signal;
  - Construct a northbound left turn lane; and
  - Restripe northbound shared left/right turn lane to right turn lane.

II. EXISTING CONDITIONS

Project Site

Project Location

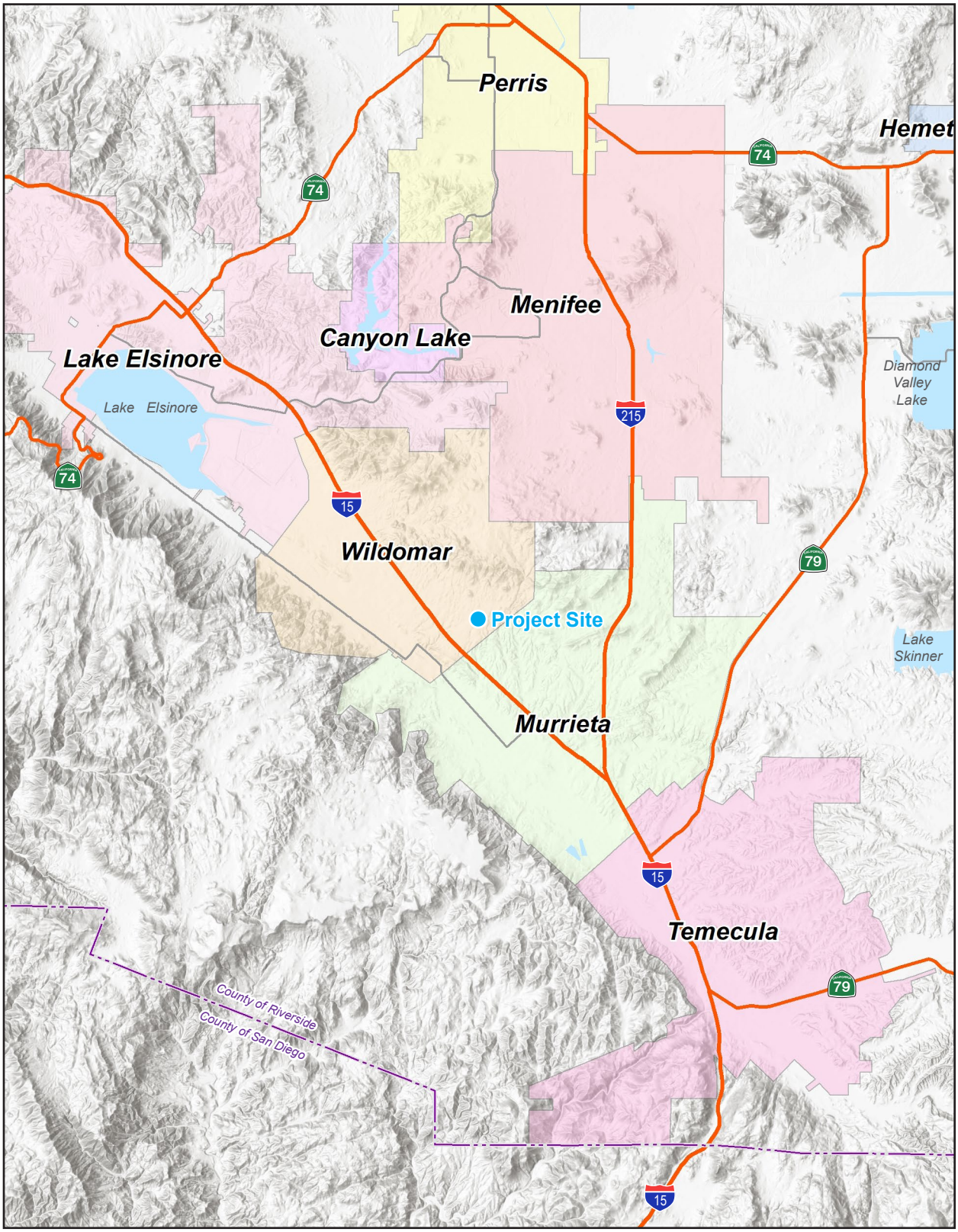
The project site is located at 24831 Clinton Keith Road in the City of Wildomar, Riverside County, California. The project site consists of a rectangular-shaped parcel that covers approximately 4.35 acres and is comprised of Assessor's Parcel Number (APN) 380-290-002. Regional and local vicinity maps of the project site are shown in **Figure 1**, Regional Location, and **Figure 2**, Local Vicinity. An aerial photograph of the site is shown in **Figure 3**, Aerial Photograph.

Surrounding Area

The project site is surrounded by residential uses to the north, commercial uses to the south, commercial and residential uses to the east, and a vacant lot and commercial uses to the west.

North of the site across Clinton Keith Road and further east past Smith Ranch Road are single family residential units. These areas are zoned Residential. Directly east, west, and south of the project site sits commercial and industrial facilities also zoned Manufacturing Service Commercial (M-SC). Further west across Elizabeth Lane sits empty, vacant lots. The lot west from the project site across Elizabeth Lane is zoned Industrial Park (I-P), whereas the lot northwest of the project site is zoned Rural Residential (R-R). Further west of the project site are institutional and medical uses including Wildomar City Hall and Inland Valley Regional Medical Center, which are approximately 0.8-mile and 0.6-mile west of the project site, respectively.

Figure 1 - Regional Location



Note: Unincorporated county areas are shown in white.
Source: Generated using ArcMap, 2022.

0 3
Scale (Miles)

Figure 2 - Local Vicinity

Project Boundary

Note: Unincorporated county areas are shown in white.

Source: Generated using ArcMap, 2022.

0 2,000
Scale (Feet)

Figure 3 - Aerial Photograph

Project Boundary

0 155
Scale (Feet)

Source: Nearmap, Inc., 2022.

Access

Regional access to the project site is provided by Interstate 15 (I-15) located approximately 1.1 miles west. In addition, local access to the site is provided by Jana Lane directly east of the site and Clinton Keith Road directly north.

Physical Setting

The project site consists of an undeveloped and vacant lot with exposed soil, moderate growths of native shrubs, and one tree. An existing power pole is located in the southeastern 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 2022a).

Natural Hazards

The project site is not within an Alquist-Priolo Earthquake Zone, and no active faults traverse the site (NTS 2022). The project site does not fall within a mapped Riverside County Fault Hazard Zone (Riverside County 2022b). The nearest known active fault is the Elsinore Fault, approximately 1.2 miles southwest of the site (NTS 2022). The project site is located within a Very High Fire Hazard Severity Zone (VHFHSZ) (CALFIRE 2009).

Regulatory Setting

The City of Wildomar General Plan designates this site as Business Park (BP) with a zoning designation of Manufacturing Service Commercial (M-SC). The proposed plan would require the approval of a Conditional Use Permit and Plot Plan.

III. PROJECT DESCRIPTION

The project site is currently vacant and undeveloped and consists of ruderal vegetation. The proposed project would consist of constructing new commercial development including a convenience store, gas station, car wash and two quick-service restaurants as well as an office/warehouse building, as shown in **Figure 4,** Conceptual Site Plan. The proposed project is anticipated to be operational by year 2024. The project is anticipated to be built in one phase with project construction to start in January 2023 and be completed by September 2023. The square footage of the convenience store, gas station and canopy, car wash, and restaurants would total 19,021 square feet, and the square footage of the office and warehouse space would total 17,312 square feet.

Convenience Store

The 7,460-square-foot convenience store of the proposed project would be on the northeastern portion of the site, as shown in **Figure 5,** Convenience Store Elevation. As shown in **Figure 5,** Convenience Store Elevation, the exterior of the proposed convenience store would be painted stucco with batten siding, painted aluminum trim, and glazing. It would also include signage on the eastern façade of the building and on the parapet on the west side, and a drive-through window on the northern façade. The height of the proposed convenience store would be 23 feet to the parapet.

Gas Station

The proposed gas station would be west of the convenience store on the northwestern portion of the project site, as shown in **Figure 4,** Conceptual Site Plan. It would consist of eight pumps and 16 stations under a 5,971-square-foot canopy; the height of the canopy, to the top, is 20 feet and 7 inches, as shown in **Figure 6,** Conceptual Gas Station Elevation. The proposed project would also include an air/water tower and four underground fuel storage tanks: one 8,000-gallon tank for diesel, and 7,000, 12,000, and 15,000-gallon tanks for gasoline.

Drive-Through Car Wash

The proposed drive-through car wash would be located directly south of the convenience store and east of the gas station, as shown in **Figure 4,** Conceptual Site Plan. As shown in **Figure 7,** Conceptual Drive-Through Car Wash Elevation, the car wash would be 1,790 square feet and 17 feet and 8 inches to the parapet. The car wash is divided into a carwash tunnel, an electrical room, a riser room, and an equipment room. The entrance to the carwash tunnel would be on the east side and the exit on the west side. An aluminum canopy would be mounted above the entrance and exit of the car wash. The exterior of the car wash would consist of painted aluminum trim, stucco with a paint finish, and metal wall panels. The proposed signage would be mounted on the north and south exterior façades of the car wash.

Drive-Through Restaurants

The two quick-service restaurants of the proposed project would be in the central portion of the project site, as shown in **Figure 4,** Conceptual Site Plan. The first restaurant would be located southwest of the car wash and would be 2,000 square feet, as shown in **Figure 8,** Conceptual Drive-Through First Restaurant Elevation. The second restaurant, located south of the car wash, would be 1,800 square feet, as shown in **Figure 9,** Conceptual Drive-Through Second Restaurant Elevation. Both restaurants would include drive-through windows and an outdoor seating area, and the exteriors of both would consist of metal railing and columns, cement board siding with a paint finish, and smooth stucco with a paint finish. The storefronts of the first restaurant would face north and east, and that of the second restaurant would face west. The height of both restaurants would be 20 feet to the parapet.

Office/Warehouse Building

The proposed office/warehouse building would be located on the southern portion of the project site, as shown in **Figure 4,** Conceptual Site Plan. As shown in **Figure 10,** Conceptual Office/Warehouse Building Elevation, the structure comprises two floors, and the exterior would consist of tilt-up concrete with a painted finish, standing seam metal, and metal roll-up door. The height of the office/warehouse structure would be 30 feet to the parapet. An aluminum storefront would be located on the north side of the structure. The Office/Warehouse building would be a total of 17,312 square feet—the first floor would include a 10,049-square-foot warehouse space and 4,203-square-foot office space, and the second floor would consist of a 3,060-square-foot open office space.

Landscaping

The project site would include 36,825 square feet of onsite drought-tolerant landscaping with an automatic irrigation system, and 11,130 square feet of offsite landscaping. Landscaping would be divided into two zones based on fuel modification: a setback zone (Zone A) and an irrigated zone (Zone B). The

setback zone would extend 30 feet beyond the edge of any proposed structure and consist primarily of inherently highly fire-resistant vegetation. The irrigated zone would extend from the outer edge of the setback zone to 100 feet from structures. Zones closer to proposed structures would include vegetation with increasing fire resistance; therefore, vegetation in the setback zone would contain inherently highly fire-resistant species, whereas vegetation in the native brush thinning zone may consist of native plants and ornamental shrubs. **Figure 11,** Landscaping Plan, shows the fuel modification zones and the landscaping plan for the site.

Access and Parking

Access to the project site would be provided via four entrances/exits: one on the northwest portion of the project site via Clinton Keith Road, and three on the eastern side of the project site via Jana Lane (see **Figure 4,** Conceptual Site Plan).

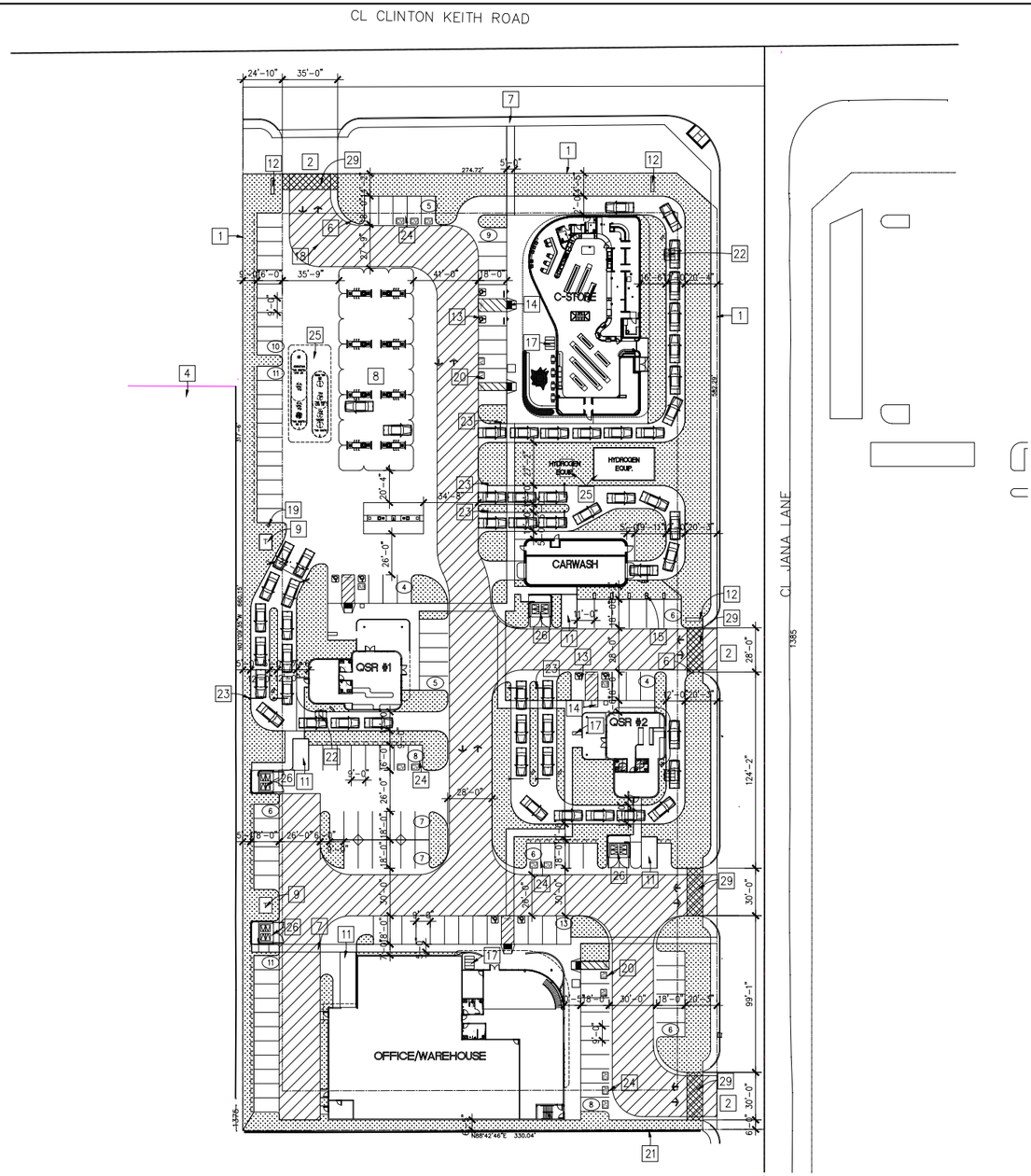
The proposed project would include a total of 131 parking spaces as follows: 38 spaces for the convenience store, 43 spaces for both drive-through restaurants, 44 spaces for the office/warehouse, and six electric vehicle (EV) spaces. A total of eight ADA-accessible parking spaces would be provided onsite. The project site would also include a bicycle rack with 10 bicycle spaces adjacent to northern boundary of the office/warehouse building.

Once occupied, the proposed project is expected to generate a total of approximately 5,667 daily trips with 270 AM peak hour trips and 264 PM peak hour trips. The proposed development plans, including architectural renderings and elevations, are provided in **Appendix 1.**

Water/Sewer

Water and sewer services would be provided by Elsinore Valley Municipal Water District, electrical power services by Southern California Edison, and natural gas services by Southern California Gas. Additional electric, gas, telephone, and cable services to the proposed development would be provided through extension of existing infrastructure. The existing power pole in the southeast portion of the site would be removed during the construction phase of the project.

Figure 4 - Conceptual Site Plan



Reference Notes

1. (E) PROPERTY LINES
2. (N) CURB AND GUTTER/DRIVEWAY (RIGHT IN & OUT)
3. (N) LANDSCAPE
4. ADJACENT BUILDING
5. (N) HEALY TANK
6. (N) CONCRETE CURB
7. (N) CONCRETE SIDEWALK
8. (N) CANOPY 47'–0"x128'–0" (UNDER SEPARATED PERMIT)
9. (N) TRANSFORMER PAD
10. (N) TRASH/RECYCLE ENCLOSURE
11. (N) LOADING/UNLOADING (10'–0" x 20'–0")
12. (N) CORNER MONUMENT, SIGN BY OTHERS, UNDER SEPARATE PERMIT.
13. (N) HCP PARKING
14. (N) HCP RAMP
15. (N) VACUUM @ 7 LOCS
16. (N) 5'–0" WIDE HCP PATH OF TRAVEL PER CODE STD.
17. BIKE RACK PER CITY'S STANDARD.
18. (N) 26' WIDE FIRE LANE
19. (N) AIR/WATER TOWER
20. EVCS PARKING PER CITY'S STD. PROVIDE MIN. 1" CONDUIT TERMINATING IN LISTED ENCLOSURE FOR FUTURE CHARGER.
21. (N) 6' HT. SPLITFACE CMU FENCE WALL
22. (N) MENU BOARD
23. (N) HEIGHT BAR
24. (N) CLEAN AIR VEHICLE
25. (N) UNDERGROUND TANK STORAGE
26. (N) TRASH ENCLOSURE
27. (N) HYDROGEN EQUIPMENT (UNDER SEPARATE PERMIT)
28. (N) HYDROGEN CANOPY (UNDER SEPARATE PERMIT)
29. (N) ENTRY DECORATIVE PAVED DRIVEWAY

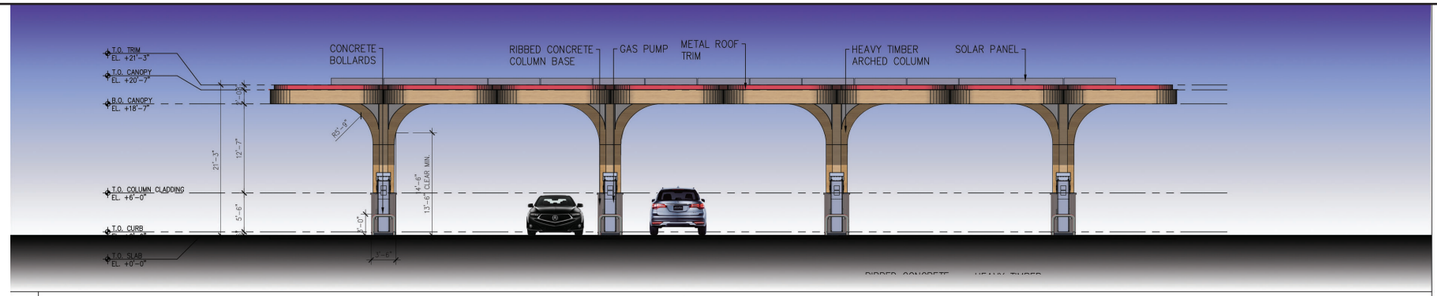
0 100
Scale (Feet)

Source: Pegasus Architects, 2022.

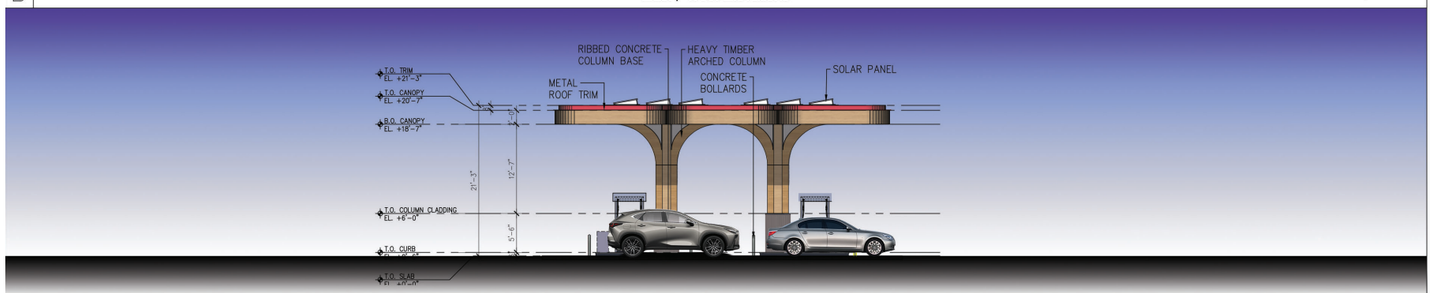
Figure 5 - Conceptual Convenience Store Elevation

Source: Pegasus Architects, 2022.

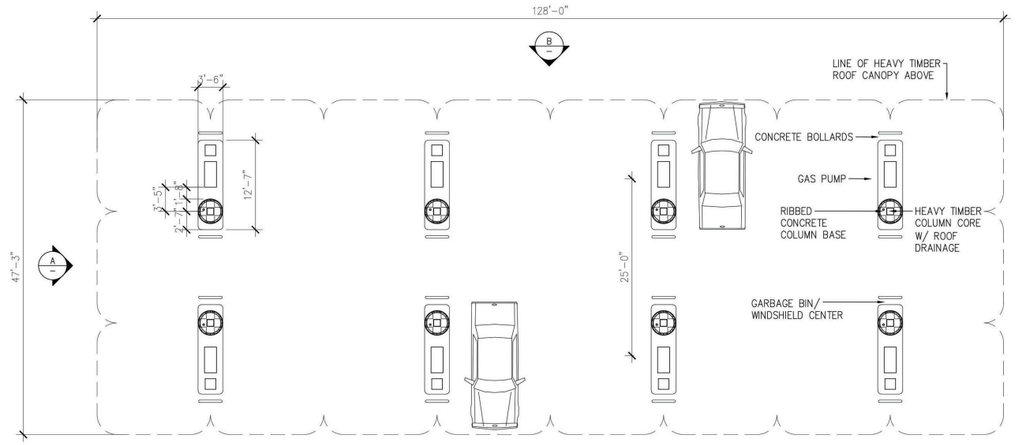
Figure 6 - Conceptual Gas Station Elevation



B East / West Elevations



A North / South Elevations

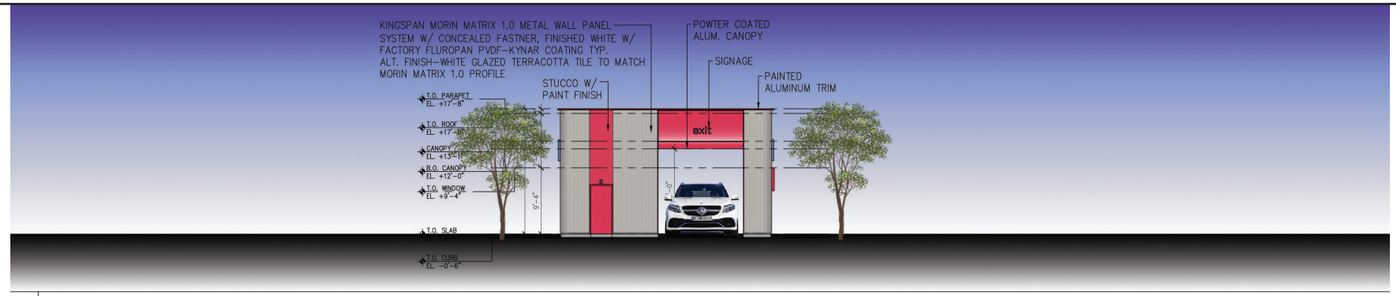


Canopy Floor Plan

0 21
Scale (Feet)

Source: Pegasus Architects, 2022.

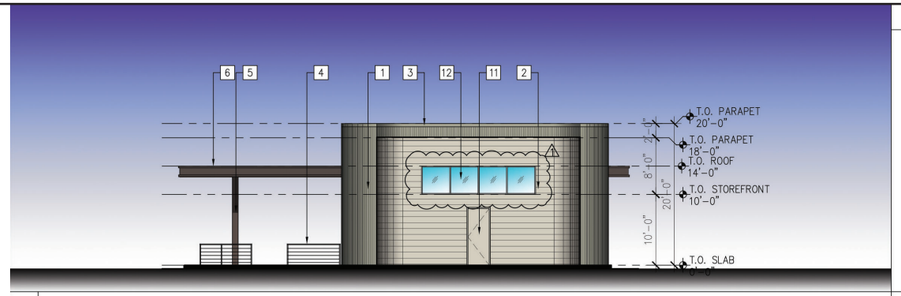
Figure 7 - Conceptual Drive-Through Car Wash Elevation



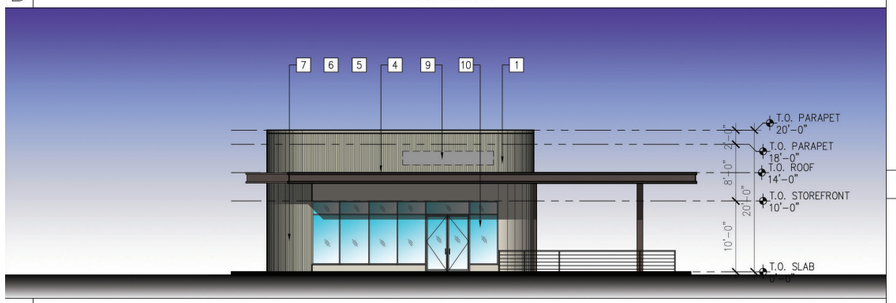
0 20
Scale (Feet)

Source: Pegasus Architects, 2022.

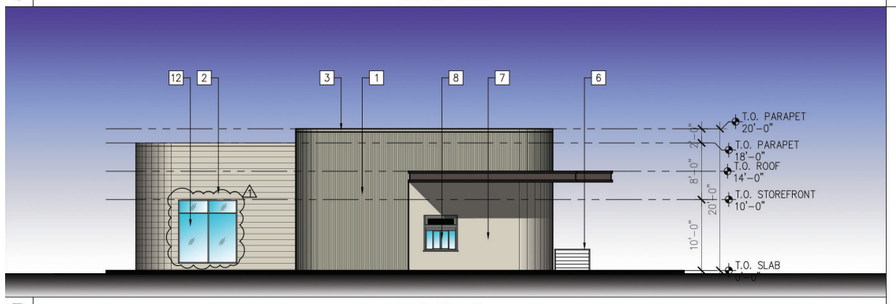
Figure 8 - Conceptual Drive-Through First Restaurant Elevation



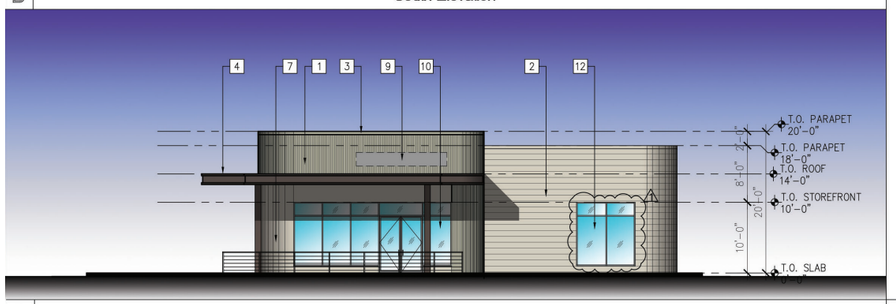
D West Elevation



C East Elevation



B South Elevation



A North Elevation

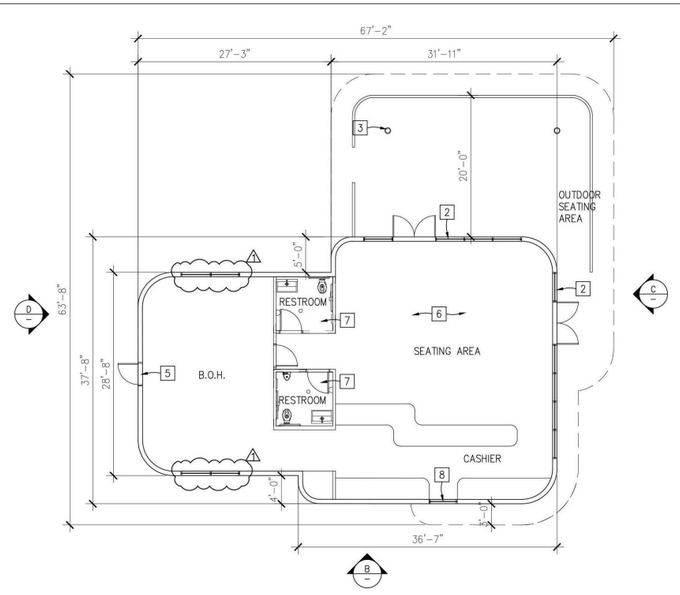
Reference Notes (Elevations)

1. STANDING SEAM METAL
2. CEMENT BOARD SIDING W/ PAINT FINISH
3. METAL COPING
4. C-CHANNEL METAL TO MATCH ADJ. WALL
5. METAL COLUMN
6. METAL RAILING
7. SMOOTH STUCCO W/ PAINT FINISH
8. DRIVE-THRU WINDOW
9. SIGNAGE
10. GLASS / ALUMN. STOREFRONT
11. METAL DOOR AND FRAME W/ PAINT FINISH TO MATCH ADJ. WALL
12. SPANDREL GLASS WINDOW

ARCHITECTURE DESIGN PATENTED, TRADE ADDRESSED, OWNED BY BEYOND FOOD MART.

Reference Notes (Floor Plan)

1. OVERHANG
2. GLASS / ALUMN. STOREFRONT
3. METAL COLUMN
4. METAL HANDRAIL
5. METAL DOOR W/ PAINT FINISH TO MATCH ADJ. WALL
6. SEATING AREA
7. RESTROOMS
8. DRIVE-THRU WINDOW



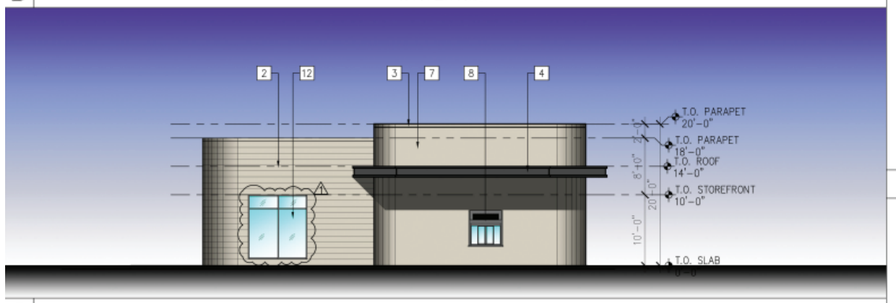
1 QSR #1 Floor Plan

0 20
Scale (Feet)

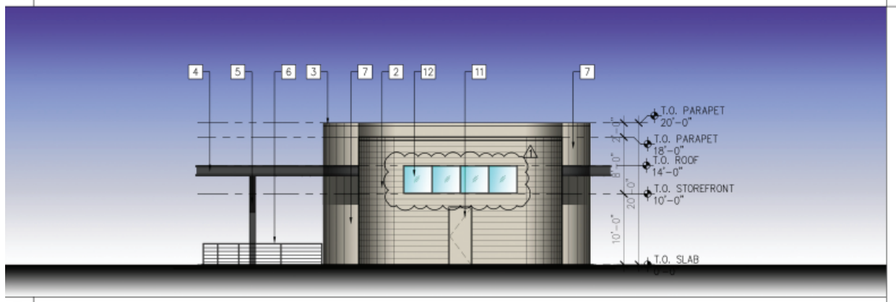
Source: Pegasus Architects, 2022.

Figure 9 - Conceptual Drive-Through Second Restaurant Elevation

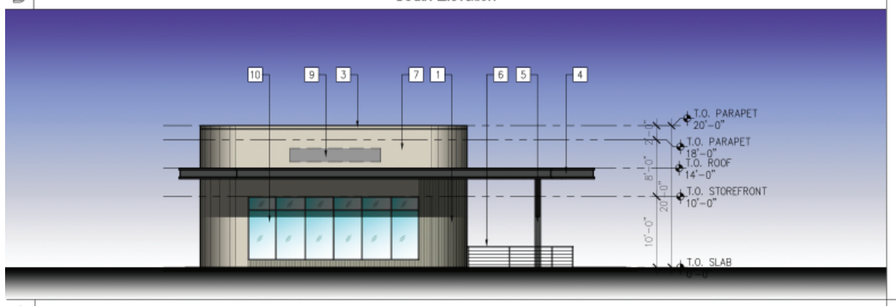
D West Elevation



C East Elevation



B South Elevation



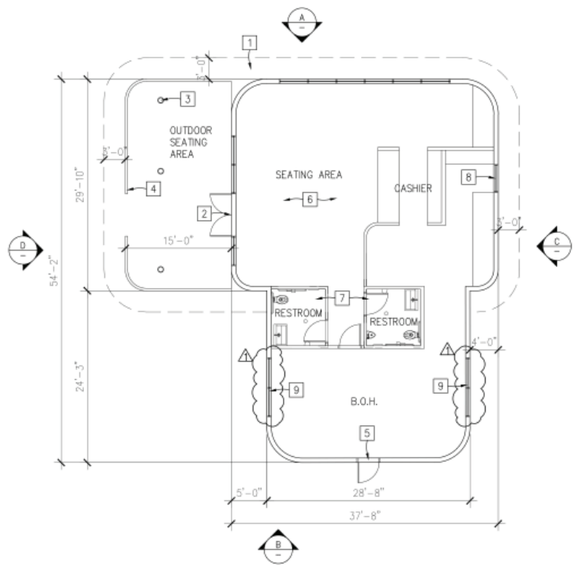
A North Elevation

Reference Notes (Elevations)

1. STANDING SEAM METAL
2. CEMENT BOARD SIDING W/ PAINT FINISH
3. METAL COPING
4. C-CHANNEL METAL TO MATCH ADJ. WALL
5. METAL COLUMN
6. METAL RAILING
7. SMOOTH STUCCO W/ PAINT FINISH
8. DRIVE-THRU WINDOW
9. SIGNAGE
10. GLASS / ALUMN. STOREFRONT
11. METAL DOOR AND FRAME W/ PAINT FINISH TO MATCH ADJ. WALL
12. SPANDREL GLASS WINDOW

Reference Notes (Floor Plan)

1. OVERHANG
2. GLASS / ALUMN. STOREFRONT
3. METAL COLUMN
4. METAL HANDRAIL
5. METAL DOOR W/ PAINT FINISH TO MATCH ADJ. WALL
6. SEATING AREA
7. RESTROOMS
8. DRIVE-THRU WINDOW
9. SPANDREL WINDOW

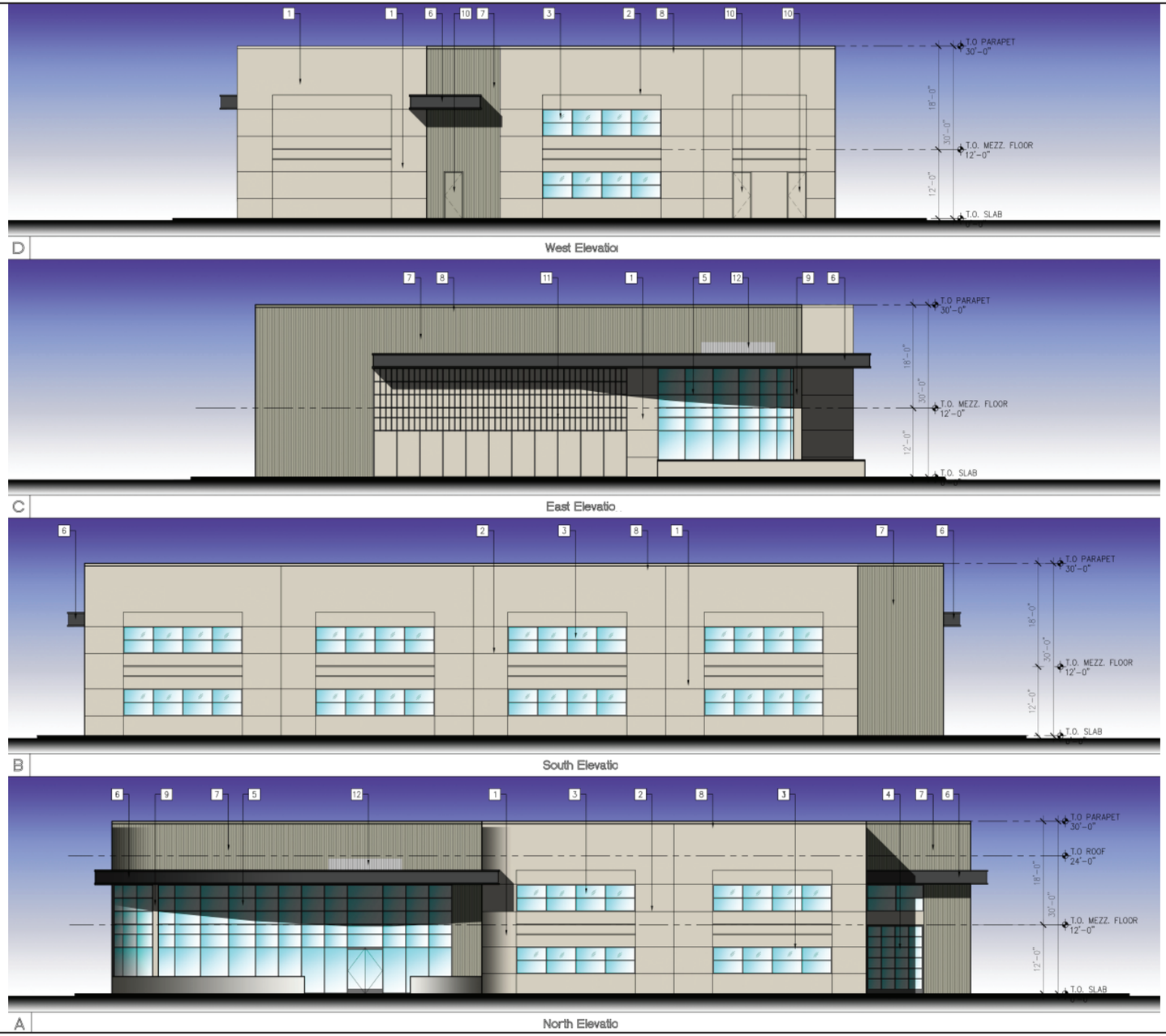


1 QSR #2 Floor Plan

0 20
Scale (Feet)

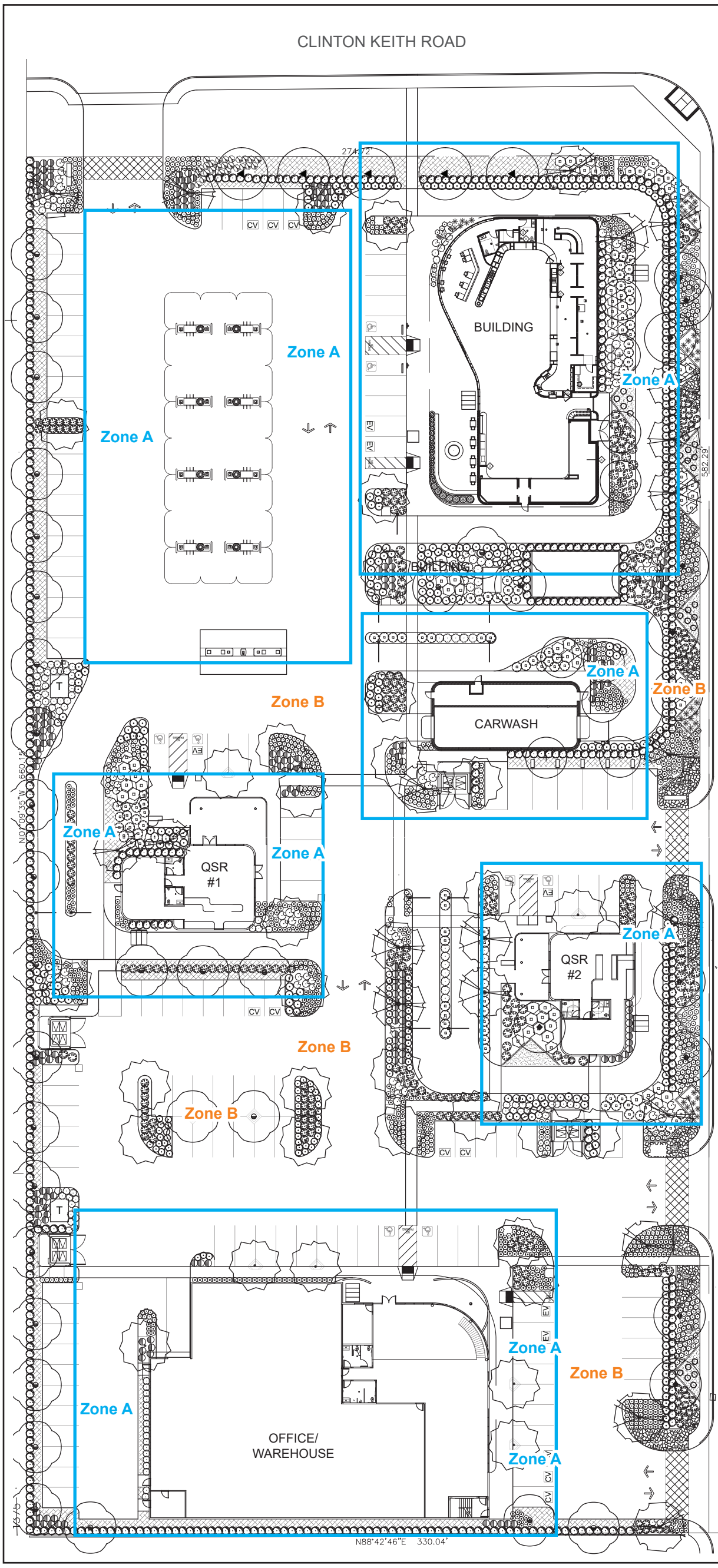
Source: Pegasus Architects, 2022.

Figure 10 - Conceptual Office/WarehouseBuildingElevation



Source: Pegasus Architects, 2022.

Figure 11 - Landscaping Plan



PLANT LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	WUCOLS	O.C. SPACING	REMARKS
	TREES					
	Acer p. Adrian's Compact	Compact J. Maple	24" box	M	15'	Multi-trunk
	Cercis c. 'Forest Pansy'	Forest Pansy Redbud	24" box	M	20'	Standard trunk
	Arbutus 'Marina'	NCN	24" box	M	20'	Multi-trunk
	Geijera parvifolia	Australian Willow	24" box	M	25'	Standard trunk
	Lophostemon confertus	Brisbane box	24" box	M	30'	Standard trunk
	Parkinsonia 'Desert Museum'	Palo Verde	24" box	L	30'	Multi-trunk
	Lagestroemia i. 'Tuscarora'	Crape Myrtle	24" box	M	30'	Multi-trunk
	SHRUBS					
	Agave a. Nova	Blue Clone Foxtail Agave	5 gal	L	4'	
	Agave 'Blue Glow'	Blue Glow Agave	5 gal	L	3'	
	Bougainvillea 'Raspberry Ice'	Raspberry Ice Bougainvillea	5 gal	L	4'	
	Callistemon 'Little John'	Dwarf Bottlebrush	5 gal	L	4'	
	Yucca 'Color Guard'	Color Guard Yucca	5 gal	L	4'	
	Ligustrum j. 'Texanum'	Texas Privet	5 gal	L	5'	
	Westringia fruticosa 'Smokey'	Dwarf Coastal Rosemary	5 gal	L	4'	
	Westringia fruticosa 'Mundi'	Mundi Coastal Rosemary	5 gal	L	4'	

0 50
Scale (Feet)

Source: Phil May Landscape Architecture, 2022.

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 Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Tribal Cultural Resources, Noise, Transportation 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			
4. Biological Resources			
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-1 Prior to construction activities, the Project applicant/developer shall retain a qualified biologist to conduct a pre-disturbance nesting bird survey and prepare a Project-Specific Nesting Bird Management Plan, if work cannot be conducted outside of the nesting season (March 15th to September 15th), 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			
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
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			

Table ES-1 Project Impact and Mitigation Summary			
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 by NTS Geotechnical (**Appendix 5**) 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*			
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**			
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?			

Table ES-1 Project Impact and Mitigation Summary			
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			
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-1 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 2022 California Building Code (or the most recent edition) (Part 2 of Title 24 of the California Code of Regulations) and the 2022 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 2022 California Building Code and California Residential Code (or most recent edition); specifically California Building Code Chapter 7A; California Residential Code Section R327; California Residential Code Section R337; California Referenced Standards Code Chapter 12-7A; and California Fire Code Chapter 49.

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

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

HAZ-2 Prior to the issuance of a certificate of occupancy, the applicant shall demonstrate, to the satisfaction of the City Building Official and the County Fire Chief, compliance with the vegetation management requirements prescribed in California Fire Code Section 4906 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: **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: **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-1** and **HAZ-2**			
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-1** and **HAZ-2**			

Table ES-1 Project Impact and Mitigation Summary			
Mandatory Findings of Significance			
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 of restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			
Level of Significance without Mitigation	Potentially Significant	**Resulting Level of Significance**	Less Than Significant
Implement Mitigation Measures **BIO-1**, **CUL-1**, **GEO-1**, **GEO-2**, **HAZ-1**, **HAZ-2**, **NOI-1**, **TRF-1**, and **TRI-1** through **TRI-7**.			
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).			
Level of Significance without Mitigation	Potentially Significant	**Resulting Level of Significance**	Less Than Significant
Implement Mitigation Measures **BIO-1**, **CUL-1**, **GEO-1**, **GEO-2**, **HAZ-1**, **HAZ-2**, **NOI-1**, **TRF-1**, and **TRI-1** through **TRI-7**.			
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			
Level of Significance without Mitigation	Potentially Significant	**Resulting Level of Significance**	Less Than Significant
Implement Mitigation Measures **BIO-1**, **CUL-1**, **GEO-1**, **NOI-1**, and **TRI-1** through **TRI-7**.			

V. ENVIRONMENTAL CHECKLIST FORM

A. BACKGROUND

1. Project Title:

Beyond Gas Station and Industrial Warehouse Project (Planning Application No. 22-0006 / 22-0030)

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 at 24831 Clinton Keith Road on the southwest corner of Clinton Keith Road and Jana Lane and encompasses Assessor's Parcel Number (APN) 380-290-002.

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

   Mark Sater, Beyond Food Mart, 4300 Edison Avenue, Chino, CA 91710

6. **General Plan Designation:**

   BP (Business Park)

7. **Zoning:**

   M-SC (Manufacturing Service Commercial)

8. **Description of Project:**

   The proposed project is a commercial and office/warehouse development on a 4.35-acre site. The commercial portion would include a 7,460-square-foot convenience store and gas station with eight pumps under a 5,971-square-foot canopy; a 1,790-square-foot drive-through car wash facility; and two drive through restaurants with a total of 3,800 square feet. The proposed project would also include a 17,312-square-foot industrial warehouse building in the southern portion of the project site.

   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	Single-family units	Medium Density Residential (MDR)	One-Family Dwellings (R-1)
South	Commercial development consisting of self-storage space	Business Park (BP)	Manufacturing Service Commercial (M-SC)
East	Jana Lane followed by commercial development, single-family home	Business Park (BP)	Manufacturing Service Commercial (M-SC)
West	Commercial development consisting of self-storage space and vacant lot	Business Park (BP)	Manufacturing Service Commercial (M-SC)

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 September 26, 2022, 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 Bassi — 01/26/23

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.

01/26/2023

Mark Sater (Beyond Food Mart), 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 a gas station, car wash, restaurants, and convenience store that would be up to 23 feet in height, and a two-story office/warehouse building that would be 29 feet tall. The average elevation across the site is 1,380 feet above mean sea level (amsl). Scenic vistas in the project vicinity include mountain ridgelines north, south, and southwest of the project site ranging from approximately 4,000 feet amsl to 10,000 feet amsl. The site is vacant and surrounded by residential uses to the north, commercial uses to the south, commercial uses and a vacant lot to the west, and light industrial uses to the east, most of which partially obstruct the ridgelines. 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 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 would be less than significant.

b) No Impact. There are no State Scenic Highways proximate to the project site. The nearest officially designated State Scenic Highway is the portion of State Route (SR-74) that runs through San Bernardino National Forest, which is approximately 23.5 miles northeast of the project site (Caltrans 2022). Additionally, 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 residential neighborhoods uses to the north and east, and commercial uses to the south, east, and west. The existing commercial development near the project site contains a mix of white, beige, and dark blue color palette. The proposed restaurants, car wash, gas station, and office/warehouse building would have similar tones of grey, beige, blue, and red, as shown in **Figure 6** through **Figure 10**, as the surrounding uses. The convenience store would be painted in multiple colors including red, orange, yellow, blue, and purple, which would be incompatible with the design of surrounding uses (please refer to **Figure 5**).

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. The applicant has stated that the commercial components of the proposed project have been designed under the "Farm Chic" design guidelines, one of the City of Wildomar's commercial design styles. The Planning Commission will make the final decision on compatibility with the adopted design standards. If the project is consistent with the design standards, then it will not substantially degrade the existing visual character or quality of the site and its surroundings. The Commission will determine consistency and can establish conditions of approval to ensure compliance with the design standards. The project would be consistent with the standards of the Manufacturing Service Commercial Zone as shown in Chapter 17.92, M-SC Manufacturing-Service Commercial Zone, of the Wildomar Municipal Code including the restriction of building height to 50 feet and a minimum designation of 10 percent of the site to be landscaped and irrigated. 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 building display and store lighting, signs, streetlights, and lights associated with vehicular travel. Chapter 8.64, Light Pollution, of the WMC 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 would 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. Additionally, the proposed project would include perimeter landscaping which would reduce impacts of lights in the surrounding area. 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 by urban development (CDC 2016a). The project site is surrounded by urbanized uses. The vacant lot located northwest of the project site across the intersection of Clinton Keith Road and Elizabeth Lane is designated Farmland of Local Importance. However, it is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, and the project impacts are contained within the project site. The project would not result in the conversion of agricultural lands, and therefore no impact would occur.

b) No Impact. The project site is not zoned for agricultural use by the City, nor are there any Williamson Act contracts on the project site (CDC 2023). Therefore, no impact would occur.

c) No Impact. The project site is not designated as forestland or timberland by the City, and there is no forestland or timberland adjacent to these sites. The project site is designated under the class "Other Land," which describes a land use that is vacant and nonagricultural surrounded by urban development (CDC 2016a). The project site is in an urbanized portion of the City and is surrounded by development. Therefore, no impact would occur.

d) No Impact. The project site does not contain forestland, nor is the project site zoned as forestland by the City. 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,** Aerial Photograph. 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, Global Climate Change, TAC, and Energy Impact Analysis was prepared by Ganddini Group (Ganddini 2022a), Inc. on November 14, 2022 (see **Appendix 2**).

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 2022 Air Quality Management Plan (AQMP). The 2022 AQMP establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving state (California) and national air quality standards. The 2022 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 2022 AQMP pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including SCAG's 2020–2045 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 indicated in the Air Quality Assessment, short-term construction and long-term operational impacts would not result in significant impacts based on the SCAQMD regional significance thresholds or LSTs. 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 Business Park (BP), and the site has a zoning designation of Manufacturing Service Commercial (M-SC). The proposed project would include a convenience store, gas station, drive-through car wash, two quick-serve restaurants, and an office/warehouse building. As the warehouse would not attract a significant amount of truck traffic and is similar to a manufacturing/Research and Development type "clean" industrial use, it is considered to be a comparable use with the City's land use designation (Ganddini 2022a). Therefore, as the proposed project would be consistent with the City's existing land use designations, the proposed project is not anticipated to exceed the AQMP assumptions and would be consistent with the second criterion. 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 would result in emissions of reactive organic gases (ROGs), NO_x, CO, SO_2, PM_{10}, and $PM_{2.5}$. Emissions would result from site preparation, grading with a maximum number of 2.5 acres disturbed in a day, building construction, paving, and architectural coating. Construction is anticipated to last 10 months from January 2023 to September 2023. As shown in **Table 3-1**, Project Construction Regional Pollutant Emissions Summary, 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 Regional Pollutant Emissions Summary

Activity		Pollutant Emissions (lbs/day)					
		ROG	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Site Preparation	On-Site[1]	0.84	8.66	5.34	0.01	2.95	1.68
	Off-Site[2]	0.02	0.01	0.18	0.00	0.06	0.02
	Subtotal	0.85	8.67	5.52	0.01	3.01	1.69
Grading	On-Site[1]	1.71	17.94	14.75	0.03	3.54	2.05
	Off-Site[2]	0.05	0.04	0.55	0.00	0.17	0.05
	Subtotal	1.77	17.97	15.30	0.03	3.71	2.09
Building Construction	On-Site[1]	2.27	20.49	21.48	0.04	0.96	0.90
	Off-Site[2]	0.32	1.26	3.27	0.01	1.08	0.30
	Subtotal	2.59	21.74	24.75	0.05	2.04	1.20
Paving	On-Site[1]	1.16	8.79	12.19	0.02	0.44	0.40
	Off-Site[2]	0.07	0.05	0.73	0.00	0.22	0.06
	Subtotal	1.23	884	12.92	0.02	0.66	0.46
Architectural Coating	On-Site[1]	16.9	1.30	1.81	0.00	0.07	0.07
	Off-Site[2]	0.06	0.04	0.59	0.00	0.18	0.05
	Subtotal	16.96	1.34	2.40	0.00	0.25	0.12
Total for Overlapping Phases[3]		20.78	31.92	40.07	0.08	2.95	1.79
South Coast AQMD Regional Threshold		75	100	550	150	150	55
Threshold Exceeded?		**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

[1]On-site emissions from equipment operated onsite that is not operated on public roads. Onsite grading PM_{10} and $PM_{2.5}$ emissions show mitigated values for fugitive dust for compliance with SCAQMD Rule 403.

[2]Offsite emissions from equipment operated on public roads.

[3]Construction, painting, and paving phases may overlap.

Source: Ganddini 2022a (Appendix 2)

Operational Emissions

Operational activities associated with the proposed project would result in emissions of ROGs, NOx, CO, SO2, 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 Regional Operational Pollutant Emissions, 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 Regional Operational Pollutant Emissions

Activity	Emissions (lbs/day)					
	ROG	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Area Source[1]	0.69	0.00	0.02	0.00	0.00	0.00
Energy Usage[2]	0.04	0.37	0.31	0.00	0.03	0.03
Mobile Source[3]	16.07	16.40	110.16	0.22	22.15	6.03
Total Emissions	**16.80**	**16.77**	**110.49**	**0.22**	**22.18**	**6.06**
South Coast AQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

[1]Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.

[2]Energy usage consists of emissions from generation of electricity and onsite natural gas usage.

[3]Mobile sources consist of emissions from vehicles and road dust.

Source: Ganddini 2022a (Appendix 2)

c) Less Than Significant Impact The proposed project would not expose sensitive receptors to substantial pollutants.

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 at the Nearest Receptors, identifies the localized impacts at the nearest receptor locations in the vicinity of the project. None of the analyzed criteria pollutants would exceed the applicable South Coast AQMD LSTs for localized construction emissions.

Table 3-3 Project Localized Construction Emissions at the Nearest Receptors

Construction Activity	Emissions (lbs/day)			
	NO_x	**CO**	**PM_{10}**	**$PM_{2.5}$**
Site Preparation	8.66	5.34	2.95	1.68
Grading	17.94	14.75	3.54	2.05
Building Construction	20.49	21.48	0.96	0.90

Paving	8.79	12.19	0.44	0.40
Architectural Coating	1.30	1.81	0.07	0.07
SCAQMD Localized Threshold	234	1100	7	4
Exceeds Threshold?	**NO**	**NO**	**NO**	**NO**
Source: Ganddini 2022a (Appendix 2)				

Localized Operational Impacts

Table 3-4, Local Operational Emissions at the Nearest Receptors, shows the onsite emissions from the CalEEMod model that includes natural gas usage, landscape maintenance equipment, and vehicles operating onsite, and the calculated emissions thresholds. Per LST methodology, mobile emissions include only onsite sources which equate to approximately 10 percent of the project-related new mobile sources (Ganddini 2022a). As shown in **Table 3-4**, the operational activity of the proposed project would not exceed SCAQMD's local operational thresholds. Therefore, impacts would be less than significant.

Table 3-4 Local Operational Emissions at the Nearest Receptors

Construction Activity	Emissions (lbs/day)			
	NO_x	CO	PM_{10}	$PM_{2.5}$
Area Sources[1]	0.00	0.02	0.00	0.00
Energy Usage[2]	0.37	0.31	0.03	0.03
Vehicle Emissions[3]	1.64	11.02	2.21	0.60
Total Emissions	2.01	11.35	2.24	0.63
SCAQMD Localized Threshold[4,5]	325	1,677	3	2
Exceeds Threshold?	**NO**	**NO**	**NO**	**NO**

Source: Ganddini 2022a (Appendix 2)

[1] Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.

[2] Energy usage consists of emissions from onsite natural gas usage.

[3] Onsite vehicular emissions based on 1/10 of the gross vehicular emissions and road dust.

[4] The nearest receptors to the project site include the existing single-family detached residential dwelling units located approximately 50 feet (~15 meters) to the east, 115 feet (~35 meters) to the north, and 665 feet (~203 meters) to the southeast of the site; therefore, the 25-meter threshold was used.

[5] The project site is approximately 4.35 acres; therefore, the 4-acre thresholds were interpolated from the 2-acre and 5-acre thresholds in the SCAQMD's Mass Rate Look-up Tables.

Carbon Monoxide Hotspots

CO attainment in the South Coast Air Basin by the SCAQMD was analyzed as part of the SCAQMD's 2003 AQMP and the 1992 Federal Attainment Plan for Carbon Monoxide. As part of the 1992 CO Plan, an analysis for CO "hot spots," adverse CO concentrations, was conducted for four 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 busiest intersection evaluated was that at Wilshire Boulevard and Veteran Avenue, which has a daily traffic volume of approximately 100,000 vehicles per day.

As further discussed in Section V.17, Transportation, the proposed project would generate a maximum of approximately 5,667 daily vehicle trips. The intersection with the highest traffic volume is located at I-15 Northbound Ramps and Clinton Keith Road and has an Existing Plus Ambient Growth Plus Project Plus Cumulative Weekday PM peak hour volume of 1,718 vehicles. The 1992 CO Plan showed that an

intersection which has a daily traffic volume of approximately 100,000 vehicles per day would not violate the CO standard. Therefore, as the traffic volume for the proposed project falls short of the 100,000 vehicles per day, no CO hotspot modeling was performed, and no significant long-term air quality impact is anticipated. Therefore, project impacts associated with CO hot spots are less than significant.

Toxic Air Contaminants (TAC)

CONSTRUCTION TAC IMPACTS

The greatest potential for TAC emissions during construction would be related to diesel particulate emissions associated with the operation of heavy equipment. Given the temporary and short-term construction schedule for the proposed project, the proposed project would not result in a long-term (i.e., lifetime or 30-year) exposure as a result of project construction. Furthermore, construction-based particulate matter (PM) emissions, including diesel exhaust emissions, do not exceed any local or regional thresholds and the nearest sensitive receptors to the project site are located approximately 50 feet to the east, 115 feet to the north, and 665 feet to the southeast of the project site. The proposed project would be required to comply with CARB Air Toxics Control Measure that limits diesel powered equipment and vehicle idling to no more than 5 minutes at a location, and the CARB In-Use Off-Road Diesel Vehicle Regulation. Compliance with these regulations would minimize TAC emissions during construction. Therefore, impacts would be less than significant.

OPERATIONAL TAC IMPACTS

The CARB Air Quality and Land Use Handbook provides an advisory recommendation that a 50-foot separation be provided between sensitive receptors and typical gasoline dispensing facilities. The project includes the construction and operation of eight fuel pumps which is anticipated to have up to approximately 750,000 gallons of throughput annually (Ganddini 2022a). The closest receptors to the proposed service station are located approximately 215 feet from the closest portion of the gasoline fueling canopy and 260 feet from the underground tanks. The proposed project would be regulated by the SCAQMD Rule 461 and be required to obtain a Permit to Operate. Gas-dispensing facilities are required to use Phase I/II Enhanced Vapor Recovery (EVR) systems which have an average efficiency between 95.1 percent to 98 percent. Therefore, potential fugitive VOC and TAC emissions from the gas pumps is negligible. As such, the proposed project would result in less than significant impacts.

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)
- Wastewater treatment plants
- Food processing 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 VOCs and the application of asphalt and architectural coatings during construction activities and intermittent delivery truck emissions and trash storage areas 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

None required.

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?			✓	

Jennings Environmental prepared a Biological Resources Assessment in November 2022 for the project, which is included as **Appendix 3** (Jennings 2022).

DISCUSSION

a) Less Than Significant Impact.

The project site is not within a Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) criteria cell (Jennings 2022). The project site is within a Stephens' Kangaroo Rat Plan Fee Area and the MSHCP Fee Area; both of which encompass the City of Wildomar (Riverside County 2022b). According to the Biological Resources Assessment, the project site consists of a mix of ruderal vegetation, bare ground, and *Amsinckia (menziesii, tessellate)* – *Phacelia* spp. Herbaceous Alliance, or Fiddleneck – Phacelai Fields (Jennings 2022). The site does not contain any plants with a California Rare Plant Ranks (CRPR) of Rank 1 or Rank 2.

Species observed on or in the vicinity of the project site during the field surveys included house finch (*Haemorhous mexicanus*), California towhee (*Melozone crissalis*), and Anna's hummingbird (*Calypte anna*). No state and/or federally listed threatened or endangered species or other sensitive species were observed onsite during the field surveys (Jennings 2022).

The project site is not located within or adjacent to any United State Fish and Wildlife Service (USFWS) designated Critical Habitat. Additionally, based on the April 2022 field study, the site does not contain suitable habitats for the burrowing owl species, and no burrowing owls or burrows were identified onsite. The project site is continually maintained. Therefore, impacts would be less than significant.

b) No Impact. Riparian/riverine areas are lands which contain habitat dominated by trees, shrubs, persistent emergent vegetation, or emergent mosses and lichens, which occur close to, or which depend upon soil moisture from nearby freshwater sources, or areas with freshwater flow during all or a portion of the year. The Biological Resources Assessment concluded the project site does not contain any areas that meet the definition of riparian/riverine areas. Therefore, no impact would occur.

c) No Impact. According to the Biological Resources Assessment, the project site does not contain any wetlands, vernal pools, Waters of the US, or Waters of the State. The field study determined that only one of the requirements for wetland designation (hydric soils) was present within the project site. However, the site does not contain hydric vegetation or wetland hydrology; to be classified as a wetland, all three criteria must be present within the onsite. Therefore, no wetlands are present on-site and no impacts would occur.

d) Less Than Significant Impact with Mitigation Incorporated. Wildlife corridors refer to established migration routes commonly used by resident and migratory species for passage from one geographic location to another. Movement corridors may provide favorable locations for wildlife to travel between different habitat areas, such as foraging sites, breeding sites, cover areas, and preferred summer and winter range locations. They may also function as dispersal corridors allowing animals to move between various locations within their range. The Biological Resources Assessment notes that the proposed project site is surrounded by urbanized uses. 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 (Jennings 2022). Furthermore, the project site is not within any MSHCP core areas, linkages, or wildlife corridors.

The project site and adjacent area contain suitable habitat for nesting birds, and therefore, a pre-construction nesting bird survey should be conducted prior to any construction activities taking place during the nesting season to avoid potentially taking any birds or active nests. In general, impacts to all bird species (common and special status) can be avoided by conducting work outside of the nesting season (generally March 15th to September 15th), and conducting a worker awareness training. If all work cannot be conducted outside of the nesting season, a Project-specific Nesting Bird Management Plan would be prepared to determine suitable buffers (see **Mitigation Measure BIO-1**) to avoid any potential project-related impacts to nesting birds. 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-1** would ensure raptors and other nesting bird species that may or may not be covered under the MSHCP would be protected. Impacts would be less than significant with the implementation of mitigation.

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 Biological Resources Report indicates that project site is not within a subunit, pursuant to Section 3.3.12 of the MSHCP. Additionally, pursuant to Section 6.1.2 of the MSHCP, the project site does not include vernal pools or riparian/riverine habitats; Section 6.1.3 of the MSHCP, the project site is not within a Narrow Endemic Plant; and Section 6.1.4 of the MSHCP, the project site is not within or adjacent to an area that meets the definition of an urban/wildland interface. Additionally, the site does not support habitats for fairy shrimp, riparian birds, Delhi Sands flower-loving fly, or any of the species listed in Section 2.1.4 of the MSHCP (Jennings 2022). As required per the City's Municipal Code, the project applicant/developer would be required to pay MSHCP and Stephens' Kangaroo Rat fees. Therefore, the proposed project is consistent with the MSHCP, and 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 Prior to construction activities, the Project applicant/developer shall retain a qualified biologist to conduct a pre-disturbance nesting bird survey and prepare a Project-Specific Nesting Bird

Management Plan, if work cannot be conducted outside the nesting season (March 15th to September 15th), 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 Phase 1 Cultural Resources Assessment was prepared for the 4.35-acre (Proposed Project) by Jean A. Keller, Ph.D in June 2022 which is included as **Appendix 4** (Keller 2022).

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.

Although the property is located within an area of moderate sensitivity for cultural, archaeological, and historical resources, no cultural resources of prehistoric (Native American) or historical origin were observed during the field investigation to be within the boundaries of the site. Cartographic research shows no structures or other development within the property boundaries between 1854 (date of first General Land Office [GLO] survey) and 1951 (date of aerial photographs taken for the 1953 USGS Murrieta quadrangle), indicating that the property was vacant during this period. Between 1951 and 1973, two structures appear near the northwestern corner of the subject property (1973 photorevised USGS Murrieta quadrangle), but by at least as late as 1996, aerial photographs show that the structures no longer existed. No more precise information about the date of construction or occupants could be located (Keller 2022).

The Phase 1 Cultural Resources Assessment did not find the site to be eligible for listing in the National Register of Historic Places (NRHP), California Office of Historic Preservation Archaeological Determinations

of Eligibility, or California Office of Historic Preservation Historic Properties Directory (Keller 2022). No cultural resources of prehistoric or historical origin were observed within the project site (Keller 2022). Furthermore, the project site is vacant and undeveloped, and does not contain structures that could be designated as a historic resource. Therefore, no impact would occur.

b) Less Than Significant Impact with Mitigation Incorporated. Archaeological resources are prehistoric or historic evidence of past human activities, including structural ruins and buried resources.

The Phase 1 Cultural Resources Assessment concluded that there are no known archaeological, cultural or historical resources on the project site (Keller 2022). However, 19 cultural resource properties have been recorded within a one-mile radius of the site (Keller 2022).

As the project site is within an area of moderate sensitivity for cultural, archaeological, and historical resources, and due to construction and ground-disturbing activities, there is potential for archaeological resources to be discovered onsite. 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. Therefore, impacts would be less than significant with mitigation incorporated.

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?			✓	

An Air Quality, Global Climate Change, TAC, and Energy Impact Analysis was prepared by Ganddini Group, Inc. on November 14, 2022 and is included as Appendix 2 (Ganddini 2022a).

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 total estimated electric usage from the construction phase of the proposed project is expected to use 4,018 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 (SoCalGas). 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. Impacts would be less than significant.

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 41,956 gallons of fuel from the use of construction equipment, construction vendor/hauling trips as well as from construction worker commutes (Ganddini 2022a). 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 office/warehouse 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 416,223 kilowatt-hours per year (kWh/year) to serve operational demands (Ganddini 2022a).

In 2020, the non-residential sector of the County of Riverside consumed approximately 8,015 million kWh of electricity. The proposed project is anticipated to have an estimated electricity consumption of approximately 144 kWh per service population per year. The County of Riverside had an estimated electricity consumption of approximately 3,314 kWh per service population per year in 2020. Therefore, the increase in electricity demand of approximately 4.3 percent from the proposed project is insignificant compared to the County's 2020 non-residential sector demand and the proposed project would be anticipated to reduce per service population energy consumption.

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 of approximately 4.3 percent 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/developer 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 2022 Title 24 standards which require that new buildings reduce water consumption,

employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials, 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 1,384,898 million kilo-British thermal units per year (KBTU/year) of natural gas during its operational phase (Ganddini 2022a). In 2020, the non-residential sector of the County of Riverside consumed approximately 135 million therms of gas. The proposed project is anticipated to result in an estimated natural gas consumption of approximately 479 kilowatt Britch thermal units (kBTU) per service population per year. The County of Riverside had an estimated natural gas consumption of approximately 5,583 kBTU per service population per year in 2020. Therefore, the increase natural gas demand of approximately 8.6 percent from the proposed project is insignificant compared to the County's 2020 non-residential sector demand and the proposed project would be anticipated to reduce per service population energy consumption.

The increased demand of approximately 8.6 percent 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 major use of natural gas on site would be from the fast-food restaurant (1,036,110 kBTU/year) and primarily building heating at the other facilities on-site. 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

Pursuant to the State's Energy Plan and compliance with Title 24 CCR energy efficiency standards, the applicant is required to comply with the California Green Building Standard Code requirements for energy efficient buildings and appliances as well as utility energy efficiency programs implemented by Southern California Edison and Southern California Gas Company. Regarding the State's Renewable Energy Portfolio Standards, the proposed project would be required to meet or exceed the energy standards established in the California Green Building Standards Code, Title 24, Part 11 (CALGreen). CALGreen Standards require that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials. Additionally, the development of the proposed project would not interfere with the 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 would decrease from current emission estimates. Therefore, impacts would be less than significant.

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 project would come from delivery vehicles, maintenance vehicles, and the general public/refueling vehicles that would primarily use diesel fuel and/or gasoline.

The proposed project would generate 5,667 trips per day, and is estimated to generate the vehicular use of 669,587 gallons of fuel per year during the operation of the proposed project. Trip generation and VMT generated by the proposed project are consistent with other similar commercial uses of similar scale and configuration. Therefore, the proposed project would not propose uses or operations that would result in excessive and wasteful vehicle trips or vehicle energy consumption. Therefore, impacts would be 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. 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 the most recent version of the California Energy Code, which sets standards that improve energy efficiency of newly construction 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 being disposed. 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?		✓		

NTS Geotechnical (NTS) prepared a Limited Geotechnical Engineering Report on November 9, 2022 (NTS 2022) for the proposed project which is included as **Appendix 5**.

DISCUSSION

a) i) **Less Than Significant Impact with Mitigation Incorporated**. According to the Geotechnical Report, the site is not within an Alquist-Priolo Earthquake Fault Zone, and no known active faults traverse the site. However, the project site is within a seismically active region of Southern California. The nearest known active fault is the Elsinore fault system, which is located approximately 1.2 miles southwest of the site (NTS 2022). The project site is also approximately 1,885 feet west of an unnamed fault in the Elsinore fault zone (NTS 2022). The project site is not located within a mapped Riverside County Fault Hazard zone (Riverside County 2022b). 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/developer shall incorporate all recommendations made in a final geotechnical report as approved by the City related to temporary excavations, grading, utility trench backfill, foundation and concrete slab-on-grade, concrete flatwork, conventional retaining walls, lateral loading, and preliminary pavement. Compliance shall be confirmed by the City as part of the building permit and inspection requirements. Therefore, impacts would be less than significant with mitigation incorporated.

ii) **Less Than Significant Impact with Mitigation Incorporated.** The project site is in a seismically active region. Strong ground shaking due to 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 most recent version of the California Building Code (CBC) Section 1613. After implementation of mitigation measure **GEO-1,** which states that the project applicant/developer shall incorporate all recommendations made in a final geotechnical report, impacts would be less than significant.

iii) **Less Than Significant Impact.** A portion of the site is within a moderate liquefaction hazard zone (NTS 2022). The Geotechnical Report summarizes findings of exploratory excavations in with groundwater was not encountered at approximately 23 feet below ground surface. No groundwater data was found during a literature search. Based on a review of the County of Riverside Map My County website, approximately the southern ¾ of the project site is within a moderate liquefaction hazard zone (NTS 2022). However, based on the anticipated lot grading and the inferred groundwater depths, the report concludes that groundwater should not be a

factor for project design or for long-term performance. Therefore, impacts would be less than significant.

iv) **No Impact.** The project site is not located within an earthquake-induced landslide zone (NTS 2022). The Geotechnical Report did not disclose the presence of older, existing landslides on or near the project site. In addition, due to the relatively gentle sloping of the site, the potential for landslides to impact the project site is low. Therefore, no impact would occur.

b) Less Than Significant Impact with Mitigation Incorporated. The proposed project would include ground-disturbing activities that could subject surface soils to erosion. 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/developer would 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 are required to 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, any undocumented fill, topsoil, or native soil within the project site should be removed and replaced with properly compacted fill. Compliance with the recommendations of a final geotechnical report (see mitigation measure **GEO-1**) would reduce impacts to less than significant. Therefore, project impacts to erosion and topsoil would be mitigated to less than significant.

c) Less Than Significant Impact with Mitigation Incorporated. See discussion above in a.iii) and a.iv). The project site is not at risk for landslide, collapse, liquefaction, or lateral spreading due to the relatively

level terrain of the site and surrounding developed properties. According to Figure S-7 in the City of Wildomar General Plan, the site is located within an area that is susceptible to subsidence. As groundwater was not encountered during exploratory excavations of approximately 23 feet below the ground surface, the potential for subsidence is low.. 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 would be less than significant with mitigation incorporated**.**

d) Less Than Significant Impact. The soils found onsite are considered to possess a low expansion potential (NTS 2022). Therefore, impacts would be less than significant.

e) No Impact. The proposed project would connect to the Elsinore Valley Municipal Water District (EVMWD) sewer collection system and therefore the use of septic tanks or an alternative wastewater disposal system is not proposed. 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. As shown in Figure OS-8 of the General Plan, the project site is within an area with high paleontological sensitivity. However, according to the Geotechnical Report, the majority of the materials encountered during the subsurface investigation consisted of alluvium ranging from approximately 2 to 16 feet in thickness, underlain by Monzogranite rock which is a crystalline igneous rock that has very low paleontological potential. Additionally, the alluvium encountered during the field survey would most likely be Holocene in age, which would have a low sensitivity to paleontological resources. Nonetheless, given that the proposed project would require ground-disturbing activities and deep excavations for underground storage tanks, there is a potential to uncover paleontological resources. As such, implementation of mitigation measure **GEO-2,** which requires paleontological monitoring, would reduce impacts to less than significant.

STANDARD CONDITIONS AND REQUIREMENTS

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

MITIGATION MEASURES

GEO-1 The project applicant/developer shall incorporate the recommendations of the Geotechnical Report prepared by NTS Geotechnical (**Appendix 5**) 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?			✓	

An Air Quality, Global Climate Change, TAC, and Energy Impact Analysis was prepared by Ganddini Group, Inc. on November 14, 2022 (Ganddini 2022a) (see **Appendix 2**).

DISCUSSION

a) **Less Than Significant Impact**. According to **Table 8-1**, Proposed Project GHG Emissions (Without Sustainable Design/Regulations), the proposed project would result in a net total of approximately 3,474.25 metric tons of CO_2e per year without the implementation of sustainable design measures or regulations, which would exceed the South Coast AQMD and City's screening threshold of 3,000 $MTCO_se$ per year.

Table 8-1 Proposed Project GHG Emissions (Without Sustainable Design/Regulations)

Category	Emissions (MT/yr)					
	Bio-CO_2	**NonBio-CO_2**	**CO_2**	**CH_4**	**N_2O**	**Total CO_2e**
Area Sources[1]	0.00	0.01	0.01	0.00	0.00	0.01
Energy Usage[2]	0.00	149.44	149.44	0.01	0.00	150.26
Mobile Sources[3]	0.00	3,194.81	3,194.81	0.22	0.19	3,255.85
Waste[4]	14.76	0.00	14.76	0.87	0.00	36.57
Water[5]	1.30	13.21	14.52	0.14	0.00	18.88
Construction[6]	0.00	12.55	12.55	0.00	0.00	12.69
Total Emissions	**16.07**	**3,370.01**	**3,386.08**	**1.24**	**0.19**	**3,474.25**
SCAQMD Draft Screening Threshold						3,000
Threshold Exceeded?						**YES**

Source: Ganddini 2022a (Appendix 2)

[1] Area sources consist of GHG emissions from consumer products, architectural coatings, and landscape equipment.

[2] Energy usage consist of GHG emissions from electricity and natural gas usage.

[3] Mobile sources consist of GHG emissions from vehicles.

[4] Solid waste includes the CO_2 and CH_4 emissions created from the solid waste placed in landfills.

[5] Water includes GHG emissions from electricity used for transport of water and processing of wastewater.

[6] Construction GHG emissions CO_2e based on a 30-year amortization rate.

As shown in **Table 8-2,** Proposed Project GHG Emissions (With Incorporation of Sustainable Design/Regulations), compliance with regulations and incorporation of sustainable designs would reduce the proposed project's emissions to 2,516.60 $MTCO_se$ per year. The reduction comes from incorporation of the following California Air Pollution Control Officers Association (CAPCOA)-based reduction measures and regulatory compliance:

- Utilizing low-flow fixtures that would reduce indoor water demand by 20 percent per CALGreen Standards,
- Recycling programs that reduce waste to landfills by a minimum of 37 percent (per AB 341),
- Utilizing Energy Star appliances, and
- Utilizing water-efficient irrigation systems.

The reduction also comes from incorporation of the CAPCOA-based land use and site enhancement reduction measures:

- LUT-1 Increased Density – the project site would include a mix of uses across the site, which is currently vacant.
- LUT-5 Increase Transit Accessibility – the project site is bound by Clinton Keith Road to the north and Jana Lane to the east, and regional access is provided via I-15.
- SDT-1 Improve Pedestrian Network – the proposed project would provide pedestrian access with proposed sidewalks within the site and connecting off-site. .

Table 8-2 Proposed Project GHG Emissions (With Incorporation of Sustainable Design/Regulations)

Category	Emissions (MT/yr)					
	Bio-CO_2	**NonBio-CO_2**	**CO_2**	**CH_4**	**N_2O**	**Total CO_2e**
Area Sources[1]	0.00	0.01	0.01	0.00	0.00	0.01
Energy Usage[2]	0.00	147.72	147.72	0.01	0.00	145.54
Mobile Sources[3]	0.00	2,271.83	2,271.83	0.19	0.14	2,320.61
Waste[4]	9.30	0.00	9.30	0.55	0.00	23.04
Water[5]	1.04	11.31	12.36	0.11	0.00	15.85
Construction[6]	0.00	12.53	12.53	0.00	0.00	12.66
Sequestration[7]						-4.11
Total Emissions	**10.34**	**2,443.39**	**2,453.73**	**0.85**	**0.15**	**2,516.60**
SCAQMD Draft Screening Threshold						3,000
Threshold Exceeded?						**NO**

Source: Ganddini 2022a (Appendix 2)

[1] Area sources consist of GHG emissions from consumer products, architectural coatings, and landscape equipment.

[2] Energy usage consist of GHG emissions from electricity and natural gas usage.

[3] Mobile sources consist of GHG emissions from vehicles.

[4] Solid waste includes the CO_2 and CH_4 emissions created from the solid waste placed in landfills.

[5] Water includes GHG emissions from electricity used for transport of water and processing of wastewater.

[6] Construction GHG emissions CO_2e based on a 30-year amortization rate.

[7] CO_2 sequestration from the planting of ~116 trees (82.128/20 years [trees' lifetime])

Therefore, with compliance with regulations and incorporation of sustainable design, the proposed project's GHG emissions would no longer exceed the SCAQMD threshold of 3,000 $MTCO_2e$ per year; impacts would be less than significant.

b) Less Than Significant Impact.

AB 32/SB 32 and 2008 and 2017 CARB Scoping Plans Consistency

As the proposed project's emissions, after compliance with regulations and incorporation of sustainable design measures (see **Table 8-2**), meet the threshold for compliance with Executive Order S-3-05, the project's emissions also comply with the goals of AB 32 and the CARB Scoping Plan. The proposed project's consistent with the CARB Scoping Plan is analyzed in **Table 8-3**, 2008 Scoping Plan Measures Consistency Summary, and **Table 8-4**, 2017 Scoping Plan Update Recommended Actions Consistency Summary. Additionally, with compliance with regulations and incorporation of sustainable design measures, the proposed project would also be on track to meet the reduction of 40 percent below 1990 levels by 2030 mandated by SB 32.

Table 8-3 2008 Scoping Plan Measures Consistency Summary	
2008 Scoping Plan Measures to Reduce GHGs	**Project Compliance with Measure**
California Light-Duty Vehicle Greenhouse Gas Standards. Implement adopted standards and planned second phase of the program. Align zero- emission vehicle, alternative and renewable fuel and vehicle technology programs with long-term climate change goals.	**No Conflict.** These are CARB enforced standards; vehicles that access the project, that are required to comply with the standards, would comply with the strategy.
Energy Efficiency. Maximize energy efficiency building and appliance standards; pursue additional efficiency including new technologies, policy, and implementation mechanisms. Pursue comparable investment in energy efficiency from all retail providers of electricity in California.	**No Conflict**. The project would be compliant with the current Title 24 standards.
Low Carbon Fuel Standard. Develop and adopt the Low Carbon Fuel Standard.	**No Conflict**. These are CARB enforced standards; vehicles that access the project, that are required to comply with the standards, would comply with the strategy.
Vehicle Efficiency Measures. Implement light-duty vehicle efficiency measures.	**No Conflict.** These are CARB enforced standards; vehicles that access the project, that are required to comply with the standards, would comply with the strategy**.**
Medium/Heavy-Duty Vehicles. Adopt medium and heavy-duty vehicle efficiency measures.	**No Conflict**. These are CARB enforced standards; vehicles that access the project, that are required to comply with the standards, would comply with the strategy.
Green Building Strategy. Expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings.	**No Conflict.** The California Green Building Standards Code (proposed Part 11, Title 24) was adopted as part of the California Building Standards Code in the CCR. Part 11 establishes voluntary standards, that are mandatory in the 2022 edition of the Code (or most recent version), on planning and design for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. The

Table 8-3 2008 Scoping Plan Measures Consistency Summary	
2008 Scoping Plan Measures to Reduce GHGs	**Project Compliance with Measure**
	project would be subject to these mandatory standards.
High Global Warming Potential Gases. Adopt measures to reduce high global warming potential gases.	**No Conflict.** CARB identified five measures that reduce HFC emissions from vehicular and commercial refrigeration systems; vehicles that access the project that are required to comply with the measures would comply with the strategy**.**
Recycling and Waste. Reduce methane emissions at landfills. Increase waste diversion, composting, and commercial recycling. Move toward zero-waste.	**No Conflict.** The state is currently developing a regulation to reduce methane emissions from municipal solid waste landfills. The project would be required to comply with City programs, such as any City recycling and waste reduction programs, which comply, with the 75 percent reduction required by 2020 per AB 341.
Water. Continue efficiency programs and use cleaner energy sources to move and treat water.	**No Conflict.** The project would comply with all applicable City ordinances and CAL Green requirements.

Table 8-4 2017 Scoping Plan Update Recommended Actions Consistency Summary	
2017 Scoping Plan Recommended Actions to Reduce GHGs	**Project Compliance with Recommended Action**
Implement Mobile Source Strategy. Further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean Car regulations.	**No Conflict.** These are CARB enforced standards; vehicles that access the project, that are required to comply with the standards, would comply with the strategy.
Implement Mobile Source Strategy. At least 1.5 million zero emission and plug- in hybrid light-duty electric vehicles by 2025 and at least 4.2 million zero emission and plug-in hybrid light-duty electric vehicles by 2030.	**No Conflict.** These are CARB enforced standards; vehicles that access the project, that are required to comply with the standards, would comply with the strategy.
Implement Mobile Source Strategy. Innovative Clean Transit: Transition to a suite of to-be-determined innovative clean transit options. Assumed 20 percent of new urban buses purchased beginning in 2018 will be zero emission buses with the penetration of zero-emission technology ramped up to 100 percent of new sales in 2030. Also, new natural gas buses, starting in 2018, and diesel buses, starting in 2020, meet the optional heavy-duty low- NOX standard.	**No Conflict.** These are CARB enforced standards; vehicles that access the project, that are required to comply with the standards, would comply with the strategy.
Implement Mobile Source Strategy. Last Mile Delivery: New regulation that would result in the use of low NOX 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 percent of new Class 3–7 truck sales in local fleets starting in 2020, increasing to 10 percent in 2025 and remaining flat through 2030.	**No Conflict.** These are CARB enforced standards; vehicles that access the project, that are required to comply with the standards, would comply with the strategy.
Implement SB 350 by 2030. 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.	**No Conflict.** The project would be compliant with the current Title 24 standards.

Table 8-4 2017 Scoping Plan Update Recommended Actions Consistency Summary	
2017 Scoping Plan Recommended Actions to Reduce GHGs	**Project Compliance with Recommended Action**
By 2019, develop regulations and programs to support organic waste landfill reduction goals in the SLCP and SB 1383.	**No Conflict.** The project would be required to comply with City programs, such as any City recycling and waste reduction programs, which comply, with the 75 percent reduction required by 2020 per AB 341.

As summarized in **Table 8-3** and **Table 8-4**, the proposed project would not conflict with any of the provisions of the Scoping Plan. Therefore, impacts would be less than significant.

Consistency with Western Riverside County of Governments (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. 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. **Table 8-5,** WRCOG Subregional CAP Reduction Measure Project Consistency, shows the proposed project's compliance with the local reduction measures of the WRCOG Subregional CAP. As summarized in **Table 8-5**, the proposed project would not conflict with any of the provisions of the CAP. Therefore, impacts would be less than significant.

Table 8-5 WRCOG CAP Local Reduction Measure Project Consistency

WRCOG Local Reduction Measure	Project Compliance with Measure
E-1: Energy Action Plan. Improve municipal and community wide energy efficiency and reduce energy consumption through the adoption of local Energy Action Plans (EAP).	**Not Applicable.** This measure is not directly applicable to the project; however, the project would be compliant with the current Title 24 standards.
E-3: Shade Trees. Strategically plant trees to reduce the urban heat island effect.	**No Conflict.** The proposed project is to include the planting of approximately 116 trees.
T-2: Bicycle Parking. Provide additional options of bicycle parking.	**No Conflict.** As shown on the site plan, the project would include bicycle racks as per the City's standards.
T-8: Density. Improve jobs-housing balance and reduce vehicle miles traveled by increasing household and employment densities.	**No Conflict.** The proposed project includes the development of the site with a 16 fueling position convenience store/gas station, car wash, drive-through restaurants, and office/warehouse uses. The project site is in proximity to existing residential and commercial uses and is located as close as approximately 0.79-mile from existing transit stops.
T-10: Design/Site Planning. Design neighborhoods and sites to reduce VMT.	**No Conflict.** The proposed project includes the development of the site with a 16 fueling position convenience store/gas station, car wash, drive-through restaurants, and office/warehouse uses. The project site is in proximity to existing residential and commercial uses and is located as close as approximately 0.79-mile from existing transit stops.
T-11: Pedestrian Only Access. Encourage walking by providing only community areas.	**No Conflict.** The proposed project is a commercial use; however, it does provide pedestrian access

Table 8-5 WRCOG CAP Local Reduction Measure Project Consistency	
WRCOG Local Reduction Measure	**Project Compliance with Measure**
	with proposed sidewalks within and connecting off-site.
T-14: Voluntary Transportation Demand Management. Reduce demand for roadway travel through incentives for alternative modes of transportation and disincentives for driving.	**No Conflict.** The proposed project includes the development of the site with a 16 fueling position convenience store/gas station, car wash, drive-through restaurants, and office/warehouse uses. The proposed project would include bicycle racks per the City's standards.
T-15: Accelerated Bike Plan Implementation. Accelerate the implementation of all or specific components of a jurisdiction's adopted bike plan.	**Not Applicable.** This measure is not directly applicable to the project; however, as shown on the site plan, the project would include bicycle racks per the City's standards.
T-16: Fixed Guideway Transit. Introduce a fixed-route transit service in the jurisdiction.	**Not Applicable.** This measure is not directly applicable to the project; however, the project is located as close as approximately 0.79-mile from the existing transit stops.
T-17: Neighborhood Electric Vehicle Programs. Implement development requirements to accommodate Neighborhood Electric Vehicles and supporting infrastructure.	**Not Applicable.** This measure is not directly applicable to the project; however, as shown on the site plan, the proposed project would include electric vehicle parking spaces as per the City's standards.
T-18: Subsidized Transit. Increase access to transit by providing free or reduced passes.	**Not Applicable.** This measure is not directly applicable to the project; however, the project is located as close as approximately 0.79-mile from existing transit stops.
SW-1: Yard Waste Collection. Provide green waste collection bins community-wide.	**No Conflict.** The project would be required to comply with City programs, such as City's recycling and waste reduction program, which comply, with the 75 percent reduction required by 2020 per AB 341.
SW-2: Food Scrap and Paper Division. Divert food and paper waste from landfills by implementing collection system.	**No Conflict.** The project would be required to comply with City programs, such as City's recycling and waste reduction program, which comply, with the 75 percent reduction required by 2020 per AB 341.

Summary

Compliance with regulations and incorporation of sustainable design measures would ensure the proposed project's GHG emissions are below the SCAQMD threshold of 3,000 $MTCO_2e$ per year. The project would also be in compliance with the reduction goals of the WRCOG Subregional Climate Action Plan, the CARB Scoping Plan, AB 32, and SB 32. Furthermore, the proposed project would comply with applicable Green Building Standards and the City of Wildomar's policies regarding sustainability. Therefore, impacts would be less than significant.

STANDARD CONDITIONS AND REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

9. Hazards and Hazardous Materials

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

A Phase I Environmental Site Assessment Update (ESA) was prepared by Robin Environmental Management (REM) on November 8, 2022 (REM 2022), which is included as **Appendix 6**.

DISCUSSION

a) Less Than Significant Impact. Construction activities at the project site would involve the use of hazardous materials such as fuel, 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 quantities sufficient enough 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 hazardous materials such as cleaners, solvents, paints, degreasers, pesticides, fertilizers, and other custodial products, as well as gasoline/diesel. The materials used and stored onsite would be clearly labeled and safely stored in compliance with state and federal requirements. A permit to operate an underground storage tank (UST) system is required per California Code of Regulations Title 23, Division 3, Chapter 16, California Health and Safety Code Section (25280-25299.8) and Riverside County Ordinance 617. These regulations mandate the testing and frequent inspections of the UST facilities. The project occupant(s) would be required to prepare a Spill Contingency Plan to be filed with the County of Riverside Hazardous Materials Department. All operations of the gas station and related USTs would be required to comply with all federal, state, and local laws regulating the management and use of hazardous materials. With the exercise of normal safety practices, the proposed project would not create substantial hazards to the public or the environment. Therefore, a less than significant impact would occur.

The transport, use, storage, and disposal of hazardous materials would be required 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. As described in the response to 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 most notably diesel and gasoline fuel for the gas station.

An impact could occur if construction and operation of the proposed project create conditions where hazardous materials could easily contaminate surrounding soil, water, or air.

Construction projects typically maintain supplies onsite for containing and cleaning small spills of hazardous materials. However, construction activities would not involve a significant amount of hazardous materials, and their use would be temporary. Furthermore, project construction workers would be trained on the proper use, storage, and disposal of hazardous materials.

Operation of the office/warehouse and commercial uses would not warrant use of hazardous materials in quantities that could result in hazardous conditions. However, the operation of the proposed gas station could result in hazardous materials due to the potential to have liquefied petroleum gas (LPG) tanks; operation of the gas station would require a permit. All on-site activities during construction and operation would be required to adhere to federal, state, and local regulations for the management and disposal of hazardous materials, including but not limited to California Code of Regulations Title 23, Division 3, Chapter 16, California Health and Safety Code Section (25280-25299.8) and Riverside County Ordinance 617.

Also, construction activities would be conducted in accordance with the Storm Water Pollution Prevention Plan (SWPPP) as part of the NPDES permit, as detailed in Section V.10, Hydrology and Water Quality. The primary objective of the SWPPP is to identify, construct, implement, and maintain best management practices (BMPs) to reduce eliminate pollutants in stormwater discharges and authorized non-stormwater discharges from the construction site. BMPs for hazardous materials include, but are not limited to, off-site refueling, placement of generators on impervious surfaces, establishing clean out areas for cement, etc. While the risk of exposure to hazardous materials cannot be eliminated, adherence to existing regulations would ensure compliance with safety standards related to the use and storage of hazardous materials and with the safety procedures mandated by applicable federal, state, and local laws and regulations. Therefore, transport, use, and/or disposal of hazardous materials during construction and operation of the proposed project would be properly managed, and impacts would be less than significant.

c) No Impact There are no schools within a quarter mile of the site. The nearest school to the project site is Ronald Reagan Elementary, approximately 1 mile northwest of the site. Therefore, no impact would occur.

d) No 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). According to the Phase I ESA, the project site is not listed on environmental databases for hazardous sites, and there are no Leaking Underground Storage Tank (LUST)/Spill sites on site. There is no evidence of significant environmental concern or recognized environmental conditions in connection with the project site (REM 2022). Therefore, no impact would occur.

e) No Impact. The project site is not located within any airport land use plan. The closest public airport is French Valley Airport, which is located approximately 5.7 miles southeast 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 would be provided via four entrances/exits: one on the northwest portion of the project site via Clinton Keith Road, and three on the eastern side of the project site via Jana Lane. Construction would 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 detour 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. Therefore, impacts would be less than significant.

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

The eastern and western portions of the City of Wildomar have been designated Very High Fire Hazard Severity Zones. The project site is within a VHFHSZ within the LRA (CALFIRE 2009). Development on the project site would be subject to compliance with the 2022 California Building Code (or the most current version) and the 2022 edition of the California Fire Code (or the most current version). The 2022 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-1** and **HAZ-2,** which require conformance with the California Building Code and Fire Code, would be implemented. Therefore, impacts are considered less than significant with mitigation incorporated.

STANDARD CONDITIONS AND REQUIREMENTS

1. City of Wildomar Municipal Code Chapter 8.28, Fire Code, requires compliance with the 2016 California Building Code (or most current version) and the 2016 edition of the California Fire Code (Part 9 of Title 24 of the California Code of Regulations).

2. City of Wildomar Municipal Code Chapter 8.28, Fire Code, requires adherence to California Fire Code Chapter 49, which cites specific requirements for wildland-urban interface areas.

MITIGATION MEASURES

HAZ-1 Prior to the issuance of building permits, the project applicant/developer shall demonstrate, to the satisfaction of the City Building Official and the Riverside County Fire Chief, compliance with the 2022 California Building Code (or the most recent edition) (Part 2 of Title 24 of the California Code of Regulations) and the 2022 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 2022 California Building Code and California Residential Code (or most recent edition); specifically California Building Code Chapter 7A; California Residential Code Section R327; California Residential Code Section R337; California Referenced Standards Code Chapter 12-7A; and California Fire Code Chapter 49.

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

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

HAZ-2 Prior to the issuance of a certificate of occupancy, the applicant shall demonstrate, to the satisfaction of the City Building Official and the County Fire Chief, compliance with the vegetation management requirements prescribed in California Fire Code Section 4906 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 Blue Engineering and Consulting, Inc. on March 14, 2022, and is included as **Appendix 7** (Blue Engineering 2022a), and the Preliminary Hydrology Report by Blue Engineering and Consulting, Inc. dated March 2022 and included as **Appendix 8** (Blue Engineering 2022b) to this Initial Study.

DISCUSSION

a) Less Than Significant Impact.

Construction

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

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

Requirements for waste discharges potentially affecting stormwater from construction sites of one acre or more are set forth in the SWRCB's Construction General Permit Order No. 2009-0009-DWQ as amended by 2010-0014-DWQ and 2012-0006-DWQ. 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, tracking control, non-storm water management controls, and waste management controls. Implementation of BMPs and monitoring required under the SWPPP would reduce, minimize, reduce and or treat pollutants and prevent 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 offsite. Structural BMPs as stated in the Water Quality Management Plan (WQMP), included as **Appendix 7** to this IS/MND, would include, but are

not limited to, drainage stenciling and signage, avoiding the use of unprotected metals for roofing/gutters/trim, and designing landscape to minimize irritation and runoff. Operational source control BMPs include education for new site owners, maintaining inlet markings, maintaining drains to prevent blockages, maintaining landscaping using minimal or no pesticides, inspect and clean receptacles, and street and sidewalk sweeping (Blue Engineering 2022a). The BMPs would properly manage flow and prevent stormwater pollution by reducing the potential for contamination at the source, as listed in the WQMP (see **Appendix 7**). The BMPs specific to the project have been determined as part of the WQMP to be approved by the City.

Additionally, onsite landscaping would assist with minimizing the amount of runoff from the site by providing permeable areas for water infiltration and decreasing runoff volume.

The proposed project would maintain its existing drainage pattern. Runoff from the proposed project would be collected in an onsite catch basin and retained, upon implementation of a biofiltration system (Blue Engineering 2022b). Overflow from the biofiltration system would connect to an overflow storm drainpipe that would run from the southern portion of the site towards the southeastern corner. The onsite catch basin would be designed to capture drainage from the site. A pipe from the biofiltration system would direct flow to a storage tank where the water would be directed into a full-capture type catch basin filter (WetlandMOD) to reduce clogging, before going into an overflow pipe (Blue Engineering 2022b).

Moreover, the gas station would be required to have impermeable floors that are a) graded at the minimum slope necessary to prevent ponding, and b) separated from the rest of the site by a grade break that prevents run-off of stormwater to the maximum extent practicable. Additionally, the fueling areas would be covered with a canopy that is 5,971 square feet and extends past the fuel dispensing area. BMPs for the gas station and fueling area would include, but are not limited to, sweeping regularly to prevent accumulation of litter and debris.

In general, projects must control pollutants, pollutant loads, and runoff volume from the project site by controlling runoff through infiltration or bioretention. 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, no groundwater or evidence of previous groundwater was encountered during any of the exploratory borings or trenches at a maximum depth of 23 feet (NTS 2022). The proposed project lies within the Santa Margarita River Watershed, and the Murrieta Creek Sub-Watershed (Blue Engineering 2022a). Although the project site is within the Temecula Valley Groundwater Basin, it would be subject to the Elsinore Basin Groundwater Management Plan as the site would be served by the Elsinore Valley Municipal Water District (DWR 2022).

Groundwater recharge occurs when water seeps through soil to replenish underground aquifers. Groundwater recharge is a major practice in Southern California. The primary sources of groundwater recharge in basins are:

- Recharge from precipitation – Rainfall directly to the basin.
- Surface water infiltration – Recharge from infiltration of surface waters such as streams.
- Infiltration from land use – Direct surface recharge from application of water for irrigation.
- Infiltration from septic tanks – Infiltration in areas serviced by septic systems in the basin.

The Elsinore Basin, which is a 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 proposed project would not impede sustainable groundwater management of the Basin, and impacts would be less than significant.

c)

i, ii) **Less Than Significant Impact**.

Please refer to issue b) in Section 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/developer 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 an erosion 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 the biofiltration system and landscaped areas to be used for on-site stormwater retention.

The site currently is undeveloped with exposed soils and shrubs that generally drains from north to south and east to west. The majority of the exiting topography drains into a storm drain channel on Jana Lane. The proposed drainage facilities would generally maintain the existing drainage pattern (Blue Engineering 2022b). However, the proposed project would increase the post-development flows compared to predevelopment levels. To reduce impacts of the increased flow from the proposed project, a biofiltration system with the capacity to store up to a volume of 20,125 cubic feet would be proposed. Routing of captured surface flow through the basin would reduce post-development flows to predevelopment levels for all storm events (Blue Engineering 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 a biofiltration system 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). **No Impact.** The project site is designated by the Federal Emergency Management Agency (FEMA) as not within any flood risk zone (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, no impacts would occur.

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 (NTS 2022). 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 (USACE 2022). 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, although the project site is within the Temecula Valley Groundwater Basin, it would be subject to the Elsinore Basin Groundwater Management Plan as the site would be served by the Elsinore Valley Municipal Water District (EVMWD) which gets its water from the Elsinore Basin. The proposed project would not conflict or obstruct implementation of EVMWD's Urban Water Management Plan (UWMP). 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).

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 Discharge System Protection). Therefore, the proposed project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan, and impacts would be less than significant.

STANDARD CONDITIONS AND REQUIREMENTS

1. Wildomar Municipal Code Section 13.12.060 requires that new construction and renovation control stormwater runoff so as to prevent any deterioration of water quality that would impair subsequent or competing uses of the water. 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) No Impact. The project site is in an urbanized area characterized by a mix of land uses. The surrounding area includes residential, commercial, and undeveloped uses. The site is vacant and zoned Manufacturing Service Commercial (M-SC) and has a land use designation of Business Park (BP). Implementation of the proposed project would be consistent with the existing uses in the surrounding area and would conform to the City's vision for development in this area. The proposed project would not disrupt or divide the physical arrangement of an established community; therefore, no impact would occur.

b) Less Than Significant Impact. The project site has a land use designation of Business Park (BP) and is zoned Manufacturing Service Commercial (M-SC). The proposed project is consistent with the policies and development standards established under these designations and ordinances. The General Plan states that the BP designation is intended to allow for employee-intensive uses. As described in Section 17.92, M-SC Manufacturing-Service Commercial Zone, of the Wildomar Municipal Code, the site's M-SC zoning designation is intended to promote and attract industrial and manufacturing activities that would provide jobs to residents and strengthen the City's economic base. The M-SC zone permits a variety of uses including gasoline and diesel service stations, car washes, restaurants, and parking lots as well as warehouses, that would provide a number of jobs for residents. Additionally, the BP designation allows for building intensities ranging from 0.25 to 0.6 floor-area ratio (FAR). The maximum FAR for the proposed project is 0.19, which is within the permitted FAR range. The development standards listed in the Section 17.92, M-SC Manufacturing-Service Commercial Zone, of the Wildomar Municipal Code, restrict structures to a maximum height of 50 feet. The tallest structure, the office/warehouse, of the proposed project is 30 feet.

The proposed project would adhere to all additional development standards listed in Section 17.92, M-SC Manufacturing-Service Commercial Zone, of the Wildomar Municipal Code, and other applicable standards of the Municipal Code, with the exception of the permitted gas station use. According to Section 17.92.020.B, Uses Permitted, of the Municipal Code, only gasoline and diesel service stations that do not include the concurrent sale of beer and wine for off-premises consumption are allowed. As the proposed

project would include a gas station that would sell alcohol, a conditional use permit is required, as indicated in Section 17.92.020.C, Uses Permitted, of the Wildomar Municipal Code.

Additionally, the City is a signatory to the MSHCP and the project site is within the Stephens' Kangaroo Rat Plan Fee Area, as discussed in Issue V.4.a, Biological Resources, of this Initial Study, and therefore, the proposed 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 3.44.060 of the Wildomar Municipal Code requires that the applicant pay appropriate development impact fees prior to issuance of a certificate of occupancy for the development project.
2. 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.
3. Section 17.248.030 of the Wildomar Municipal Code requires that the applicant apply for a conditional use permit for the concurrent sale of motor vehicle fuels and beer and wine for off-premises consumption.

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. There are no mines mapped on the project site (CDC 2016b). Additionally, the project site is 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. 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. Construction of the proposed project would not create a substantial demand of aggregate resources. As a result, no impact 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 Ganddini Group Inc. on October 28, 2022 (2022b) which is summarized herein and included as **Appendix 9**.

Ambient Noise Measurements

In order to document the existing ambient noise levels in the project area, five 15-minute daytime noise measurements were taken between 2:10 PM and 4:51 PM on May 4, 2022. In addition, one long-term 24-hour noise measurement was also taken from May 4, 2022, to May 5, 2022. As shown in Figure 5 of **Appendix 9**, the noise meter was placed at the following locations:

- STNM1: Represents the existing noise environment of the single-family residence located to the southeast of the project site boundary on the eastern side of Jana Lane (36254 Jana Lane). The noise meter was placed near the western property line of the single-family residence on the eastern side of Jana Lane (approximately 705 feet from the project site). The daytime measurement at this location was 49.5 L_{eq}.
- STNM2: Represents the existing noise environment of the single-family residential uses to the east of the project site along the eastern side of Jana Lane (36180 and 36120 Jana Lane). The noise meter was placed near the western property line of the single-family residence at 36120 Jana Lane, Wildomar on the eastern side of Jana Lane (approximately 45 feet from the project site). The daytime measurement at this location was 53.5 L_{eq}.

- STNM3: Represents the existing noise environment of the single-family residential neighborhood located to the north of the project site boundary across Clinton-Keith Road (24811 Benetta Court). The noise meter was placed along the northern sidewalk associated with Clinton Keith Road south of the residential uses (approximately 110 feet from the project site). The daytime measurement at this location was 74.5 L_{eq}.
- STNM4: Represents the existing noise environment of the single-family residential neighborhood located to the northeast of the project site boundary across Clinton Keith Road and along Mauri Court (24919 Mauri Court). The noise meter was placed along the northern property line of the single-family residence just south of the Mauri Court (approximately 325 feet from the project site). The daytime measurement at this location was 50.7 L_{eq}.
- STNM5: Represents the existing noise environment of the single-family residential neighborhood located to the east of the project site along Crimson Lasso Drive (25006 Crimson Lasso Drive). The noise meter was placed along the western property line of the single-family residence just north of Crimson Lasso Court (approximately 695 feet from the project site). The daytime measurement at this location was 56.8 L_{eq}.
- LTNM1: Represents the existing noise environment of the project site. The noise meter was placed in the northern portion of the project site just south of Clinton Keith Road (approximately 70 feet from the project site). The 24-hour ambient noise at this location was 60.6 L_{eq}.

The Noise Impact Analysis indicated that the dominant noise source in the project vicinity is vehicle traffic associated with Jana Lane, Clinton Keith Road, Smith Ranch Road, and other surrounding roadways; bird song; residential ambience; and construction earthwork type activities.

DISCUSSION

a) Less Than Significant with Mitigation Incorporated.

Significance Criteria

According to the City of Wildomar sound level standards for Business Park (BP) uses, the maximum decibel level between 7:00 AM to 10:00 PM is 65 dB L_{max} and 45 dB L_{max} between 10:00 PM and 7:00 AM.

Construction Noise (on-site)

The existing surrounding single-family residential uses to the north, east, and southwest of the project site may be affected by short-term noise impacts associated with construction. 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, unmitigated construction noise levels are expected to range from 61.5 dBA L_{eq} to 72.8 dBA L_{eq} (Ganddini 2022b). Construction activities would occur throughout the project site and would not be concentrated in one location. **Table 13-1**, Construction Noise Levels (dBA L_{eq}), shows the anticipated noise levels during each construction phase.

Table 13-1 Construction Noise Levels (dBA L_{eq})			
Phase	**Receptor Location**	**Existing Ambient Noise Levels (dBA L_{eq})**	**Unmitigated Noise Levels (dBA L_{eq})**
Site Preparation	Single-Family Residence to Northwest (24907 Mauri Ct)	74.5	62.7
	Single-Family Residence to Northeast (24811 Benetta Ct)	50.7	63.2
	Single-Family Residence to East (25006 Crimson Lasso Dr)	56.8	57.4
	Single-Family Residence to East (36035 Horseshoe Ct)	56.8	57.6
	Single-Family Residence to East (36120 Jana Ln)	53.5	67.6
	Single-Family Residence to Southeast (36254 Jana Ln)	49.5	56.3
Grading	Single-Family Residence to Northwest (24907 Mauri Ct)	74.5	67.9
	Single-Family Residence to Northeast (24811 Benetta Ct)	50.7	68.4
	Single-Family Residence to East (25006 Crimson Lasso Dr)	56.8	62.6
	Single-Family Residence to East (36035 Horseshoe Ct)	56.8	62.8
	Single-Family Residence to East (36120 Jana Ln)	53.5	72.8
	Single-Family Residence to Southeast (36254 Jana Ln)	49.5	61.5
Building Construction	Single-Family Residence to Northwest (24907 Mauri Ct)	74.5	67.8
	Single-Family Residence to Northeast (24811 Benetta Ct)	50.7	68.3
	Single-Family Residence to East (25006 Crimson Lasso Dr)	56.8	62.5
	Single-Family Residence to East (36035 Horseshoe Ct)	56.8	62.5
	Single-Family Residence to East (36120 Jana Ln)	53.5	72.7
	Single-Family Residence to Southeast (36254 Jana Ln)	49.5	61.3
Paving	Single-Family Residence to Northwest (24907 Mauri Ct)	74.5	65.1
	Single-Family Residence to Northeast (24811 Benetta Ct)	50.7	65.5
	Single-Family Residence to East (25006 Crimson Lasso Dr)	56.8	59.7
	Single-Family Residence to East (36035 Horseshoe Ct)	56.8	60.0
	Single-Family Residence to East (36120 Jana Ln)	53.5	69.9
	Single-Family Residence to Southeast (36254 Jana Ln)	49.5	58.6
Architectural Coating	Single-Family Residence to Northwest (24907 Mauri Ct)	74.5	54.6
	Single-Family Residence to Northeast (24811 Benetta Ct)	50.7	55.1
	Single-Family Residence to East (25006 Crimson Lasso Dr)	56.8	49.3
	Single-Family Residence to East (36035 Horseshoe Ct)	56.8	49.5
	Single-Family Residence to East (36120 Jana Ln)	53.5	59.5
	Single-Family Residence to Southeast (36254 Jana Ln)	49.5	48.1
Source: Ganddini 2022b (Appendix 9)			

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.

The expected duration of each phase and the loudest sound level at the nearest sensitive receptor (the single-family residence located to the east of the project site at 36120 Jana Lane), is as follows:

- Site Preparation (5 days) – 67.6 L_{eq} (maximum)
- Grading (8 days) – 72.8 L_{eq} (maximum)
- Building Construction (156 days) – 73.7 L_{eq} (maximum)
- Paving (18 days) – 69.9 L_{eq} (maximum)
- Architectural Coating (18 days) – 59.5 L_{eq} (maximum)

In addition, the City's Noise Ordinance (Section 9.48.020 of the Wildomar Municipal Code) 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. Project construction activities would comply with the above allowed hours.

In addition to adherence to the City of Wildomar Municipal Code Section 9.48.020, which limits the construction hours of operation, the following best management practices (BMPs) would be implemented to further reduce construction noise emanating from the proposed project:

1. All construction equipment, fixed or mobile, would be equipped with properly operating and maintained mufflers, consistent with manufacturer standards.
2. All stationary construction equipment would be placed so that emitted noise is directed away from the noise sensitive receptors nearest the project site.
3. As applicable, shut off all equipment when not in use.
4. Equipment staging shall be located in areas that create the greatest distance between construction-related noise/vibration sources and sensitive receptors surrounding the project site.

5. Jackhammers, pneumatic equipment, and all other portable stationary noise sources would be directed away from existing residences east of the project site. Either one-inch plywood or sound blankets can be utilized for this purpose. They should reach up from the ground and block the line of sight between equipment and the nearest off-site residences. The shielding should be without holes and cracks.
6. No amplified music and/or voice would be allowed on the project site.
7. Haul truck deliveries would not occur outside of the hours presented as exempt for construction per City's Municipal Code Section 9.48.020.

Compliance with the City's Municipal Code and implementation of the BMPs would ensure construction noise impacts would be less than significant.

Construction Noise (off-site)

During construction the estimated existing average daily trips along Clinton Keith Road in the vicinity of the project site range between 18,492 and 36,108 average daily vehicle trips and vehicle trips along Jana Lane are 240 average daily vehicle trips. The greatest number of construction-related vehicle trips per day would be during building construction at up to 109 vehicle trips per day. Given the project site's proximity to I-15, it is anticipated that vendor and/or haul truck traffic would take the most direct route to the appropriate freeway ramps. Therefore, the addition of project vendor/haul trucks and worker vehicles per day along off-site roadway segments would not be anticipated to result in a doubling of traffic volumes (Ganddini 2022b). Off-site project generated construction vehicle trips would result in a negligible noise level increase and would not result in a substantial increase in ambient noise levels. Impacts would be less than significant.

The project site falls within the area for the City's Capital Improvement Program CIP 025 Clinton Keith Widening project, 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's CIP 025 project is completed. The project would also be responsible for implementing mitigation measure **NOI-1.**

Operations

Onsite Operations

Peak hour project operational noise levels, which are expected to occur between 7:00 AM and 10:00 PM, would range between 39 and 65 dBA L_{eq} at the nearest receptors. Nighttime noise levels at the nearest receptors would range between 35 and 60 dBA L_{eq}. **Table 13-2,** Project Operational Noise (Day/Night), shows the proposed operational noise levels.

Table 13-2 Project Operational Noise (Day/Night)				
Direction From Project Site	**Land Use Designation**	**Applicable Standards (day/night) (dBA L_{eq})**	**Modeled Noise Level (day/night) (dBA, L_{eq})**	**Exceeds Standards? (day/night)**
North	Medium Density Residential	55/45	50/47	No
South	Medium High Density Residential	55/45	39/32	No
East	Business Park	65/45	64/45	No
West	Business Park	65/45	65/59	No
Source: Ganddini 2022b (Appendix 9)				

As shown in **Table 13-2**, project operational noise would not be exceeded by more than 3 dBA. The existing traffic noise level was modeled at 49 dBA CNEL and the existing plus project noise level was modeled at 57 dBA CNEL along Jana Lane south of Clinton Keith Road. The majority of the existing land uses along this portion of Jana Lane affected by the proposed project are commercial and/or industrial uses, with the exception of one single-family residence at 36120 Jana Lane. Therefore, although the project generated vehicle trips result in an increase above 3 dBA CNEL along the segment of Jana Lane south of Clinton Keith Road, project generated vehicle traffic does not raise the ambient noise level from below the applicable standard to above the applicable standard (60 dBA CNEL for single-family residential uses). Project generated vehicle traffic along all other modeled roadway segments is anticipated to increase the noise between approximately 0.06 to 1.05 dBA CNEL. Therefore, project generated increases in ambient noise levels would result in less than 3 dBA CNEL increases along these segments. Therefore, impacts would be less than significant.

Project Generated Vehicle Traffic

During operation, the proposed project is expected to generate approximately 5,667 average daily trips with 270 trips during the AM peak hour and 264 trips during the PM peak hour. According to the noise modeling, the segment of Jana Lane south of Clinton Keith Road is anticipated have an increase in noise levels by up to approximately 8 dBA CNEL (Ganddini 2022b). The existing traffic noise level was modeled at 49 dBA CNEL and the existing plus project noise level was modeled at 57 dBA CNEL at this segment (Ganddini 2022b).

The majority of the existing land uses along this portion of Jana Lane that would be affected by the proposed project's generated vehicle trips are commercial and/or industrial uses, with the exception of one single-family residence at 36120 Jana Lane. Although the project generated vehicle trips result in an increase above 3 dBA CNEL along the segment of Jana Lane south of Clinton Keith Road, project generated vehicle traffic does not increase the ambient noise level above the applicable standard of60 dBA CNEL for single-family residential uses. Project generated vehicle traffic along all other modeled roadway segments is anticipated to increase between approximately 0.06 to 1.05 dBA CNEL. Therefore, project generated

increases in ambient noise levels would result in less than 3 dBA CNEL increases along these segments which would not result in substantial noise increases. Impacts from project generated vehicle trips would be considered less than significant.

b) Less Than Significant Impact. The estimated groundborne vibration levels at the nearest structures are presented in **Table 13-3,** Construction Vibration Levels at the Nearest Receptors.

Table 13-3 Construction Vibration Levels at the Nearest Receptors

Receptor Location	Distance from Property Line to Nearest Structure (feet)	Equipment	Vibration Level (PPV in/sec)	Threshold Exceeded?[1]	Vibration Level with BMPs[2]	Threshold Exceeded with BMPs?[1,2]
Residential to North	145	Vibratory Roller	0.015	No	-	-
	145	Large Bulldozer	0.006	No	-	-
Commercial to Eat	91	Vibratory Roller	0.030	No	-	-
	91	Large Bulldozer	0.013	No	-	-
Commercial to South	3	Vibratory Roller	5.052	**Yes**	0.452	No
	3	Large Bulldozer	2.141	**Yes**	0.492	No
Commercial to West	1	Vibratory Roller	26.250	**Yes**	0.452	No
	1	Large Bulldozer	11.125	**Yes**	0.492	No

Source: Ganddini 2022b (Appendix 9)

[1] Caltrans identifies the threshold at which there is a risk of architectural damage to older residential structures as a PPV of 0.3 in/sec to modern industrial/commercial buildings as a PPV of 0.5 in/sec (See Table 13-4).

[2] BMPs include prohibiting the use of vibratory rollers, or similar vibratory equipment, within 15 feet and large bulldozers within 8 feet of commercial structures to the south and west of the project site.

As shown in **Table 13-3**, the threshold of 0.3 in/sec PPV for older residential structures would not be exceeded at nearby residential uses; however, the commercial threshold of 0.5 in/sec PPV has the potential to be exceeded at the commercial structures located to the south and west of the project site. If a vibratory roller is used within 15 feet of an existing commercial structure or if a large bulldozer is used within 8 feet of an existing structure, there would be some potential architectural damage. BMPs to be adopted by the City to prohibit the use of vibratory rollers within 15 feet or a larger bulldozer between 8 feet of the existing commercial uses to the south and west of the site would result in vibratory levels to be under significance thresholds at all properties surrounding the project site. Therefore, impacts would be less than significant.

As shown in **Table 13-4**, Guideline Vibration Damage Potential Threshold Criteria, the threshold at which is a risk to "architectural" damage to historic and some older buildings is a peak particle velocity (PPV) of 0.25, at older residential structures a PPV of 0.3, and at new residential structures a PPV of 0.5.

Table 13-4 Guideline Vibration Damage Potential Threshold Criteria

Structure Condition	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Extremely Fragile Historic Buildings, Ruins, Ancient Monuments	0.12	0.08
Fragile Buildings	0.2	0.1
Historic and Some Old Buildings	0.5	0.25
Older Residential Structures	0.5	0.3
New Residential Structures	1.0	0.5
Modern Industrial/Commercial Buildings	2.0	0.5
Source: Ganddini 2022b (Appendix 9)		

Operation of a vibratory roller may result in groundborne vibration levels of up to 0.1 at a distance of 41 feet and a large bulldozer at a distance of 23 feet. Due to distance to the nearest sensitive receptors, vibration related annoyance would not occur. Furthermore, annoyance would be short-term and would occur only during site grading and site preparation activities which would be limited to daytime hours. Impacts are less than significant.

Operation of the proposed project would involve the movement of passenger vehicles and trucks. Driving surfaces associated with the project would be paved and would generally be smooth. Loaded trucks generally have a PPV of 0.076 at a distance of 25 feet (Ganddini 2022b). Groundborne vibration levels associated with passenger vehicles is much lower. The movement of vehicles on the project site would not result in the generation of excessive groundborne vibration or groundborne noise. Impacts would be less than significant.

c) No 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 French Valley Airport located approximately 5.7 miles southeast of the project site. The proposed project would not expose people residing or working in the area to excessive noise levels. Therefore, no impact would occur.

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:

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. Construction of the proposed project would require contractors and laborers. Because of the size of the proposed project, the City expects that the supply of general construction labor would be available from the local and regional labor pool. The unemployment rate for Riverside County region is 3.9 percent (BLS 2022). The proposed project would not result in a long-term increase in employment from short-term construction activities.

The project's commercial, office, and warehouse uses are expected to generate up to 18[1] new jobs, 15[2] jobs, and 17[3] jobs, respectively in the City with an expected total of up to 50 new jobs (Natelson 2001). The proposed project employment generation is not expected to result in a significant relocation of employees to the region due to the size of the existing labor pool in the area. Additionally, when compared to the Southern California Association of Government's (SCAG) employment 2045 projection of 11,200 workers in the City, the proposed project's contribution to overall population increases due to employment is marginal (SCAG 2020). Therefore, the proposed project would not directly nor indirectly induce substantial unplanned growth to the City's population.

[1] The project's 11,260 square feet of commercial space (7,460 sq ft convenience store and 3,800 sq ft restaurants) was 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 approximately 18 employees.

[2] The project's 7,263 square feet of office space was divided by 481 square feet/employee which represents the average square feet/employee in the "low-rise office" category for Riverside County and results in approximately 15 employees.

[3] The project's 10,049 square feet of warehouse space was divided by 581 square feet/employee which represents the average square feet/employee in the "warehouse" category for Riverside County and this calculation equals approximately 17 employees.

b) No Impact. The project site is vacant and does not contain any housing units. Therefore, the construction of the proposed project would not displace substantial numbers of existing people or housing units, which could necessitate the construction of replacement housing elsewhere. No impact would occur.

STANDARD CONDITIONS AND REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

15. Public Services

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

DISCUSSION

a) Less Than Significant Impact. The Riverside County Fire Department (RCFD) provides fire protection and safety services to the City of Wildomar. RCFD Fire Station 75 on 38900 Clinton Keith Road in the City of Murrieta is approximately 3 miles southwest of the site and RCFD Fire Station 61 on 32637 Gruwell Street in the City of Wildomar is approximately 3 miles to the northwest 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 7.7 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; additionally, no residential uses are proposed. 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, Fees, the project applicant/developer 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 a City 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, and would not propose residential uses. 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 not projected to add new residents as the proposed project would not construct residential uses. Payment of the City's development impact fees would reduce all impacts to less than significant.

e) Less Than Significant Impact. Development of the proposed project would not significantly increase demand for other public facilities. Since any population growth associated with the proposed project would not exceed the City's growth projections, and would have been accounted for in long-range public facilities master plans. The project applicant/developer would be required to pay any applicable impact fees which would contribute to offsetting this demand on local government services. Therefore, impacts would be less than significant.

STANDARD CONDITIONS AND REQUIREMENTS

1. The project applicant/developer 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/developer 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/developer 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/developer 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) No Impact. See response to issue V.15.d, Public Services, above. The proposed project would not result in a direct increase in population growth as the proposed project would not construct housing. Typically, residential uses result in a higher demand for recreational facilities compared to other uses. Therefore, no impacts would occur.

b) No Impact. Implementation of the proposed project would not result in a direct increase in population growth as the proposed project would construct commercial and office/industrial uses onsite. Typically, residential uses result in a higher demand for recreational facilities compared to other uses. As the proposed project does not include new homes, the proposed project would not require the construction or expansion of recreational facilities. No impacts would occur.

STANDARD CONDITIONS AND REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

17. Transportation

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

The Traffic Impact Analysis (TIA) prepared by Ganddini Group, Inc. (Ganddini 2022c) on November 30, 2022 is summarized herein and is included as **Appendix 10.**

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, based on the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition, 2021) and the (Not So) Brief Guide of Vehicular Generation Rates for the San Diego Region (2002). The land use categories provided in the table are the uses that best match those of the Project and are identified in the ITE Manual.

Table 17-1 Project Trip Generation Rates

Land Use[1]	ITE LU Code	LU Variable[2]	AM Peak Hour			PM Peak Hour			Daily Rate
			%In	%Out	Rate	%In	%Out	Rate	
Convenience Store/Gas Station – GFA (5.5-10k)	945	VFP	50%	50%	31.60	50%	50%	26.90	345.75
Automated Car Wash	[a]	LFWT	58%	42%	0.66	50%	50%	1.25	11.87
Fast-Food Restaurant	934	TSF	51%	49%	44.61	52%	48%	33.03	467.48

with Drive-Through									
General Office	710	TSF	88%	12%	1,52	17%	83%	1.44	10.84

Source: Ganddini 2022c (Appendix 10)

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

All rates based on General Urban/Suburban setting unless otherwise noted.

[a] Automated car wash based on rates provided in the *Newport Pointe Traffic Impact Analysis Report* (Linscott, Law & Greenspan, Engineers), April 28, 2021 which was derived from traffic counts on February 7, 2014 at the Victorville Speedwash (12147 Industrial Boulevard).

[2] VFP = Vehicle Fueling Positions; TSF = Thousand Square Feet; LFWT = Linear Feet Wash Tunnel

The project trip generation forecast in **Table 17-2**, Project Trip Generation Summary, also includes pass-by trip adjustments. Convenience store/gas station and restaurant land uses will often locate next to busy roadways to attract motorists already on the street. Since the trip generation rates shown in **Table 17-2** represent vehicles entering and exiting at the site driveways, it is appropriate to reduce the initial trip generation forecast by the applicable pass-by trip rate when calculating net new trips that will be added to the surrounding street system. The percentages of pass by trips for each land use category are shown in the table and were approved by the City Traffic Engineer in the Traffic Impact Analysis Scoping Memorandum (included as Appendix B of Appendix 10).

Table 17-2 Project Trip Generation Summary

Land Use	Quantity	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Convenience Store/Gas Station – GFA (5.5-10k)	16 VFP	253	253	506	215	215	430	5,532
Pass By Trips (Convenience Store/Gas Station, 76% AM, 75% PM, 38% Daily)[1]		*-192*	*-192*	*-384*	*-161*	*-161*	*-322*	*-2,102*
Subtotal		61	61	122	54	54	108	3,430
Automated Car Wash	63 LFWT	24	18	42	39	40	79	748
Fast-Food Restaurant with Drive-Through	3.8 TSF	86	83	169	65	60	125	1,776
Pass By Trips (*Fast-Food, 50% AM, 55% PM, 25% Daily)[1]*		*-43*	*-42*	*-85*	*-36*	*-33*	*-69*	*-444*
Subtotal		43	41	84	29	27	56	1,332
General Office	14.5 TSF	19	3	22	4	17	21	157
Total Trip Generation		**147**	**123**	**270**	**126**	**138**	**264**	**5,667**

Source: Ganddini 2022c (Appendix 10)

[1] For time periods with no pass-by data provided in ITE *Trip Generation Manual* (e.g., daily), pass-by rates assumed as half of ITE peak hour rate.

As shown in **Table 17-2**, Project Trip Generation Summary, the proposed project is anticipated to generate a total of approximately 5,667 two-way trips per day with 270 AM peak hour trips and 264 PM peak hour trips.

a) Less Than Significant Impact. As shown in **Table 17-2**, the proposed project is anticipated to generate a net total of approximately 5,667 two-way trips per day with 270 AM peak hour trips and 264 PM peak hour trips.

Public Transit, Pedestrian, and Bicycle Plans

The project area is served by RTA bus Route 23 which provides service for the cities of Wildomar, Murrieta, and Temecula (RTA 2022a). The closest bus stop is the Prielipp-Elizabeth stop, which is approximately 0.4-mile south of the project site, at the intersection of Elizabeth Lane and Prielipp Road.

Other bus stops within the project area are the Inland Valley Medical Center bus stop and Prielipp Inland Valley bus stop, both of which are approximately 0.65-mile southwest of the project site. Since the project site is not located directly along RTA Route 23, the proposed project would not propose changes to the route or its operations.

As a result of the project site's proximity to the Prielipp-Elizabeth bus stop, the use of transit services may increase. Transit service is reviewed and updated by RTA periodically to address ridership, budget, and community demand needs 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 to employment uses 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 proposed project includes the installation of an onsite bicycle rack and onsite sidewalks access, as well as sidewalks along Clinton Keith Road and Jana Lane. The construction and operation phases of the project would be contained within the project site and subsequently would not interfere with the use of sidewalks, bike lanes, or public transit.

The proposed project would be consistent with the General Plan's goals and policies, and the proposed project is not found to result in conflicts with adopted policies, plans, or programs, nor is it expected to negatively affect the performance or safety of existing or planned pedestrian, bicycle, or transit facilities. Any additional proposed changes to bicycle and pedestrian facilities would be consistent with City development standards and would 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. 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 (see Appendix 10 for a description of the LOS Analysis).

To address the project's impacts to roadway studied in the TIA the City will require that the following roadway improvements be made as Conditions of Approval for the proposed project, and that the proposed project will either construct or pay its fair-share to implement the following improvements:

- **Intersection #4 – Inland Valley Drive at Clinton Keith Road:** This improvement involves adding pavement to the intersection within the existing right of way, and paint to delineate lanes and turning movements.
    - Construct additional westbound through lane, and
    - Construct additional eastbound through receiving lane.
- **Intersection #5 – Salida Del Sol at Clinton Keith Road:** This improvement is a sign restricting turning movements and construction within of turn lanes within the existing right of way.
    - Restrict the southbound approach to right turns only during weekday peak periods (7 AM to 9 AM, and 4 PM to 6 PM).
    - Install a traffic signal;
    - Construct northbound, southbound, and westbound left turn lanes; and
    - Restripe northbound, southbound, and westbound shared left/through/right turn lane to shared through/right turn lane.
- **Intersection #6 – Elizabeth Lane at Clinton Keith Road:** Improvements include construction of a new traffic signal in the existing right of way at the intersection. Additional pavement will be added to the existing roadway to accommodate the turning movement. Paint will be added to complete the improvements and delineate lanes and turning movements.
    - Install a traffic signal;
    - Construct northbound and southbound left turn lanes;
    - Restripe northbound and southbound shared left/through/right turn lane to shared through/right turn lane; and
    - Construct additional eastbound through lane.
- **Intersection #7 – Jana Lane at Clinton Keith Road:** The project will contribute its fair share for all improvements at this intersection. The future improvements involve construction of a new traffic signal in the existing right of way at the intersection. Additional pavement will be added to the existing roadway to accommodate the turning movement. Paint will be added to complete the improvements and delineate lanes and turning movements.
    - Install a traffic signal;
    - Construct a northbound left turn lane; and
    - Restripe northbound shared left/right turn lane to right turn lane.

All improvements are within the graded shoulder of the existing right of way which means that previous construction activity for the road has removed vegetation and excavated below the existing roadbed. While unlikely, cultural resources could be uncovered as part of the excavation for footings of the traffic signals. Mitigation measures **TRI-1** through **TRI-7** will address any finds during construction. All other impacts would be construction related and addressed by the appropriate mitigation measures in this initial study. Impacts associated with transportation 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's Vehicle Miles Travelled (VMT) CEQA Threshold Policy Guidelines allows commercial projects with locally serving retail 50,000 square feet or less and 10,000 square feet or less of office to screen from requiring a VMT analysis (Ganddini 2022c). This guideline follows the Office of Planning and Research's (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA (Ganddini 2022c). In 2020, City Council also adopted a resolution that recommends that future projects demonstrate that they would reduce existing VMT by at least 3 percent (Ganddini 2022c).

The proposed development encompasses 19,021 square feet of local retail space (convenience store, gas station, car wash, and restaurants) and 17,312 square feet of office and warehouse space. The project Traffic Analysis Zone (TAZ) 2022 daily home-based work VMT per worker is 5.17 percent less than the jurisdictional average 2022 daily home-based work VMT per worker of 17.1 percent. The June 10, 2020 City Council adopted resolution recommends that future projects demonstrate that they would reduce existing VMT by at least three percent. Since the project TAZ 2022 daily home-based VMT per worker is 5.17 percent less than the jurisdictional average, the proposed project meets the requirement to reduce VMT by at least three percent.

The proposed project consists of 19,021 square feet of locally serving retail and 17,312 square feet of office/warehouse. The proposed project meets the threshold for 50,000 square feet or less of locally serving retail, but the proposed office/warehouse use exceeds the screening threshold of 10,000 square feet or less or office. However, the proposed project is screened out and exempt from a VMT analysis since the proposed project meets the screening criteria for locally serving retail 50,000 square feet or less, and the 17,312 square feet of office/warehouse would reduce the City's required VMT by at least 3 percent. Therefore, the proposed project meets the City established VMT screening criteria and impacts are less than significant.

c) Less Than Significant Impact. The project proposes four driveways: one right turn in/out only access driveway on Clinton Keith Road, and three full access driveways on Jana Lane. All four driveways would be accessible to passenger vehicles. Additionally, the driveway on Clinton Keith Road and the two northernmost driveways on Jana Lane would also be used for truck access.

The TIA indicates the following would be constructed at the project driveways to provide site access:

- **Project Driveway at Clinton Keith Road**
    - Construct one inbound lane and one outbound lane with northbound stop control

- Northbound: one right turn lane
- Eastbound: one through lane and one shared through/right turn lane
- Westbound: two through lanes

- **Jana Lane at Project Driveway – Three Driveways**
  - Construct one inbound lane and one outbound lane with eastbound stop control
  - Northbound: one shared left/through lane
  - Southbound: one shared through/right turn lane
  - Eastbound: one shared left/right turn lane

Moreover, the TIA includes a queuing study; **Table 17-3**, Queuing Analysis, summarizes the results of the analyses for turning movements conducted at the study area intersections to determine if adequate storage length is provided for individual movements that are projected to operate at unacceptable LOS.

Table 17-3 Queueing Analysis					
Study Intersection	**Turning Movement**	**Existing Plus Ambient Growth Plus Project Plus Cumulative**		**Available Storage Length (feet)**	**Adequate Storage**
		AM Peak Hour Required Storage Length (feet)	**PM Peak Hour Required Storage Length (feet)**		
1. I-215 SB Ramps at Clinton Keith Road	SB Left Turn Lane	617.09	484.57	>1,000	Yes
	SB Left/Through Lane	615.81	484.49	680	Yes
	SB Dual Right Turn Lanes	336.40	n/a[1]	600	Yes
2. I-215 NB Ramps at Clinton Keith Road	NB Left Turn Lane	n/a[1]	354.42	>1,000	Yes
	NB Left/Through/Right Turn Lane	n/a[1]	364.31	650	Yes
	NB Right Turn Lane	n/a[1]	417.44	650	Yes
	EB Dual Left turn Lanes	n/a[1]	241.04	200	No
	WB Right Turn Lane	n/a[1]	864.68	280	No
3. Wildomar Trail at Clinton Keith Road	SB Left Turn Lane	n/a[1]	247.74	95	No
5. Salida Del Sol at Clinton Keith Road	NB Left Turn Lane	62.37	95.73	150	Yes
	SB Left Turn Lane	33.05	19.10	150	Yes
	EB Left Turn Lane	15.86	11.66	150	Yes
	WB Left Turn Lane	24.22	34.01	150	Yes

Source: Ganddini 2022c (Appendix 10).

[1] n/a = not applicable. Turning movement projected to operate at an acceptable LOS.

As shown in **Table 17-3**, existing storage lengths/intersection spacing is forecast to adequately serve the turning movements except for the eastbound dual left turn lanes and westbound right turn lanes at Intersection #2 – I-215 NB Ramps at Clinton Keith Road, and the southbound left turn lane at Intersection #3 – Wildomar Trail at Clinton Keith Road.

Intersection #2 is entirely within Caltrans' jurisdiction and increasing the turn lane storage lengths is not feasible due to opposing left turn lanes for the SB ramps. Further, traffic from the proposed project is considered part of the background development growth assumed in all traffic analyses because it is consistent with the general plan and zoning for the City, and in another jurisdiction. Payment of the Transportation Uniform Mitigation Fee (TUMF) by the project as required by Wildomar Municipal Code Section 3.4, addresses the project's proportionate share of regional transportation improvements.

Deficient queuing 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 queuing operations to satisfactory operations. As a Condition of Approval, the project would be required to contribute to the ITS program. ITS uses various methods, such as intersection cameras, loop detection, and timing modifications to optimize intersection operations in real time.

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 would ensure that roadway hazards are reduced, and impacts are less than significant.

d) Less than Significant with Mitigation Incorporated. The proposed project would provide four driveways that would provide site access: one right turn in/out only access driveway on Clinton Keith Road and three full access driveways on Jana Lane. The proposed project would also include a fire lane that runs through the center of the project site with ingress at the driveway on Clinton Keith Road and egress at the other three driveways on Jana Lane. Ingress and egress for 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), as the project site falls within this improvement area. Impacts would be less than significant with mitigation incorporated.

STANDARD CONDITIONS AND REQUIREMENTS

- 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).
- 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).

- As Conditions of Approval, the City will also require the project to construct or pay its fair-share to implement the following improvements at four intersections that would experience unsatisfactory Level of Service and/or queuing impacts during the existing plus ambient growth plus project and/or cumulative scenarios:

- **Intersection #4 – Inland Valley Drive at Clinton Keith Road:** This improvement involves adding pavement to the intersection within the existing right of way, and paint to delineate lanes and turning movements.

    a. Construct additional westbound through lane, and

    b. Construct additional eastbound through receiving lane.

- **Intersection #5 – Salida Del Sol at Clinton Keith Road:** This improvement is a sign restricting turning movements and construction within of turn lanes within the existing right of way.

    a. Restrict the southbound approach to right turns only during weekday peak periods (7 AM to 9 AM, and 4 PM to 6 PM).

    b. Install a traffic signal;

    c. Construct northbound, southbound, and westbound left turn lanes; and

    d. Restripe northbound, southbound, and westbound shared left/through/right turn lane to shared through/right turn lane.

- **Intersection #6 – Elizabeth Lane at Clinton Keith Road:** Improvements include construction of a new traffic signal in the existing right of way at the intersection. Additional pavement will be added to the existing roadway to accommodate the turning movement. Paint will be added to complete the improvements and delineate lanes and turning movements.

    a. Install a traffic signal;

    b. Construct northbound and southbound left turn lanes;

    c. Restripe northbound and southbound shared left/through/right turn lane to shared through/right turn lane; and

    d. Construct additional eastbound through lane.

- **Intersection #7 – Jana Lane at Clinton Keith Road:** The project will contribute its fair share for all improvements at this intersection. The future improvements involve construction of a new traffic signal in the existing right of way at the intersection. Additional pavement will be added to the existing roadway to accommodate the turning movement. Paint will be added to complete the improvements and delineate lanes and turning movements.

    a. Install a traffic signal;

    b. Construct a northbound left turn lane; and

    c. Restripe northbound shared left/right turn lane to right turn lane.

    - The project would be required to contribute to the City's ITS program to mitigate queuing impacts.

- 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:

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

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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).

The Sacred lands File research conducted by the Native American Heritage Commission (NAHC) for the property were positive, but this finding was in relation to the USGS topographic map and no further information specific to the subject property was provided (Keller 2022).

Assembly Bill (AB) 52 established a formal consultation process for California tribes within the CEQA process. The AB 52 specifies that any project that may affect or cause a substantial adverse change in the significance of a tribal cultural resource would require a lead agency to "begin consultation with a California Native American tribe that is traditional and culturally

affiliated with the geographic area of the proposed project." Section 21074 of AB 52 also defines tribal cultural resources as sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe and that are either listed on, or eligible for, the California Register of Historical Resources or a local historic register, or the lead agency chooses to treat the resource as a significant resource.

The City notified tribes that requested to be alerted of new projects on September 26, 2022, which included the Morongo Band of Mission Indians, Pechanga Band of Mission Indians, Rincon Band of Luiseño Indians, and Soboba Band of Mission Indians.

The Rincon Band of Luiseño Indians notified the City on October 18, 2022 that the identified location of the project site is within the Traditional Use Area of the Luiseño people. The Rincon Tribe stated that they have no information on specific Tribal Cultural Resources within the project site; the Rincon Tribe did not request consultation, however, they asked to be notified of any environmental documents available for public review.

On October 18, 2022, the City met with the Soboba Band of Mission Indians for consultation. The Soboba Band of Mission Indians concluded consultation on October 25, 2022, and stated that the City's standard mitigation measures would be an efficient approach to mitigate inadvertently discovered consultation under AB 52.

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 2016).

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 274 gallons per day (gpd)/acre for General Plan land use designation of Business Park (EVMWD 2016). As the project site covers approximately 4.35 acres, the proposed wastewater generation for the site would be 1,192 gpd.

The proposed project would connect to an existing 15-inch sewer line in Jana Lane and an existing 18-inch sewer line in Clinton Keith Road. 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 Regional WRF also has a planned capacity expansion to 4 mgd (EVMWD 2021).

The proposed project would result in an increase of approximately 0.047 percent[4] of the remaining design capacity of the Regional WRF. With the planned capacity expansion at the plant, the increase in wastewater by the proposed project is considered less than significant. The proposed project would not require or result in the construction or expansion of any new/portable water or sewage treatment facilities. 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). The imported water is a blend of Colorado River water, State Water Project water, and local Western supplies (EVMWD 2021). The water provided by WMWD is treated by EVMWD prior to it being distributed to their customers. The EVMWD water treatment facilities, their capacities, and remaining available treatment capacities are shown in **Table 19-1**, EVMWD Water Treatment Facilities.

Table 19-1 EVMWD Water Treatment Facilities

Treatment Plant	Capacity (mgd)	Maximum Flow (mgd)	Remaining Treatment Capacity (mgd)

[4] 1,191gpd / 2,540,000 gpd = 0.0004692 = 0.047 percent.

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 demand for the proposed project's uses would be 900 gpd/acre for Business Park land use designation (EVMWD 2016). The total proposed water demand for 4.35 acres of the site would be 3,915 gpd (EVMWD 2016). This is approximately 0.044 percent[5] 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 (Blue Engineering 2022b). Runoff from the proposed project would be collected in an onsite catch basin and retained, upon implementation of a biofiltration system (Blue Engineering 2022b). Overflow from the biofiltration system would connect to an overflow storm drainpipe that would run from the southern portion of the site towards the southeastern corner. The onsite catch basin would be designed to capture drainage from the site. A pipe from the biofiltration system would direct flow to a storage tank where the water would be directed into a full-capture type catch basin filter (WetlandMOD) to reduce clogging, before going into an overflow pipe (Blue Engineering 2022b). Additionally, implementation of BMPs would improve water quality and reduce runoff. Stormwater drainage improvements associated with the proposed project have been designed to not impact the local, off-site storm drain system. Therefore, impacts would be less than significant.

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 the 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 would be required. Therefore, impacts are less than significant.

b) Less Than Significant Impact. The project site is within the service boundary of the EVMWD. The EVMWD utilizes both groundwater and imported water supplies to ensure adequate water is available for

[5] 3,915 gpd / 8,800,000 gpd = 0.0004448 = 0.044 percent

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); the supply would exceed the demand by 8,286 acre-feet/year. Therefore, this impact is less than significant because there would be sufficient water supply to meet the demand of 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. Impacts would be less than significant.

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 cubic yards 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) most recent solid waste generation rates for Commercial uses is 10.53 pounds per employee per day (lb/emp/day), for Warehouse uses is 13.82 lb/emp/day, and for Office uses is 1.24 lb/employee/day (CalRecycle 2019b). The project's commercial, warehouse, and office uses are expected to generate up to 18 new jobs, 17 jobs, and 15 jobs, respectively in the City with an expected total of up to 50 new jobs (Natelson 2001). Therefore, with a total of up to 50 employees, the proposed project would generate an estimated 443.08 lb/day of solid

waste[6].This increase would be 0.0014 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.

[6] Commercial: 10.53 lb/emp/day x 18 employees = 189.54 lbs/day
Warehouse: 13.82 lb/emp/day x 17 employees = 234.94 lb/day
Office: 1.24 lb/emp/day x 15 employees = 18.6 lb/day
Total: 189.54 lb/day +234.94 lb/day + 18.6 lb/day = 443.08 lb/day

[7] 443.08 lb/day = 0.22154 ton/day
0.22154 tons/day / 16,054 tons/day = 0.00001379 or 0.001379 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 2022 CBC, or the current version of the CBC at the time of construction. 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 (2018). 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-1** and **HAZ-2** 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 vacant and contains ruderal vegetation. The topography of the site varies, and the general drainage is from north to south, and slightly from east to west (Blue Engineering 2022b). The City does not experience high-speed prevailing winds; average wind speeds are approximately 6 miles per hour during the windier part of the year, from November to June (Weather Spark 2022).

Developing the existing vacant and undeveloped site with the proposed structures would reduce the amount of exposed vegetation that could be used as fuel. 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-1** and **HAZ-2,** 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 connecting to the existing utility lines (as electricity, water, and sewer) along Clinton Keith Road and Jana Lane. The project applicant/developer is required to pay for connections and maintenance of onsite utility infrastructure. The utilities would be installed to meet service requirements. The construction of new and improved infrastructure 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, the project site is not within a flood hazard zone. There are no flooding or safety concerns caused by drainage. Additionally, as discussed in Section V.10, due to the relatively gentle sloping of the project site, there is a low risk for slope stability related hazards (NTS 2022).

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, natural drainage at the project site would generally be similar to existing conditions; no substantial changes to drainage patterns would occur. Therefore, with implementation of BMPs, impacts are less than significant.

STANDARD CONDITIONS AND REQUIREMENTS

None Required.

MITIGATION MEASURES

Implementation of mitigation measures **HAZ-1** and **HAZ-2** 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.4, Biological Resources, implementation of mitigation measure **BIO-1** would require surveys for nesting birds, thereby 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 and human remains. 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 on tribal cultural resources. Implementation of **HAZ-1** and **HAZ-2**, as discussed in Section V.8, Hazards and Hazardous Materials, and Section V.20, Wildfire, would reduce impacts of wildfires to a less than significant impact upon conformance with building codes and City standards. As discussed in Section V.13, Noise, and Section V.17, Transportation, the project site is within the improvement area 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's CIP 025 project is completed. The project would also be responsible for implementing mitigation measures **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 emergency 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 is based on the Air Quality Management Plan forecasts for 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 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. Implementation of

the proposed project would result in less than significant impacts, and would not contribute to cumulative impacts to Air Quality.

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 are imposed on all construction projects throughout the air basin. 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 within a Criteria Cell. The project site is located within the Stephens' Kangaroo Rat Fee Plan Area and MSHCP Fee Area. No sensitive species were found on-site, nor is the project site a suitable habitat for burrowing owls, but the site could contain habitat for nesting birds. Implementation of mitigation measure **BIO-1**, would minimize potential project-

related impacts to nesting birds. The proposed project would 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 also 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. Therefore, the project would have a less than cumulatively considerable impact.

Energy

Construction and operation of the proposed project would result in an increase in energy use as the site is currently vacant. Construction energy use 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 proposed project is within a Very High Fire Hazard Severity Zone;

implementation of mitigation measures **HAZ-1** and **HAZ-2** would ensure that the proposed project complies with the California Building Code, Fire Code, and City standards in regard to fire hazards. All development within the VHFHS Zone of the City is required to comply with the California Building Code, Fire Code, and City standards 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 ensure that the quality of water discharged from the site during both construction and operational activities do not adversely affect any off-site uses or water resources. The site is not located within a flood hazard zone. Therefore, the proposed project would have a less than cumulatively considerable impact related to hydrology.

Land Use and Planning

The proposed project would not divide an established community. The proposed project would comply with the standards for its zoning designation as listed in the Wildomar Municipal Code. The proposed project would require a Conditional Use Permit for the sale of alcohol. As the proposed project would not change the zoning or land use designations for the site, the proposed project would be consistent with the General Plan thereby reducing physical 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 and comply with the City's noise ordinances. Any combined impacts would be temporary, constituting intermittent annoyance perhaps, but not a significant cumulative noise impact. The project site falls within the area for the City's Capital Improvement Program CIP 025 Clinton Keith Widening project, 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's CIP 025 project is completed. The project would also be responsible for implementing mitigation measure **NOI-1**, as shown in the Clinton Keith Road Widening IS/MND. Therefore, compliance with the City's noise ordinance and implementation of mitigation measure **NOI-1**, 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 construction noise.

Implementation of the proposed project, in combination with other existing, planned, proposed, approved, and reasonably foreseeable development in the immediate area, may increase operational noise levels in the project area. However, as project generated vehicle traffic does not raise the ambient noise level from below the applicable standard to above the applicable standard (60 dBA CNEL for single-family residential uses), operational noise impacts to less than cumulatively considerable. Therefore, the proposed project would have a less than cumulatively considerable impact related to operational 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 employment opportunities in the City which are expected to be filled by the local labor pool. Therefore, the project would have a less than cumulatively considerable impact related to population and housing.

Public Services

Implementation of the proposed project, in combination with other existing, planned, proposed, approved, and reasonably foreseeable development in the immediate area, may increase the demand for public services such as fire and police protection. However, as a standard condition of approval, project applicants/developers are required to pay development impact fees to fund the expansion of such services. Development of any future public service 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

The proposed project would have no impact related to recreational facilities and would therefore not contribute to any cumulative impacts to such facilities. Additionally, as a standard condition of approval, the project applicant/developer is required to pay development impact fees to fund the expansion of such facilities. 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 no impact on recreational facilities.

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. 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/developer would be required to participate in the funding of off-site improvements, including traffic signals that are needed to serve cumulative traffic conditions.

In addition to these fees, as conditions of approval for the proposed project, the applicant/developer would implement the recommended improvements to four of the eight study intersections, or pay its fair-share for the improvements. The project site falls within the area for the City's Capital Improvement Program CIP 025 Clinton Keith Widening project, 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's CIP 025 project is completed. The project would also be responsible for implementing mitigation measure **TRF-1**, as shown in the Clinton Keith Road Widening IS/MND.

The proposed project is screened out and exempt from a VMT analysis since the proposed project meets the screening criteria for locally serving retail 50,000 square feet or less and the 17,312 square feet of office/warehouse would reduce the City's required VMT by at least 3 percent. Therefore, the project's contribution to VMT can be considered less than significant. Implementation of the intersection 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, tribal 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, and would be required to implement mitigation measures **CUL-1** and **TRI-1** through **TRI-7**. 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, the proposed project would not result in a significant increase in utility demand and would be accounted for in long-range plans for the 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-1** and **HAZ-2** and compliance with the 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. These mitigation measures are: mitigation measures **BIO-1** to reduce impacts associated with biological resources; **CUL-1** and **TRI-1** through **TRI-7** to reduce impacts associated with cultural, archaeological, and tribal cultural resources; mitigation measure **NOI-1** to reduce impacts associated with noise; and mitigation measure **GEO-1** to reduce impacts associated with earthquake faults and soils hazards. As conditioned, the project applicant/developer 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, this document analyzes long-term and short-term impacts and mitigates all potential impacts to a less than significant level; therefore, the proposed project would not achieve short-term environmental goals to the disadvantage of long-term environmental goals. Any impacts are considered less than significant with mitigation incorporated.

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